RESOLUTION NO. 2008-158

RESOLUTION OF THE CITY COUNCIL
ADOPTING FINDINGS OF FACT AND
CERTIFYING AN ENVIRONMENTAL IMPACT REPORT AND
ADOPTING A MITIGATION MONITORING PROGRAM FOR
THE LINCOLN REGIONAL AIRPORT MASTER PLAN

Recitals

WHEREAS, a Draft Environmental Impact Report (Draft EIR) was prepared for the Lincoln Regional Airport Master Plan ("Master Plan") in accordance with California Public Resources Code Section 21000 et seq. ("CEQA") and State CEQA Guidelines Section 15000 et seq.; and

WHEREAS, the City provided public notice and circulated copies of the Draft EIR to public agencies (State Clearing House # 2007062027) and other interested persons and sought comments on the Draft EIR from November 29, 2007 to January 14, 2008; and

WHEREAS, the City provided public notice and re-circulated copies of the Draft EIR, Biological Resources Chapter, to public agencies and other interested persons and sought comments on the re-circulated Draft EIR from March 13, 2008 to April 26, 2008; and

WHEREAS, The November 29, 2008 Draft EIR, and the March 13, 2008 Re-circulated Draft EIR (Biological Resources Chapter), are collectively known as the Draft EIR; and

WHEREAS, public hearings on the project were held on June 20, 2007, December 19, 2007, and April 16, 2008 to receive public testimony and comments on the Master Plan and Draft EIR; and

WHEREAS, written and oral comments to the Draft EIR were received and responses to those comments have been prepared in the form of Response to Comments which have been made a part of the Final EIR; and

WHEREAS, Findings of Fact have been prepared concerning the level of environmental effects that will result from implementing the Master Plan; and

WHEREAS, a Mitigation Monitoring Program has been prepared containing the measures and steps necessary to reduce environmental effects to less than significant levels; and

WHEREAS, the City Council has independently reviewed and acknowledged the Draft and Final EIR's ("EIR"), the Findings of Fact, and the Mitigation Monitoring Program, and considered information contained therein and all comments, written and oral, received on the project prior to approving this resolution and acting on the project; and

WHEREAS, the City Council of the City of Lincoln has reviewed the Final EIR and the City Staff report pertaining to the Project, and all evidence received at a duly noticed public

hearing and all of those documents and evidence are herein incorporated by reference in this Resolution; and

WHEREAS, the City Council desires, in accordance with CEQA, to declare that on the basis of the whole administrative record before it, there is no evidence that the Project will have a significant impact on the environment, and that the EIR reflects the City Council's independent judgment and analysis.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LINCOLN DOES HEREBY RESOLVE TO ADOPT THE FINDINGS OF FACT, CERTIFY THE ENVIRONMENTAL IMPACT REPORT, AND ADOPT THE MITIGATION MONITORING PROGRAM FOR THE LINCOLN REGIONAL AIRPORT MASTER PLAN, AS FOLLOWS:

1. It is hereby found that the Environmental Impact Report (EIR) has been completed in accordance with CEQA statutes and the State CEQA Guidelines.

2. The EIR set forth environmental impacts that would be significant or potentially significant in the absence of mitigation measures. As to each such impact, the City Council hereby finds that the mitigation measures identified in the EIR and contained in the Mitigation Mentoring Program reduce or avoid the significant or potentially significant environmental impacts to less than significant levels.

3. It is hereby found that the EIR has been presented to the City Council, attached hereto as Exhibit A and incorporated herein by this reference, which reviewed and considered the information and analysis contained therein before making Findings of Fact and adopting the Mitigation Monitoring Program as attached hereto as Exhibit A and incorporated herein by this reference.

PASSED AND ADOPTED this 14th day of October, 2008 by the following roll call vote:

AYES:	COUNCIL MEMBERS:	Short, Cosgrove, Stackpoole, Nakata, Santini
NOES:	COUNCIL MEMBERS:	None
ABSENT:	COUNCIL MEMBERS:	None

Primo Santini, Mayor

ATTEST:

Patricia Avila, City Clerk

EXHIBIT A

Environmental Impact Report
Findings of Fact
Mitigation Monitoring Program for the
Lincoln Regional Airport Master Plan

MITIGATION MONITORING PROGRAM

Introduction

In order to ensure compliance with the proposed revisions or mitigations during implementation of project development, as required by Section 21081.6 of the Public Resources Code, a Lead Agency must adopt a reporting or monitoring program for project revisions or required provisions intended to reduce or mitigate potential environmental effects. This MMP has been prepared to provide monitoring and reporting for mitigation measures required by the City of Lincoln as the Lead Agency for the Lincoln Regional Airport Master Plan.

Section 15097(d) of the California Environmental Quality Act (CEQA) Guidelines specifies that the Lead Agency may exercise discretion in approach to fulfilling the requirements for monitoring and reporting of mitigation measures. The City of Lincoln identifies the following program as the formal MMP for the proposed Project. A copy of this document is available to the public at the City of Lincoln, located at 600 Sixth Street, Lincoln, California.

Mitigation Monitoring Plan

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

Impacts and Mitigation Measures
Impacts are summarized by resource area. Mitigation measures have been taken verbatim from the DEIR, except for Mitigation Measures 3.2-1a through 3.2-7, which were modified and recirculated in response to comments received on the DEIR. The final, modified versions of Mitigation Measures 3.2-1a through 3.2-7 are included in the MMP.

Monitoring and Enforcement Actions
Each Mitigation Measure requires the implementation of some action. This column summarizes the necessary actions to be taken and, in many cases, identifies the criteria for compliance.

Implementation and Timing of Activity
This column first identifies the entity responsible for implementing the Monitoring and Enforcement Actions, and secondarily identifies the timing for implementation of these actions. The timing for implementation can be found below the responsible entity. A key to abbreviations used for responsible entities follows below.

Key for Responsible Entities
- DPW - Department of Public Works
- CDD - Community Development Department
- FD - City Fire Department
- LHM - Lincoln Regional Airport
- USFWS - United States Fish and Wildlife Service
- USACOE - United States Army Corps of Engineers

- CDFG - California Department of Fish and Game
- RWQCB - Regional Water Quality Control Board

Party Responsible for Verifying Compliance

The City of Lincoln is responsible for implementing all of the Mitigation Measures identified by this MMP. This column identifies which City Department will be responsible for verifying compliance, as well as for initiating corrective actions. As indicated by this column, DPW and LHM share these responsibilities.

Table 6-1 – Mitigation Monitoring Plan

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
Biological Resources				
Impact	**Mitigation Measure**			
Impact 3.2-1a: Loss or Disturbance of Swainson's Hawk Foraging Habitat	Mitigation Measure 3.2-1a: *The annual grassland habitat on the airport may provide foraging habitat for Swainson's hawk. The project creates a loss of 99.81 acres of Swainson's hawk foraging habitat. To address the potential loss of Swainson's hawk foraging habitat, the City of Lincoln will compensate for the permanent loss of annual grassland at a ratio 1:1. Mitigation for the loss of Swainson's hawk foraging habitat would occur by the City of Lincoln, Lincoln Regional Airport, in one or more of the following ways:* *1. Through setting aside grassland acreage on the Airport through establishment of a designated habitat conservation area or combination of conservation areas for Swainson's Hawk habitat; or,* *2. Through establishment on City-owned or entitled property of a permanent Swainson's Hawk habitat conservation easement; or,* *3. Through the payment of In-Lieu fees for Swainson's Hawk habitat conservation; or,* *4. Through a combination of No. 1), 2) and/or 3) above.*	Contract with a qualified professional to conduct protocol level surveys for Swainson's hawk foraging habitat. Verify survey results. Provide compensatory mitigation for impacts to habitat for Swainson's hawk foraging habitat at a ratio of 1:1. Verify compensatory mitigation requirements have been met.	Prior to commencement of construction activities potentially impacting Swainson's Hawk foraging habitat.	DPW LHM CDFG

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
Impact 3.2-1b: Loss or Disturbance of Swainson's Hawk Nesting Habitat	Mitigation Measure 3.2-1b: *To address the loss of Swainson's hawk nesting habitat, the City of Lincoln will compensate for the permanent loss of riparian habitat at a ratio 1:1. Mitigation for the loss of Swainson's hawk riparian nesting habitat would occur by the City of Lincoln, Lincoln Regional Airport, in one or more of the following ways:* *1. Through setting aside riparian acreage on the Airport through establishment of a designated nesting habitat conservation area or combination of conservation areas for Swainson's Hawk nesting habitat; or,* *2. Through establishment on City-owned or entitled property of a permanent Swainson's Hawk nesting habitat conservation easement; or,* *3. Through the payment of In-Lieu fees for Swainson's Hawk nesting habitat conservation; or,* *4. Through a combination of No. 1), 2) and/or 3) above.*	Contract with a qualified professional to conduct protocol level surveys for Swainson's hawk nesting habitat. Verify survey results. Provide compensatory mitigation for impacts to habitat for Swainson's hawk foraging habitat at a ratio of 1:1. Verify compensatory mitigation requirements have been met.	Prior to commencement of construction activities potentially impacting Swainson's Hawk nesting habitat.	DPW LHM CDFG
Impact 3.2-2: Loss or Disturbance of Special-Status Plants	Mitigation Measure 3.2-2: *Not more than three years prior to disturbance of undisturbed areas within the footprint of a proposed Project, surveys for special-status plants shall be conducted by a qualified biologist. The surveys shall follow the Department of Fish and Game's Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities (revised May 8, 2000). If the presence of special status plants is confirmed, the City would set aside and preserve areas within the airport to construct and manage conservation areas for special status plant species at a ratio of 1:1.*	Contract with a qualified biologist to conduct protocol level surveys for special-status plants. Verify survey results. Provide compensatory mitigation for impacts to special status plant	Prior to commencement of construction activities potentially impacting special-status plants.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	Special status species, and CNPS List 3 and 4 plants, and sensitive habitats shall be shown on all plans for each future Airport Master Plan project. All construction or site activities that could result in disturbance to special status species (and CNPS List 3 and 4 plants) and sensitive habitats shall be shown on construction and development plans. A qualified biologist shall review plans and proposed construction activities for consistency with special status mapped locations.	species at a ratio of 1:1. Verify compensatory mitigation requirements have been met.		
Impact 3.2-3: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Vernal Pool Fairy Shrimp	Mitigation Measure 3.2-3a: Complete protocol level surveys by a qualified biologist. *A qualified biologist with authorization from the USFWS will complete protocol-level surveys for special status fairy shrimp.*	Contract with a qualified biologist to conduct protocol level surveys for special status fairy shrimp.	Prior to commencement of construction activities potentially impacting special-status fairy shrimp.	DPW LHM
	Mitigation Measure 3.2-3b: Compensate for impacts on Vernal pool fairy shrimp. *To compensate for the permanent loss of about 1.56 acres and the temporary disturbance of about 2.23 acres of non-native grasslands for the vernal pool fairy shrimp, the City, in coordination with the FAA, would set aside and preserve areas within the airport to construct and manage new vernal pool fairy shrimp habitat. To determine the mitigation acreage (mitigation ratio) the FAA will prepare a Biological Assessment (BA) that includes mitigation and conservation measures in accordance with Section 7 of the U.S. Endangered Species Act. The FAA will submit the BA to the USFWS for consultation and to request a Biological Opinion. The final mitigation ratios and conservation measures would be determined through consultation between the FAA and USFWS. The City would construct and maintain habitat within the airport for vernal pool fairy shrimp.*	Contract with a qualified biologist to prepare a Biological Assessment (BA) to determine mitigation and conservation measures. Submit BA to USFWS for consultation. Provide compensatory mitigation for impacts to special status fairy shrimp.		DPW LHM USFWS

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
Impact 3.2-4: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Western spadefoot toad	Mitigation Measure 3.2-4a: Complete protocol level surveys by a qualified biologist *A qualified biologist will complete surveys for the special status Western spadefoot toad.* Mitigation Measure 3.2-4b: Compensate for impacts on the Western spadefoot toad habitat *If the species is identified as occurring on the airport, to compensate for the permanent loss or temporary disturbance of habitat the City would set aside and preserve areas within the airport to construct and manage new toad habitat. It is likely, that toad habitat will correspond closely with fairy shrimp habitat and that habitat creation and maintenance could be combined. However, if necessary, the City will create and maintain additional toad habitat on the airport to replace the loss of habitat. This would reduce the impact to less-than significant.*	Contract with a qualified biologist to conduct protocol level surveys for special status Western spadefoot toad. Provide compensatory mitigation for impacts to habitat for Western spadefoot toad.	Prior to commencement of construction activities potentially impacting special-status Western.	DPW LHM
Impact 3.2-5: Filling Waters of the United States	Mitigation Measure 3.2-5: Filling the waters of the U.S. *The City of Lincoln shall obtain authorization from Corps for the placement of fill in Waters of the U.S., required to implement the proposed Project under any alternative (except the No Action Alternative). Depending on the total amount of fill, mitigation to offset impacts to waters of the U.S. may be attached to the Corps permit. The City shall abide by all conditions attached to the Section 404 permit. The City shall also obtain Water Quality Certification (or a waiver) from the Regional Water Quality Control Board (RWQCB), as it will be required to make the Corps permit valid.*	If project-related activities would result in the placement of fill in waters of the U.S., a federal Clean Water Act Section 404 Permit shall be obtained and a Wetland Mitigation Plan shall be prepared and approved by the USACOE.	Prior to commencement of activities involving the placement of fill in jurisdictional waters of the U.S.	DPW LHM USACOE RWQCB

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	The need for mitigation to offset impacts to jurisdictional wetlands (if any) will be determined in consultation with Corps during the permitting process. If deemed necessary, mitigation would be attached as a condition of the 404 permit. The amount and type of mitigation will be largely dependent on the selected alternative and the extent of jurisdictional waters of the U.S. as determined by Corps when they verify the wetland delineation (North Fork Associates 2007) as the first step in the permitting process. Depending on the conditions of the permit, mitigation may be accomplished through on- site creation. *By securing and abiding by the conditions of Section 404 of the Clean Water Act permit, including providing mitigation and obtaining Section 401 Water Quality Certification from the RWQCB, impacts to jurisdictional Waters of the U.S. and wetlands would be below the threshold of significance.*	Verify USACOE permit authorization and approval of mitigation plan.		
Impact 3.2-7: Bird Aircraft Strike Hazard (BASH)	Mitigation Measure 3.2-7: Biological Assessment and Wildlife Management Plan *As part of the FAA review of the Lincoln Regional Airport Master Plan process the FAA is preparing a Biological Assessment to be used in formal consultation with the USFWS in accordance with Section 7 of the ESA. Included in the BA, and ultimately in the negotiated Biological Opinion between the two federal agencies, the FAA is including a Wildlife Hazard Management Plan (Plan). The Plan will include measures to manage bird strikes that protect the aviation and human safety in accordance with a federal multi-agency MOA. The Plan will take into account airport habitat and wildlife diversity, the reduction in grassland habitat due to project construction, wetland restoration and wildlife incursion prevention.*	Contract with a qualified biologist to prepare a Biological Assessment (BA) to determine mitigation and conservation measures. Submit BA to USFWS for consultation.	Before construction.	DPW LHM USFWS FAA

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
Cultural Resources				
Impact	**Mitigation Measures**			
Impact 3.3-1: Disturbance or Destruction of Undiscovered Buried Resources during Ground-Disturbing Activities	Mitigation Measure 3.3-1: Stop Work if Buried Cultural Deposits are Encountered during Construction Activities *If any additional archaeological discoveries (human skeletal remains, culturally modified lithic materials, structural features, or historic artifacts) are encountered during ground disturbing activities, all such activities should halt within a 100-foot radius of the discovery, and a qualified archaeologist should be contacted to determine the nature of the find, evaluate its significance, and, if necessary, suggest preservation or mitigation measures.* *If human remains of Native American origin are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the NAHC (PRC 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:* • *The County coroner has been informed and has determined that no investigation of the cause of death is required; and* • *If the remains are of Native American origin:* • *The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in*	Cease work and contact qualified archaeologist if archaeological deposits or artifacts are inadvertently exposed. Cease work and contact Placer County Coroner and Native American Heritage Commission if human remains or associated funerary objects are encountered.	During all construction.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	PRC 5097.98; or • *The NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the NAHC.* *According to the California Health and Safety Code (CHSC), six or more human burials at one location constitute a cemetery (CHSC 8100), and disturbance of Native American cemeteries is a felony (CHSC 7052). CHSC 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California NAHC.*			
Impact 3.3-2: Potential Impacts on Buried or Unknown Archaeological Resources	Mitigation Measure 3.3-2: Refer to Mitigation Measure 3.3-1	Refer to Mitigation Measure 3.3-1	During all construction.	DPW LHM
Geology; Soils; and Paleontology				
Impacts	**Mitigation Measures**			
Impact 3.4-5: Potential Impact to Paleontological Resources	Mitigation Measure 3.4-5: Stop Work if Substantial Fossil Remains are Encountered During Construction *If substantial fossil remains (particularly vertebrate remains) are discovered during earth-disturbing activities on the airport, activities will stop immediately until a state-registered professional geologist or qualified professional paleontologist can assess the nature and importance of the find and a qualified professional paleontologist can recommend appropriate*	Cease work and contact qualified geologist or professional paleontologist if fossil remains are inadvertently exposed.	During all construction.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	treatment. The City will be responsible for ensuring that recommendations regarding treatment and reporting are implemented.			
Hazards and Hazardous Materials				
Impacts	**Mitigation Measures**			
Impact 3.5-1: Creation of Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials	Mitigation Measure 3.5-1: Prepare and Implement a Hazardous Materials Spill Prevention Control and Countermeasure Plan During Construction *As part of compliance with the NPDES General Construction Permit, a Hazardous Material Spill Prevention Control and Countermeasure Plan will be prepared for the use of construction equipment for the proposed Project and will minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and identifies the parties responsible for monitoring and spill response. The measures and monitoring procedures required under the General Construction Permit will minimize the potential for the release of hazardous materials to the environment. The City will review and approve the Hazardous Materials Spill Prevention Control and Countermeasure Plan before allowing construction to begin.* *The City will routinely inspect active portions of the Project Area to verify that the BMPs specified in the plan are properly implemented and maintained, and will immediately notify the contractor if there is a noncompliance issue and will require compliance. The federal reportable spill quantity for petroleum products, as defined in the EPA's CFR (40 CFR 110) is any oil spill that: (1) violates applicable water quality standards; (2)*	Prepare a Hazardous Material Spill Prevention Control and Countermeasure Plan. Verify implementation of Plan.	Before and during all construction.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	causes a film or sheen upon or discoloration of the water surface or adjoining shoreline; or (3) causes a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines. *If a spill is reportable, the contractor's superintendent will immediately notify the City of Lincoln, Placer County Department of Environmental Health and the DTSC, which have spill response and cleanup ordinances to govern emergency spill response. A written description of reportable releases will be submitted to the SVRWQCB. This submittal will include a description of the release, including the type of material and an estimate of the amount spilled, the date of the release, an explanation of why the spill occurred, and a description of the steps taken to prevent and control future releases. The releases will be documented on a spill report form.* *If a reportable spill has occurred, and results determine that project activities have adversely affected surface or groundwater quality in excess of water quality standards, a detailed analysis shall be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City and its contractors will select and implement measures to control contamination, with a performance standard that water quality will be returned to baseline conditions. These measures will be subject to approval by the Placer County Department of Environmental Health and DTSC.*			

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
Impact 3.5-2: Location on a Site that is Listed as Hazardous by the California Environmental Protection Agency or Other Government Agencies and, as a Result, Would Create a Significant Hazard to the Public or the Environment	Mitigation Measure 3.5-2: Prepare a Health and Safety Plan (HSP) for Construction Activities on Known Hazardous Materials Sites *If construction is anticipated to take place on a known hazardous materials site, as required by Cal-OSHA standards, a hazardous operation site-specific HSP for construction activities that take place on this site will be prepared and implemented. The site-specific HSP will be developed, as necessary, by an environmental contractor before any investigation or cleanup activities or construction activities begin in the area. Workers who could directly contact soil, vapors, or groundwater containing hazardous levels of constituents will perform all activities in accordance with the HSP.*	Contract qualified environmental contractor to develop site-specific Health and Safety Plan.	Before construction.	DPW LHM
Impact 3.5-3: Creation of a Hazard through the Accidental Exposure or Mobilization of Hazardous Materials during Construction	Mitigation Measure 3.5-3: Stop Work and Implement Hazardous Materials Investigations/Remediation *Prior to the onset of construction, all construction workers will be trained in the identification of potentially contaminated soil and water, including information on the characteristics of potential contamination, such as discolored soil, oils or sheens on water, and unusual odors. In the event that hazardous materials are encountered during construction, all construction activities in the area of the discovery will stop, and the project owner will conduct hazardous materials investigations to identify the nature and extent of contamination and evaluate potential impacts on project construction. If necessary, the City will implement remediation measures consistent with all applicable local, state, and federal codes and regulations. Construction will not resume until remediation is complete.*	Train construction workers in identification of potentially contaminated soil and water. Stop work if contamination is identified.	Before and during all construction.	DPW LHM Contractors

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	If waste disposal is necessary, the City will ensure that all hazardous materials removed during construction are handled and disposed of by a licensed waste-disposal contractor and transported by a licensed hauler to an appropriately licensed and permitted disposal or recycling facility, in accordance with local, state, and federal requirements.			
Hydrology and Water Quality				
Impacts	**Mitigation Measures**			
Impact 3.6-1: Potential for Increased Erosion and Sedimentation and Decreased Surface Water Quality during Construction	Mitigation Measure 3.6-1: Comply with National Pollutant Discharge Elimination System General Construction Permit *All construction activities will comply with the NPDES General Construction Permit, which contains standards to ensure that water quality is not degraded. As part of this permit, standard erosion control measures and BMPs will be identified in a Storm Water Pollution Prevention Plan (SWPPP) and will be implemented during construction to reduce sedimentation of waterways and loss of topsoil. As a performance standard, BMPs to be selected will represent the best available technology (BAT) that is economically achievable and the best conventional pollutant control technology (BCT) to reduce pollutants.* *Commonly practiced BMPs may consist of a wide variety of measures taken to reduce pollutants in storm water and other non-point-source runoff. Measures range from source control to treatment of polluted runoff. BMPs can include watering active construction areas to control dust generation during earthmoving activities; using water sweepers to sweep streets and haul routes; and installing erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, and sandbag dykes) to prevent silt runoff to public roadways, storm drains or*	Identify and implement BMPs in a SWPPP.	Before and during construction.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	waterways. Topsoil will be stockpiled and replaced at the conclusion of construction activities. If appropriate for the development site, disturbed soil will be revegetated as soon as possible with the appropriate selection and schedule of plants. No disturbed surfaces will be left without erosion control measures in place between the rainy season, which generally occurs between October 15 and April 15.			
Impact 3.6-2: Increase in Surface Runoff and Associated Water Quality Impacts on Local Waterways	Mitigation Measure 3.6-2: Construct the Proposed Stormwater Detention Swale Between Runway 15R-33L and Runway 15L-33R Prior to Significantly Increasing the Amount of Impermeable Surfaces *In consideration of the Project buildout scenario, the addition of the stormwater swale between Runway 15R-33L (existing) and Runway 15L-33R (proposed) will help to detain storm water flows from flowing unimpeded into Dutch Ravine and Markham Ravine. The swale will be constructed, and the vegetation established as erosion protection, before significantly increasing the amount of impermeable surfaces so that the detention swale can effectively detain runoff in such as way that they can match the pre-project runoff conditions.*	Verify construction of stormwater swale will be conducted by the Department of Public Works.	Before construction. After construction of swale.	DPW LHM
Impact 3.6-3: Potential for Degradation of Water Quality through the Accidental Release of Hazardous Materials	Mitigation Measure 3.6-3a: Develop Hazardous Material Spill Prevention Control and Countermeasure Plan for Construction *The Project applicants or their contractors will prepare a Hazardous Material Spill Prevention Control and Countermeasure Plan as part of the NPDES General Construction Permit to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and*	Prepare and implement Hazardous Material Spill Prevention Control and Countermeasure Plan.	Before construction.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	identify the parties responsible for monitoring and spill response. Routine inspections and monitoring of BMPs by the City will ensure that minimal impacts to the environment occur. Commonly practiced BMPs include the use of containment devices for hazardous materials, the training of construction staff regarding safety practices to reduce the chance for spills or accidents, and the use of nontoxic substances where feasible. The plan also will describe actions required if a reportable spill occurs, such as which authorities to notify and the proper cleanup procedures. The Hazardous Material Spill Prevention Control and Countermeasure Plan will contain standards considered sufficiently protective such that significant adverse impacts on surface and groundwater quality will be avoided.			
	Mitigation Measure 3.6-3b: Implement Measures to Maintain Groundwater or Surface Water Quality *If an appreciable spill has occurred, and results determine that Project activities have adversely affected surface water or groundwater quality, the City shall be responsible for ensuring that a detailed analysis will be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City, its contractors, and applicants for specific development projects within the airport will select and implement measures to control contamination, with a performance standard that surface water or groundwater quality must be returned to baseline conditions. These measures will be subject to approval by the City.*	Contract RWQCB if spill has occurred. Implement measures to control contamination.	In the event of a spill.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
Public Services and Utilities				
Impacts	**Mitigation Measures**			
Impact 3.8-2: Exposure of People or Structures to Increased Risk of Loss, Injury, or Death Involving Urban or Wildland Fires	Mitigation Measure 3.8-2: Implement Procedures to Reduce Fire Risk During Construction *During construction, all staging areas or areas slated for development using spark-producing equipment will be cleared of dried vegetation or other materials that could serve as fire fuel. Any construction equipment that normally includes a spark arrester will be equipped with an arrester in good working order. In addition, during construction, adequate water will be made available for fire protection.*	The Airport will monitor the construction area.	Before and during construction.	DPW LHM
Impact 3.8-5: Construction-Related Water Service Interruptions	Mitigation Measure 3.8-5: Conduct an Investigation of Utility Line Locations and maintain Utility Services *A detailed study identifying the locations of utilities along the proposed Project alignment will be conducted during the design phase of the Project. For areas with the potential for adverse impacts on utility services, the following measures will be implemented.* • *Utility excavation or encroachment permits will be required from the appropriate agencies. These permits include measures to minimize utility disruption. The City and its contractors will comply with permit conditions. Such conditions will be included in construction contract specifications.* • *Utility locations will be verified through a field survey (potholing) and use of the Underground Service Alert services.* • *Detailed specifications will be prepared as part of the design plans to include procedures for the excavation,*	The Airport will verify that the utility survey is completed.	Before construction	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	support, and fill of areas around utility cables and pipelines. All affected utility services will be notified of the City's construction plans and schedule. Arrangements will be made with these entities regarding the protection, relocation, or temporary disconnection of services. • *Residents and businesses in the Project Area will be notified of planned utility service disruption 2 to 4 days in advance, in conformance with County and state standards.* • *Disconnected cables and lines will be reconnected promptly.* • *The City will observe California Department of Health Services (DHS) standards, which require:* • *A 10-foot horizontal separation between parallel sewer and water mains, and* • *A 1-foot vertical separation between perpendicular water and sewer line crossings. In the event that separation requirements cannot be maintained, the City will obtain a DHS variance through provisions of water encasement or other means deemed suitable by the department.*			
Noise				
Impacts	**Mitigation Measures**			
Impact 3.9-1: Exposure of Noise-Sensitive Land Uses to Excessive Aircraft Noise	Mitigation Measure 3.9-1: Implement Airport Land Use Compatibility Guidelines *Placer County Airport Land Use Compatibility Plan establishes land use practices within the CNEL 60 dBA contour, the approach and departure zones, to reduce impacts of noise on sensitive receptors:*	Implement Placer County Airport Land Use Compatibility Plan.	Before, during and after construction.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	(1) Locate new structures a maximum distance from the extended runway centerlines; *(2) As necessary, construct new residential units with a minimum noise limit reduction of 20 dBA; and* *(3) Do not allow construction of schools, day care centers, libraries, hospitals, nursing homes or outdoor theaters.*			
Impact 3.9-2: Noise During Construction Activities	Mitigation Measure 3.9-2a: Limit Hours of Construction *Construction activities will be prohibited on Sundays, or anytime on City-observed holidays. Construction activities will be permitted between the hours of 7 a.m. and 7 p.m. Monday through Friday. The City, with prior approval, may allow construction activities on Saturdays.*	The City will monitor the construction site.	During construction.	DPW LHM
	Mitigation Measure 3.9-2b: Employ Noise-Reducing Construction Practices *The construction contractor will employ noise-reducing construction practices such that City noise ordinance standards are not exceeded. Measures that will be used to limit noise include:* • *Locating equipment as far as practical from noise-sensitive uses;* • *Not using equipment that is louder than standard equipment;* • *Selecting haul routes that affect the fewest number of people;* • *Using noise-reducing enclosures around noise-generating equipment; and* • *Constructing barriers between noise sources and noise-sensitive land uses to block sound transmission.*		During construction.	DPW LHM Contractor

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	Mitigation Measure 3.9-2c: Prepare a Noise Control Plan *The construction contractor will prepare a detailed noise control plan based on the construction methods proposed. This plan will identify specific measures that will be taken to ensure compliance with the noise limits specified above. The noise control plan will be reviewed and approved by City staff before any noise-generating construction activity begins.*	City will review Noise Control Plan.	Before and during construction.	DPW LHM
Transportation and Circulation				
Impacts	**Mitigation Measures**			
Impact 3.10-1: Existing Traffic Conditions Plus Project Conditions	Mitigation Measure 3.10-1: Impact would be Temporary in Nature Until the Bypass is Opened *Construction of the approved and funded State Route 65 Lincoln Bypass would divert much of the traffic currently using State Route 65 from downtown Lincoln to the Bypass. This would improve the level of service at this intersection to "D" or better. Therefore this impact would be temporary in nature until the Bypass is opened and less than significant.*	City will monitor traffic	This impact is temporary.	DPW

CEQA FINDINGS OF FACT
FOR THE FINAL EIR FOR THE
LINCOLN REGIONAL AIRPORT MASTER PLAN
CITY OF LINCOLN, PLACER COUNTY, CALIFORNIA

1.0 INTRODUCTION

The City Council of the City of Lincoln (Council) hereby certifies and finds that the Lincoln Regional Airport Master Plan Final Environmental Impact Report (Final EIR), State Clearinghouse Number 2007062027 (which consists of the Draft Environmental Impact Report dated November 2007, the Comments and Response to Comments, and Recirculated Chapter 3.2 Draft EIR), which is a Program EIR, has been completed in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*, "CEQA") and that the Council received, reviewed, and considered the information contained in the Final EIR, and contained in all hearings and submissions of testimony from the Applicant (as defined below), the public and other agencies, and that the Final EIR reflects the independent judgment of the Council regarding the environmental impacts of the Lincoln Regional Airport. Concurrently with the adoption of these Findings, the Council adopts a Mitigation Monitoring and Reporting Program as part of this Final EIR.

Having received, reviewed, and considered the foregoing information, and any and all information in the administrative record, the Council hereby makes Findings pursuant to and in accordance with Section 21081 of the Public Resources Code as follows:

1.1 PROJECT BACKGROUND AND ENVIRONMENTAL IMPACT REPORT PROCESS

The project for the purposes of CEQA is the Council's discretionary approval of the proposed Lincoln Regional Airport Master Plan (the "proposed Project").

Notice of Preparation. The environmental process was initiated with the circulation of a notice of preparation ("NOP"), which was sent to responsible agencies and interested individuals for a 30-day review period beginning June 1, 2007 and ending June 30, 2007. The NOP, identifying the scope of environmental issues, was distributed to organizations, interested parties, and state, federal, and local agencies. The NOP and the responses to the NOP from agencies and individuals are included in Appendix A to the Draft EIR. A total of six comment letters were received.

Initial Study Checklist. No Initial Study Checklist was prepared for the proposed Project. Based on a preliminary review of the Project site and in consideration of the proposed Project activities, the City determined that potentially adverse effects may occur to, air quality, noise, land use, water quality/drainage, historical resources and biological resources. Those topics were addressed in detail in the Draft EIR.

Draft EIR. The Draft EIR was distributed for public review on November 29, 2007, for the 45-day review period with the comment period expiring on January 14, 2008. Six comment letters were received at the close of the public comment period. The specific and general responses to comments are in the Final EIR, Appendix B. Responses to public agency comments were distributed to those public agencies on TBD.

Recirculated Chapter: During public agency review, the California Department of Fish and Game noted that potential project impacts to the Swainson's hawk, an endangered species in California, foraging and habitat were not adequately addressed in the Biological Resources Chapter of the Draft EIR. The chaptered was recirculated for a 45 day period beginning April 12, 2008.

Notice of Completion. A Notice of Completion was sent with the Draft EIR to the Governor's Office of Planning and Research State Clearinghouse on April 12, 2008 and notice was provided in newspapers of general and/or regional circulation.

Final EIR. The Final EIR was distributed on _____.

Certification. On TBD, 2008, the Council held a public hearing on the Lincoln Regional Airport Master Plan Final EIR and certified the Final EIR. The Council in accordance with CEQA has prepared the Final EIR, as amended, and State Guidelines for the implementation of CEQA. The Final EIR is a Program EIR prepared in accordance with CEQA Guidelines Section 15168(a). The Council has relied on Section 15084(d)(2) of the CEQA Guidelines, which allows contracting with another entity, public or private, to prepare the Draft EIR. The Council has reviewed drafts of all portions of the EIR and subjected them to its own review and analysis. The Draft EIR that was released for public review reflected the independent judgment of the Council.

1.2 PROJECT FINDINGS INTRODUCTION

The Findings made by the Council on the proposed Lincoln Regional Airport Master Plan in the City of Lincoln, California, pursuant to Section 21081 of CEQA, and Section 15091 of the *CEQA Guidelines*, are presented below. All significant impacts of the proposed Project identified in the Final EIR are described herein and are organized according to the resource affected.

The Findings in this document are for the proposed Lincoln Regional Airport Master Plan and are supported by information and analysis from the EIR, including the responses to all public and agency comments. Where applicable, these Findings note the documents that contain the substantiation for each Finding.

For each significant impact, a Finding must be made as to one or more of the following, as appropriate, in accordance with Public Resources Code Section 21081 and CEQA Guidelines Section 15091:

> A. Changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR;
> B. Such changes or alterations are within the responsibility of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency; and/or
> C. Specific economic, legal, social, technological and/or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.

For each significant impact identified in the Final EIR, a Finding has been made that changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. A narrative of supporting facts follows the appropriate Finding.

1.3 PROJECT DESCRIPTION

1.3.1 PROJECT DESCRIPTION

The Lincoln Regional Airport is located on about 775-acres two miles (3.2 kilometers) northwest of downtown Lincoln near the intersection of Nicolaus Road and Aviation Boulevard as shown in Figures 1 and 2. The airport occupies most of section 7 and a portion of section 6, Township 12 north, Range 6 east of the Lincoln 7.5 minute quadrangle.

The airport is bounded on the south by Nicolaus Road; on the west by Airport Road; on the north by Wise Road and on the east by Aviation Boulevard. The only public entrance to the active portions (aircraft operational areas) of the airport is via controlled access from Flightline Drive west of Aviation Boulevard.

Background

Lincoln Regional Airport serves the general aviation needs of the City of Lincoln, the southwestern portion of Placer County, and a portion of northern Sacramento County. The City of Lincoln owns and operates the Lincoln Regional Airport, a public general aviation airport (the airport does not support commercial airline service) that serves regional general aviation requirements including piston-engine aircraft, privately owned business jets and helicopters.

Lincoln Regional Airport is designated a reliever airport for various airports in the Sacramento area and serves one of the fastest growing metropolitan areas in Northern California. Other airports within a 25-mile radius of the Lincoln Regional Airport that provide similar general aviation services include Auburn Municipal Airport, Sacramento Executive Airport, McClellan Field and Mather Airfield. The Sacramento International Airport is the closest airport serving major commercial airlines.

The Placer County Airport Land Use Commission (ALUC) has adopted the Placer County Airport Land Use Compatibility Plan (ALUCP) to ensure that land surrounding the Lincoln Regional Airport is zoned for airport-compatible uses. The City of Lincoln 2050 General Plan (currently being considered for adoption) also reflects compatible land uses consistent with ALUCP requirements. Land uses adjacent and near the airport are compatible with airport activities. Except for the airport itself and the area to the east, lands in the airport environs are unincorporated and under the jurisdiction of Placer County. Most of this area is devoted to dry land farming and livestock grazing with widely scattered residences. The only concentration of residential development within county jurisdiction is immediately south of the airport, south of Nicolaus Road, where several dozen homes are situated in a long-established rural-residential subdivision comprised of five-acre lots.

As originally constructed by the U.S. Army Air Corps during World War II, the airport consisted of four runways — three in a triangular arrangement and a fourth running through the center — each about 4,000 feet long by 300 feet wide. By the early 1970s, all but the center runway (now designated Runway 15-33) were closed and abandoned. In the early 1980's, the City of Lincoln acquired additional property and Runway 15-33 was extended northward to its present length of 6,001 feet and width of 100 feet. A full-length parallel taxiway (Taxiway 'A') east of Runway 15-33 is connected by five cross taxiways (Figure 3).

The airport's building area, on the east side of the airport, is divided into two general uses: 1) the existing aviation-related businesses including an air charter service, self-service and full-service aircraft fueling, aircraft repair and maintenance, flight instruction and aircraft painting; and 2) aircraft storage and parking. The airport's aircraft apron is approximately 66.3 acres with space for 240 aircraft parking. The majority of the aircraft hangars are currently located north of the apron area. A helicopter landing area (helipad) with accommodations for three helicopters is located between the aircraft apron and Taxiway 'A'.

Currently there are 231 fixed wing aircraft based on the airport. Forecasts in the *Airport Master Plan* (2007) indicate that the total number of aircraft to be based at the airport by the year 2010 will be 260. The majority of aircraft will be single-engine (*Airport Master Plan,* 2007). The same report estimates that by the year 2015 there will be 287 based aircraft.

Annual operations in 2007 at the airport, which include take-offs and landings, are currently 74,406. The projected operations are expected to increase to 80,000 by 2008 and are projected to increase to as many as 95,000 annually by the year 2013 and to 120,000 annual aircraft operations by 2023.

All airports participating in the FAA's National Plan of Integrated Airport Systems are required to prepare and maintain a current Airport Layout Plan (ALP) and Airport Capital Improvement Plan to receive Airport Improvement Program grants from the FAA. An ALP has been prepared for the airport that is intended to guide development of the airport facility. The FAA must approve the ALP prior to funding projects at the airport. The ALP is necessary to implement the goals in the airport's master plan.

Proposed Project – Construction Activities

The following is a summary of the specific airport facilities evaluated in the EIR and needed to serve projected annual aircraft operations and infrastructure needs for 2030. Each project is later described in detail.

- Extend primary runway (15R-33L) 1,000 feet to the north for a total length of 7,001 feet;
- Construct new runway safety area at north end of the extension of runway 15R-33L;
- Extend existing taxiway 1,000 feet north and construct cross taxiway and aircraft holding area to service the extension of runway 15R-33L;
- Construct a new runway (15L-33R, 3,350 feet long; 75 feet wide) parallel to existing runway (15R-33L);
- Relocate the existing helipad;
- Construct West Side Taxiway System;
- Construct a new jet center, arrival and departure building and parking on the east side of the airport;
- Construct new hangars and aircraft parking areas south of the existing airport offices and on east side of the existing taxiway;
- Construct new roads, taxilanes, hangars and aircraft parking and infrastructure to serve the west side aviation requirements;
- Construct new access road to service the west side aviation development; and
- Construct extensions of the perimeter security fence.

The following individual specific Airport Master Plan improvements are shown on Figure 4 and on the Airport Layout Plan:

Extend Runway 15-33: Lincoln Regional Airport has one runway, 100 feet by 6,001 feet. It is proposed to extend this runway by 1,000 feet, providing a total length of 7,001 feet. It is impractical to extend the runway to the south because of the location of Nicolaus Road and housing developments to the south of the airport. It is, therefore, proposed to extend the runway to the north to avoid conflicts with roads and development.

Construct new runway safety area: When extended, Runway 15-33 must meet the FAA Runway Safety Area (RSA) requirements along its entire length and 1,000 feet beyond the end of the runway. The new RSA will be located on existing airport property between the end of the runway extension and south of Wise Road. The RSA is intended to provide a measure of safety in the event of an aircraft excursion from the runway by significantly reducing the extent of personal injury and aircraft damage during overruns, undershoots and veer-offs.

Construct New Taxiways: The existing taxiways adequately serve the existing runway and the proposed parallel runway. When Runway 15-33 is extended 1,000 feet to the north, it is necessary to extend Taxiway 'A' 1,000 feet to the north and construct a new cross taxiway. All of the existing taxiways are 40 feet wide. For Lincoln Regional Airport, an ARC C III category airport, the taxiways need to be 50-feet wide. The new parallel taxiway, new west side taxiway and existing taxiways will be 50-feet in width.

Construct New Runway (15L-33R): A parallel runway is required to meet increased airport capacity. This parallel runway is designed as a reliever runway in which the small airplanes are diverted from the long runway, thus providing the additional required capacity on the long runway. The new runway (to be designated 15L-33R) is proposed to be 3,350-foot long by 75-foot wide. In order to keep this runway centered as much as possible on the existing and future development areas and to allow sufficient distance off the end of the runway so that aircraft can taxi on the cross taxiways without interfering with approaches to the short runway, it will extend from existing Taxiway F to Taxiway J. In order to provide simultaneous visual flight rules (VFR) operations on the two runways, and realize the increased capacity, it will be necessary that the centerline spacing between the two runways be established at 700 feet. This spacing was anticipated in the original 1976 Airport Master Plan and there will need no adjustment of any of the taxiways to accommodate this runway. The parallel runway will have an ARC B I classification.

Helipad Relocation: The existing helipad is located on the east side of the airport between Taxiway 'A' and the apron and near the south end of the runway. This helipad is located in an area to be used for aircraft storage. A location for a relocated helipad is shown on Figure 2-4 and the ALP.

West Side Taxiway System: To serve the west side of the airport and the proposed aircraft storage a new parallel taxiway to the existing and extended Runway 15-33 is required on the west side of the airport. Cross taxiways will be constructed to line up with the existing cross taxiways.

General Aviation Facilities: The existing aircraft parking apron on the east side of the airport is larger than is necessary to accommodate future transient and local tied-down aircraft. A portion of this apron will be abandoned and used for the development of aircraft storage hangars, a future jet center (maintenance and repair), and an arrival/departure building with associated automobile parking (40 spaces). Approximately 60 additional tee hangars will be developed on the existing

aircraft-parking apron and adjoining space. Additional tee hangars will be developed north and south of the existing south tee hangar. There will be approximately 250 total hangars in nested tee configuration.

West Side Aviation Development: Typically, the introduction of business jets to an airport generates the need for box hangars and large corporate hangars: 100 feet by 100 feet or larger. These larger hangars will be located on the west side of the airport and would be serviced by the new taxiways on the west side of Runway 15-33. The West Side Aviation development includes aircraft taxilanes; transient aircraft parking and nested tee hangars.

Construct New Access Road to Service the West Side Aviation Development: Currently, the only improved access to the airport is via Flightline Drive on the east side of the airport. The new access road on the west side will provide vehicular traffic access to the hangars and aircraft aprons and provides access for emergency vehicles. The road forms a loop, north from Nicolaus Road, along the western side of the proposed aviation development and westerly to Airport Road.

Construct Extensions of the Perimeter Security Fence: Due to increased security requirements at general aviation airports, the Transportation Safety Administration (TSA) recommends a chain link fence around the airport, including along the western portions of the airport, areas that have not historically been fenced. The fence will limit airport access by unauthorized personnel and will alert airport management to their presence. The seven-foot fence impedes large mammals, primarily deer, from entering active portions of the airfield.

1.4 PROJECT ANALYSIS

The detailed analysis of potential environmental impacts and proposed mitigation measures for the Lincoln Regional Airport Master Plan is presented in Chapter 3.0 of the EIR. Responses to comments and any clarifications or revisions to the Draft EIR are provided in Appendix B of the Final EIR.

Within the Final EIR is the evaluation of ten major environmental categories for project specific and cumulative impacts with respect to potential significant adverse impacts. The environmental categories include the following:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils and Paleontology
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Public Services and Utilities
- Noise
- Transportation and Circulation

Of these environmental categories, the Council concurs with the conclusions in the Final EIR that the potential impacts described can be mitigated to a level of less than significance.

In addition to the environmental categories addressed in the Final EIR, five other major categories were found not to be significant in the Draft EIR prepared for the Lincoln Regional Airport Master Plan:

- Aesthetics
- Agricultural Resources
- Mineral Resources
- Population and Housing
- Recreation

The Council concurs with the conclusions on these categories and finds that no significant impacts have been identified as to those categories.

1.5 PROJECT FINDINGS ORGANIZATION

This Findings document is organized as follows:

- Section 1 – Introduction and Background
- Section 2 – Potential environmental effects of the proposed Project that are less than significant.
- Section 3 – Potentially significant environmental effects of the proposed Project that have been mitigated to a level of less than significance.
- Section 4 – Cumulative effects of the proposed Project that have been mitigated to a level of less than significant.
- Section 5 – Alternatives to the proposed Project.
- Section 6 – Findings regarding the Mitigation Monitoring and Reporting Program.
- Section 7 – CEQA Guidelines section 15091 and 15092 findings.
- Section 8 – CEQA section 21082.1 (c) findings.
- Section 9 – List of acronyms and references.

2.0 POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT THAT ARE LESS THAN SIGNIFICANT

The following issues were evaluated in the Draft EIR and found to have no potential to cause significant impact and, therefore, require no project-specific mitigation measures. In the following presentation, each resource issue is identified and the potential for significant adverse environmental effects is discussed.

2.1 Air Quality

Impact: Generation of Emissions from Construction of Building Facilities and Taxiways

Finding: The significance of construction-related emissions was evaluated by comparing construction-related emissions estimates with Placer County APCD thresholds for ROG, NO_x, PM_{10}, and CO. All of the construction-related emissions estimates are less than the significance thresholds.

Facts Supporting the Findings

Construction of the proposed Project would result in the temporary generation of emissions of ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$ that would result in short-term impacts on ambient air quality in the area. Emissions would originate from mobile and stationary construction equipment exhaust, employee vehicle exhaust, dust from clearing the land, exposed soil eroded by wind, and ROG from architectural coatings and asphalt paving. Construction-related emissions would vary substantially depending on the level of activity, the length of the construction period, specific construction operations, types of equipment, the number of personnel, wind and precipitation conditions, and the soil moisture content.

Construction-related emissions associated with hangar buildings were estimated using the Urbemis2007 emissions model version 9.2.2. This model is available at http://www.urbemis.com. The Urbemis2007 model applies industry-standard estimates of construction activity levels and emission rates, based on user-specified amounts of land use.

Construction of the taxiways and the new runway would involve activities and materials similar to construction of vehicle roadways. Therefore, construction-related emissions associated with taxiways and the new runway was estimated using the Road Construction Emissions Model, version 5.2. This model is available at http://www.airquality.org/ceqa/index.shtml#construction. The Road Construction Emissions Model applies industry-standard estimates of construction activity levels and emission rates to the various phases of roadway construction.

Implementation of the Lincoln Regional Airport Master Plan would occur over an estimated 20-year period. Portions of the facilities, rather than all the facilities, would be under construction on any single day. Emission estimates were based on the largest amount of building construction expected to occur at one point in time, and the largest amount of taxiway or runway construction expected to occur at any one point in time.

Construction of building facilities is not expected to occur at the same time as construction of taxiways or the new runway. Therefore, emissions associated with these two activities would remain separate, rather than being added together.

Impact: Entrainment of Naturally Occurring Asbestos (NOA) Emissions

Finding: The California Department of Conservation's California Geological Survey (CGS) map and accompanying report on the relative likelihood for the presence of NOA, *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Placer County, California* indicates the likelihood of NOA being present on a project site as "Areas Least Likely to Contain NOA".

Facts Supporting the Findings:

Naturally-occurring asbestos (NOA) may be an issue in El Dorado County, Placer County, and eastern Sacramento County. Emissions of NOA have been attributed to soil-disturbing activities, including construction activities. The California Department of Conservation's California Geological Survey (CGS) released a map and accompanying report on the relative likelihood for the presence of NOA, *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Placer County, California.* The map and report were used as a screening-level indicator of the likelihood of NOA being present on a project site. The asbestos map and report, and additional information on these documents and NOA in general, are available on the Department of Conservation's website.

To determine the potential impact from NOA the project's location was compared to maps in the *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Placer County, California.* The map indicates a project site is located in "Areas Least Likely to Contain NOA".

Impact: Generation of Emissions from Aircraft Activity

Finding: Aircraft emissions under current and future forecast conditions were estimated using the FAA Emissions and Dispersion Modeling System. Implementation of the Lincoln Regional Airport Master Plan would affect the relative portion of aircraft based at the Lincoln Regional Airport, as opposed to other airports. However, implementation of the plan would not affect the number or type of aircraft operations that would occur at the Lincoln Regional Airport. Therefore, the emissions estimates would apply to conditions both with and without implementation of the plan. The plan itself would not result in any change in aircraft emissions.

Facts Supporting the Findings:

Aircraft emissions are related to exhaust from aircraft traveling to and from the Project site. The Emissions and Dispersion Modeling System (EDMS) was used to estimate aircraft emissions. EDMS was developed in the mid-1980s as a complex source microcomputer model designed to assess the air quality impacts of proposed airport development projects. EDMS is designed to assess the air quality impacts of airport emission sources, particularly aviation sources, which include aircraft, auxiliary power units (APU), and ground support equipment (GSE). In 1998, the Federal Aviation Administration (FAA) identified EDMS as the required model to perform air quality analyses for aviation sources. Additional information on EDMS is available at the FAA website: http://www.faa.gov/about/office_org/headquarters_offices/aep/models/edms_model.

The estimate of aircraft emissions is based on information presented in the Lincoln Regional Airport Master Plan. Chapter 3 of the plan, *Aviation Forecasts*, presents information on aircraft activity levels, and the mix of aircraft types. This chapter of the plan presents information on current airport activity and future year forecasts.

Impact: Generation of Mobile Source and Area Source Emissions from Project Operations

Finding: All operational emissions estimates are less than the significance thresholds.

Facts Supporting the Findings:

Operational mobile source and area source emissions associated with the proposed Project were estimated using the Urbemis2007 emissions model version 9.2.2. The significance of operational emissions was evaluated by comparing these emissions estimates with Placer County APCD thresholds for ROG, NO_x, PM_{10}, and CO. Project-related mobile source and area source operational emissions were estimated using the Urbemis2007 emissions model version 9.2.2. This model is available at http://www.urbemis.com. The Urbemis2007 model applies industry-standard trip generation rates and emission rates, based on user-specified amounts of land use. The model addresses specific geographic regions in estimating emissions.

Traffic data used in the analysis of mobile source emissions are from the traffic analysis conducted for the EIR. The traffic analysis includes motor vehicle trip generation estimates for a 2012 interim level of development, and a 2030 buildout level of development. Mobile source emissions estimates were prepared for both of these levels of development.

Impact: Exposure of Sensitive Receptors to Substantial Concentrations of Carbon Monoxide

Finding: The CO screening procedures described in the *Transportation Project-Level Carbon Monoxide Protocol* were applied to the results of the traffic analysis conducted for this EIR. The Project would result in increase in traffic volumes that are substantially less than the threshold presented in *Transportation Project-Level Carbon Monoxide Protocol.*

Facts Supporting the Findings:

Under the Existing Plus Project scenario, four of the five signalized study intersections would operate at level of service (LOS) D or better. Under the 2012 Plus Project scenario, all 10 signalized study intersections would operate at LOS D or better. Under the Cumulative (2030) Plus Project scenario, all 16 signalized study intersections would operate at LOS D or better. Based on the *Transportation Project-Level Carbon Monoxide Protocol*, the proposed Project is considered to not have the potential for resulting in a significant CO air quality impact at these intersections.

Under the Existing Plus Project scenario, the signalized intersection of State Route 65 and 7th Street intersections would operate at LOS E. However, based on the criteria described above, and presented in the *Transportation Project-Level Carbon Monoxide Protocol*, the Project is not considered likely to worsen air quality for the area substantially affected by the Project. The Project would result in a 0.3% increase in traffic volume at this intersection, substantially less than the 5% threshold presented in *Transportation Project-Level Carbon Monoxide Protocol.*

Impact: Emissions from Concurrent Project Construction and Operations

Finding: The project-related construction activities would occur over an estimated 20-year period. As a result, completed portions of project-related improvements would generate operational emissions while later portions of the improvements are being constructed. This would result in total project-related emissions being the sum of operational and construction-related emissions.

Facts Supporting the Findings:

The precise amount of emissions generated by the summing of construction-related emissions and operational emissions cannot be known at this time because the sequence and precise timing of project construction phasing is not known. The significance of the combined construction and operational emissions was evaluated by comparing these emissions estimates with Placer County APCD thresholds for ROG, NO_x, PM_{10}, and CO. All combined construction and operational emissions estimates are less than the significance thresholds.

2.2 Biological Resources

Impact: Loss or Disturbance of Special-Status Plant Species

Finding: Five special-status plant species, all associated with vernal pool or marsh habitats, were identified as having the potential to occur in the Project Area, however, none were found during floristic surveys.

Facts Supporting the Findings:

North Fork Associates botanists conducted botanical surveys in 2007 to locate special-status plants identified as having the potential to occur in the study area. Botanical surveys were conducted according to DFG and CNPS Botanical Survey Guidelines (California Native Plant Society 2001). During the field surveys, all plants were identified to the level necessary to determine whether they qualified as special-status plants or were plant species with unusual or significant range extensions. In general, survey intensity varied depending on species richness, habitat type and quality, and the probability of special-status plants occurring in a particular habitat type. The botanist walked meandering transects through all portions of the study area with natural vegetation. More focused surveys were conducted in areas with the greatest potential for special-status plants to grow (e.g., riparian, and wetland communities).

Impact: Habitat Fragmentation

Finding: Construction of the project does not fragment habitats.

Facts Supporting the Findings:

Fragmentation of large habitat patches into smaller reserve areas may reduce the total number of species that can be supported within a regional habitat. The proposed Master Plan for the Lincoln Regional Airport includes the north extension of Runway 15 by 1,000 feet. The Runway 15 extension replaces an existing road and series of approach landing light systems. The runway extension does not create additional fragmentation or isolate any terrestrial or aquatic species.

2.3 Geology, Soils and Paleontology

Impact: Potential Structural Damage and Injury Caused by Fault Rupture

Finding: Based on available geologic data of fault locations and locations of earthquake epicenters, the risk of surface fault rupture on the airport is generally low because of its distance from active faults and it is not located within a delineated Alquist-Priolo Earthquake Fault Zone.

Facts Supporting the Findings:

The Fault Activity Map of California, Charles W. Jennings, 1994, indicates the nearest faults are the Spenceville/Deadman fault and the Wolf Creek Fault. Both of these faults are 10 to 15 miles east of the airport, in the Sierra Nevada Province. Each fault is classified as pre-quaternary age, greater than 1.6 million years, and without recognized quaternary displacement.

The airport is located 90 miles east of the San Francisco Bay Area and lies within Seismic Risk Zone 3. Earthquakes in Seismic Risk Zone 3 pose a lesser risk than those experienced in Zone 4 (such as the San Francisco Bay Area). Consequently, the airport and surrounding area may be affected by regionally occurring earthquakes; however, impacts resulting from such an event would be less in nature than those experienced in the Bay Area. The airport is neither located within, nor crosses, a delineated Alquist-Priolo Earthquake Fault Zone.

Impact: The Proposed Project Would Not be Located on a Geologic Unit or Soil that is Unstable, or that Would Become Unstable as a Result of the Project, and Potentially Result in on-or off-site Landslide, Lateral Spreading, Subsidence, Liquefaction, or Collapse.

Finding: The airport is not located within a delineated Alquist-Priolo Earthquake Fault Zone and the probability of soil liquefaction actually taking place on the airport is considered to be a low hazard.

Facts Supporting the Findings

The airport is located three miles west of downtown Lincoln on relatively flat ground. The geology of the airport and the immediate area consists entirely of alluvium of the Quaternary Riverbank Formation, which generally is composed of unconsolidated stream and basin clay to sand/gravel-sized deposits. The Riverbank Formation underlying the airport is not a saturated deposit and therefore, not subject to liquefaction potential during a seismic event.

Impact: Potential Structural Damage as a Result of Development on Expansive Soils

Finding: The major limitations to urban use of the Project area soils are the very slow permeability of the subsoil, the shrink-swell potential of the subsoil, and the limited ability of the soil to support a load.

Facts Supporting the Findings

Various soil map units in the Project Area have been identified as having moderate to high shrink-swell potential. Expansive soils have the potential to compromise the structural integrity of proposed new facilities (including runways, taxiways, buildings, and other associated features). However, the Project applicants are required to implement UBC and City General Plan standards into the Project design for applicable features to minimize the potential shrink-swell hazards on associated Project features.

Impact: Potential Accelerated Runoff, Erosion, and Sedimentation from Grading Activities

Finding: Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase erosion and sedimentation.

Facts Supporting the Findings

Construction activities could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at the construction sites and staging areas. A Storm Water Pollution Prevention Plan (SWPPP), as required by the Regional Water Quality Control Board, to be developed by a qualified engineer or erosion control specialist and implemented before construction will reduce adverse affects to soil erosion. The objectives of the SWPPP would be to: (1) identify pollutant sources that may affect the quality of storm water associated with construction activity; and (2) identify, construct, and implement storm water best management practices.

2.4 Hazards and Hazardous Waste

Impact: Safety Hazards near a Public or Public-Use Airport

Finding: Implementation of the proposed Projects on the Lincoln Regional Airport would not result in a safety hazard relevant to the airport or to adjacent land uses.

Facts Supporting the Findings

The City has reviewed the FAA Regulations (Part 77) concerning obstacles to navigable airspace as they apply to the airport and surrounding areas and has identified that existing land uses would not constitute an obstacle to navigable airspace. The Lincoln Regional Airport Master Plan will be reviewed by the Placer County Airport Land Use Commission to confirm the City's evaluation that land uses in the vicinity of the airport are compatible with aeronautical operations.

FAA Advisory Circular 150/5200–33A recommends a separation distance of at least 10,000 feet from any hazardous wildlife attractants for airports that serve turbine-powered aircraft (such as the Lincoln Regional Airport). The proposed Project includes potential wildlife attractant habitats (i.e., the riparian corridor associated with Markham Ravine and various seasonal wetlands on the airport) within 10,000 feet of the airport. Wetlands and riparian corridors have historically surrounded Lincoln Regional Airport. The predecessor of the present-day airport was constructed in 1942 as a military airfield and deeded to the City in 1946. At that time, it is likely that wetlands and riparian features occupied areas surrounding the airfield. Many of these areas remain wetlands or riparian features to this day.

2.5 Hydrology and Water Quality

Impact: Substantial Depletion of Groundwater Supplies or Interference with Groundwater Recharge

Finding: Groundwater would not be used as a water supply for the proposed Project. The proposed Project would create new impervious surfaces that could interfere with groundwater recharge to alluvial and unconfined aquifers and potentially affect groundwater supplies or levels.

Facts Supporting the Findings

Potable water is supplied to the airport by Placer County Water Agency; no groundwater is extracted for use on the Project.

The existing soil conditions are not favorable for infiltration and thus recharge from the Project site is likely limited in the pre-project conditions. The proposed Project would not adversely affect groundwater levels or recharge. The airport is near the eastern boundary of the 351,000-acre North American sub-basin of the Sacramento Valley Groundwater Basin. Little or no groundwater flows into or out of the groundwater basin from the Sierra Nevada along the eastern edge. Recharge areas for the aquifer system underlying the City generally are limited to the Coon Creek, Doty Ravine, Markham Ravine, Auburn Ravine, Ingram Slough, and Orchard Creek stream channels.

2.6 Land Use and Planning

Impact: Development Proposed by the Airport Master Plan Could Conflict with an Adopted Applicable Land Use Plan, Policy or Regulation of an Agency with Jurisdiction Over the Project Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

Finding: The proposed Lincoln Regional Airport Master Plan does not avoid or mitigate an environmental effect.

Facts Supporting the Findings

The City of Lincoln has local jurisdiction over the approval of the airport master plan, and therefore over the impacts of individual projects that comprise the developments and improvements to the airport. The City will consult with the Placer County Airport Land Use Commission to assure that airport projects are compatible with the Placer County Airport Land Use Compatibility Plan.

The City has provided the ALUC with the Lincoln Regional Airport Master Plan (2007) and the ALUC will provide comments related to the master plan and ALUCP and this EIR. The Airport Master Plan is consistent with the City's General Plan (2007) land use and zoning designations as described above and does not conflict with any other land use plan, City policy or regulation.

2.7 Public Services and Utilities

Impact: Increased Demand for Fire Protection Services

Finding: Project implementation would not significantly increase demand on the City of Lincoln for fire protection services to serve the proposed Project.

Facts Supporting the Findings

City of Lincoln Fire Station #34 is currently the closest station to the proposed Project. The Lincoln Fire Department averages 7.5 minutes response time to a call. It is unlikely that the proposed Project will prevent fire services from providing current levels of service to Lincoln residents. The City of Lincoln's General Plan (2050) policies PFS 8.2, PFS 8.4 and PFS 8.5 ensure adequate staffing levels and capital improvements to accommodate an increase in demand for fire protection services.

Impact: Potential Increased Need for or Adverse Effects on Police Services (Response Times or Facilities)

Finding: Project implementation would not significantly increase the need for City-provided law enforcement services on the Project Area.

Facts Supporting the Findings:

The City of Lincoln's police services are housed at the Lincoln Police Department station, approximately 3.2 miles southeast of the proposed Project area. Police service standards require priority one calls to be answered within an average of 5 minutes. The proposed Project does not contain a housing component that would dramatically increase the demand for police services or increase the need for routine patrols, which would degrade current levels of services. The General Plan (2050) assumes that development of industrial and commercial uses will contribute to additional daytime population increases within the City. The General Plan policies PFS 8.8, PFS 8.11 and Implementation Measure #4 would ensure adequate staffing levels and capital improvements to accommodate an increase in demand for police services. Policies HS 9.1, HS, 9.2 and HS 9.4 promote the implementation of a coordinated emergency response plan both locally and regionally through the continued coordination with Placer County and other appropriate agencies.

Impact: Disruption of or Adverse Effects on Public Schools or Other Public Services

Finding: The proposed Project would not result in additional demand on public facilities or substantial effects on public schools or libraries.

Facts Supporting the Findings

The proposed Project involves the construction activities on an existing airport. No permanent residences would be created.

Impact: Adverse Effects on the Capacity of Water Services

Finding: The proposed Project will not create a substantial demand for water beyond the existing or planned city water supply, and will not require additional water storage capacity.

Facts Supporting the Findings

Existing and planned facilities and water sources are adequate to provide for the proposed Project. Policies PSF 2.1 and PSF 2.6 of the General Plan require the City to continue development of a long term water supply with all the appropriate districts including Placer County Water Agency and Nevada Irrigation District.

Impact: Adverse Effects on the Capacity of Wastewater Services

Finding: The airport is currently served by the City's wastewater facilities and there are sufficient collection, conveyance, and treatment for the proposed Project.

Facts Supporting the Findings

The Lincoln Wastewater Treatment and Reclamation Facility (WWTRF) provides secondary and tertiary treatment of municipal wastewater from all parts of the City. A portion of annual wastewater effluent must be stored and/or reclaimed due to restrictions on receiving water impacts during critical periods of fish migration in regional waterways. The existing permit for the WWTRF limits average wastewater flow to 3.3 mgd, given the amount of back-up reclamation capability available to the facility when the permit was issued. However, the WWTRF process components offer a minimum dry weather hydraulic capacity of 4.2 mgd. Some facility components were constructed with a dry weather structural capacity of up to 12 mgd. Current dry weather flows at the facility are estimated to be 2.4 mgd, or approximately 60 percent of the current dry weather hydraulic capacity of the facility.

The WWTRF was designed with provisions to expand its capacity to at least 12 mgd for citywide flows based on the 1998 General Plan. The design also included site planning for an expansion of up to approximately 33 mgd to accommodate flows generated by the draft General Plan area (approximately 25 mgd) and possible regional flows from Placer Nevada Wastewater Authority (PNWA) communities (approximately 8 mgd).

Impact: Result in Demand for Additional Stormwater Drainage Infrastructure

Finding: The proposed Project includes the construction of a storm water swale to control runoff and the establishment of vegetation as erosion protection to detain runoff in such a way to match pre-project runoff conditions.

Facts Supporting the Findings

The proposed Project design incorporates stormwater drainage infrastructure in accordance with the City's General Plan (2050) policies (PFS-4.7 and PFS-4.10) to manage stormwater runoff associated with increased impermeable surfaces.

Impact: Adverse Effects on Other Utilities

Finding: The City of Lincoln has sufficient utility infrastructure resources to support the Project.

Facts Supporting the Findings

Utility infrastructure is addressed in the City's General Plan Policies (2050) to ensure that adequate and efficient public utilities are provided to meet the needs of residents of the city. For example, Policy 6.1 requires that the City coordinate with gas and electricity service providers to plan for future utility extensions that provide adequate levels of service. The proposed Project will not result in a significant increase in demand for electricity or gas and a substantial expansion of utility infrastructure would not be required.

In addition, implementation of General Plan Policy PFS 6.3, OSC 3.1 and OSC 3.4 would promote energy conservation measures including the use of green building techniques and the use of renewable energy resources. Development of the proposed Project would not result in an increase in dependence on nonrenewable energy resources or result in substantial increases in peak and base period use of energy. Under CEQA, a project's impacts would be significant if they result in "wasteful, inefficient, and unnecessary consumption of energy" (PRC 21100[b][3]). All new development would be required to incorporate energy conservation measures in compliance with Title 24 of the UBC.

Impact: Adverse Effects on the Capacity of Solid Waste Landfills

Finding: The proposed Project is not expected to significantly increase the amount of solid waste generated at the airport from current levels; however, the proposed Project is expected to generate solid waste during construction.

Facts Supporting the Findings

The City of Lincoln's solid waste is transported and stored in the Western Regional Sanitary Landfill, which has a remaining capacity of 14,011,000 tons and can accept municipal solid waste and construction and demolition debris (Class III disposal site). As such, the landfill would have ample capacity to accept routine solid waste associated with both the construction and operation of the proposed Project. In addition, as described in the City's General Plan (2050) policies PFS 5.2, PFS 5.3, PFS 5.5, and PFS 5.7 would decrease the amount of generation of solid waste, thereby increasing the life span of the WRSL, and the Project would participate in the citywide recycling and source reduction efforts.

2.8 Transportation and Circulation

Impact: Existing Traffic Conditions Plus Project Conditions at the Intersection of State Route 65 and 7th Street

Finding: The intersection of State Route 65 and 7th Street currently operates at LOS "E" with an average delay of 69.1 seconds in the a.m. peak hour. With the addition of the proposed Project, this intersection would remain at LOS "E" but the average delay would increase to 70.1 seconds.

Facts Supporting the Finding:

Based on the threshold of significance, if project traffic exacerbates conditions on roadways or intersections that already (or are projected to) operate at unacceptable levels the impact is considered significant.

The Caltrans intersections were studied using the HCM 2000 method to comply with the Caltrans *Guide for the Preparation of Traffic Impact Studies*. The intersection of State Route 65 and 7th Street currently operates at LOS "E" with an average delay of 69.1 seconds in the a.m. peak hour. With the addition of the proposed Project, this intersection would remain at LOS "E" but the average delay would increase to 70.1 seconds. Therefore, the increase of an average delay at this intersection is 1.0 second. However, construction of the approved and funded State Route 65 Lincoln Bypass would divert much of the traffic currently using State Route 65 from downtown Lincoln to the Bypass. This would improve the level of service at this intersection to "D" or better. Therefore this impact would be temporary in nature until the Bypass is opened and less than significant.

Impact: Traffic Conditions in 2012

Finding: All intersections studied during the preparation of the Draft EIR continue to operate at acceptable levels of service with or without the proposed Project in the year 2012.

Facts Supporting the Findings

The traffic impacts of the proposed Project are based on the Placer County travel demand model, which was developed by DKS Associates in 2004. This model was validated to 2004 conditions. The model translates land uses into roadway and intersection volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi- family dwelling units, and the amount of square footage of various categories of non-residential uses) and a detailed description of the roadway system. The model covers not only the City of Lincoln, but also the entire Sacramento region (including the portions of Placer County west of Colfax). The model maintains a general consistency with the trip distribution and mode choice estimates from the regional model used by the Sacramento Area Council of Governments (SACOG).

The outputs of the travel demand model include average daily and peak hour traffic volume forecasts on roadway segments as well as for turning movements at intersections. The level of service of Lincoln's arterial and collector roadway system is primarily dictated by the capacity and operations of its signalized intersections. For the Draft EIR, levels of service were evaluated at 13 existing and planned study intersections in the Project vicinity using intersection geometrics identified in recent environmental documents prepared for the City and the Project plans.

All of the intersections evaluated under traffic conditions projected for the year 2012 continue to operate at acceptable levels of service with or without the proposed Project.

Impact: The Proposed Project would Increase the Demand for Transit Services in the Study Area

Finding: The addition of based aircraft at the airport could slightly increase the demand for transit services in the City of Lincoln.

Facts Supporting the Finding

This increase would be very minor, since it is considered very unlikely that aircraft owners or flight school attendees would rely on transit to access the airport. There currently is no transit service to the airport.

3.0 POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT THAT HAVE BEEN MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The following issues were identified as having the potential to cause significant impact and were evaluated in detail in the EIR. The Council hereby finds, pursuant to Section 21081 that the following potential environmental impacts can and will be mitigated to below a level of significance, based upon the implementation of the mitigation measures from the Final EIR. Each mitigation measure discussed in this section of the findings is assigned a letter or letters and a number, correlating it with the Mitigation Monitoring and Reporting Program included in the Final EIR and adopted by the Council to provide for the enforcement of such mitigation measures. Specific findings of the Council for each category of such impacts are set forth in detail below.

3.1 Biological Resources

Impact: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Vernal Pool Fairy Shrimp

Finding: Avoidance of impacts is considered infeasible, and fill of the potential habitat would be necessary to achieve the project objectives.

Facts Supporting the Findings

Vernal pool fairy shrimp habitat is found within the area proposed for airport development. Given the location of the habitat that includes vernal pools, seasonal wetlands and wetland swales, avoidance of the potential habitat and the adjacent areas (250-foot buffer zone) would make it infeasible to construct the proposed airport improvements without potential direct loss of, and indirect impacts on, habitat for vernal pool fairy shrimp.

The following mitigation measures will mitigate these impacts to below a level of significance:

BR-1 Compensate for the Impacts on Vernal Pool Fairy Shrimp

To compensate for the permanent loss of about 1.56 acres and the temporary disturbance of about 2.23 acres of non-native grasslands for the vernal pool fairy shrimp, the City, in coordination with the FAA, would set aside and preserve areas within the airport, or in an approved off-site mitigation facility, new vernal pool fairy shrimp habitat. To determine the mitigation acreage (mitigation ratio) the FAA will prepare a Biological Assessment (BA) that includes mitigation and conservation measures in accordance with Section 7 of the U.S. Endangered Species Act. The FAA will submit the BA to the USFWS for consultation and to request a Biological Opinion. The final mitigation ratios and conservation measures would be determined through consultation between the FAA, the City of Lincoln and USFWS. The City would construct and maintain habitat within the airport for vernal pool fairy shrimp.

Impact: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Western Spadefoot Toad

Finding: Within the study area, scattered vernal pools, seasonal wetlands, wetlands swales and adjacent grassland provide potential habitat for western spadefoot toad.

Facts Supporting the Findings:

Based on the presence of potential breeding and upland habitat, and the proximity to other known occurrences in the region, it is expected that this species have a reasonable potential for occurring within scattered seasonal wetlands of the study area. The channel located in the southern-most portion of the airport may also provide limited seasonal breeding habitat for the species, although the presence of bullfrogs may significantly reduce the suitability of available habitat.

The following mitigation measure will mitigate the impact to less than significant.

BR-2 Compensate for the Impacts on Western Spadefoot Toad Habitat

If the species are identified as occurring on the airport, to compensate for the permanent loss or temporary disturbance of habitat, the City would set aside and preserve areas within the airport to construct and manage new toad habitat. It is likely, that toad habitat will correspond closely with fairy shrimp habitat and that habitat creation and maintenance could be combined. However, if necessary, the City will create and maintain additional toad habitat on the airport to replace the loss of habitat. This would reduce the impact to less-than significant.

Impact: Filling Waters of the United States

Finding: The proposed Project would result in the direct removal of about 8.37-acres of waters of the United States on the airport.

Facts Supporting the Findings:

The exact total acreage impacted by the proposed Project is estimated pending verification of the wetland delineation by the Corps. The verification is anticipated to be completed by May 2008. However, the determination of the effects and associated mitigation measures are considered to be the similar to those anticipated after wetland verification by the U.S. Army Corps of Engineers. Estimated impacts to waters of the U.S. based on wetland delineations (North Fork Associates, 2007):

- Channel: 0.70 acre
- Ditch: 0.40 acre
- Marsh: 0.19 acre
- Seasonal Wetland: 3.97 acre
- Vernal Pool: 2.11 acre
- Wetland Swale: 1.00 acre

In 1987, the CDFG adopted a no-net loss policy for wetlands, as has the State of California (the Governor's California Wetlands Conservation Policy, State of California, August 23, 1993).

Implementation of the following mitigation measure would provide for no-net loss of wetlands, such that the net effect after mitigation is completed the impacts would be considered less than significant.

BR-3: Filling waters of the United States

The City of Lincoln shall obtain authorization from Corps for the placement of fill in waters of the U.S., required to implement the proposed Project under any alternative (except the No Action Alternative). Depending on the total amount of fill, mitigation to offset impacts to waters of the U.S. may be attached to the Corps permit. The FAA is the lead federal agency on the airport for activities that impact the environment. The federal government supports a policy of minimizing "the destruction, loss, or degradation of wetlands" (Executive Order 119900, May 24, 1977), and Sections 401 and 404 of the Clean Water Act regulate waters of the United States. The City shall abide by all conditions attached to the Section 404 permit. The City shall also obtain Water Quality Certification (or a waiver) from the Regional Water Quality Control Board (RWQCB), as it will be required to make the Corps permit valid.

Impact: Loss or Disturbance of Swainson's Hawk Foraging Habitat

Finding: Project construction would result in the direct, permanent removal of approximately 99.81 acres of annual grassland habitat.

Facts Supporting the Finding: The annual grassland habitat on the airport may provide foraging habitat for Swainson's hawk. The Project creates a loss of 99.81 acres of Swainson's hawk foraging habitat by constructing runways, taxiways, roads and other paved surfaces.

The following mitigation measure will mitigate the impact to less than significant.

BR-4: Loss of Swainson's Hawk Habitat

To address the loss of Swainson's hawk foraging habitat, the City of Lincoln will compensate for the permanent loss of annual grassland at a ratio 1:1. Mitigation for the loss of Swainson's hawk foraging habitat would occur by the City of Lincoln, Lincoln Regional Airport, in one or more of the following ways:

- Through setting aside grassland acreage on the airport through establishment of a designated habitat conservation area or combination of conservation areas for Swainson's Hawk habitat; or,
- Through establishment on City-owned or entitled property of a permanent Swainson's Hawk habitat conservation easement; or,
- Through the payment of In-Lieu fees for Swainson's Hawk habitat conservation.

Impact: Loss or Disturbance of Swainson's Hawk Nesting Habitat

Finding: Project construction would result in the direct, permanent removal of approximately 0.32 acres of riparian habitat on the eastern-most portion of a channel east of Runway 33.

Facts Supporting the Finding:

The riparian habitat, contained completely within the drainage channel includes Fremont cottonwood, Goodding's black willow, and arroyo willow. Riparian environments are potential nesting habitats for the state and federally protected Swainson's hawk.

The following mitigation measure will mitigate the impact to less than significant.

BR-5: Loss of Swainson's Hawk Nesting Habitat

To address the loss of Swainson's hawk nesting habitat, the City of Lincoln will compensate for the permanent loss of riparian habitat at a ratio 1:1. Mitigation for the loss of Swainson's hawk riparian nesting habitat would occur by the City of Lincoln, Lincoln Regional Airport, in one or more of the following ways:

- Through setting aside riparian acreage on the airport through establishment of a designated nesting habitat conservation area or combination of conservation areas for Swainson's Hawk nesting habitat; or,
- Through establishment on City-owned or entitled property of a permanent Swainson's Hawk nesting habitat conservation easement; or,
- Through the payment of In-Lieu fees for Swainson's Hawk nesting habitat conservation.

Impact: Loss or Disturbance of Special-Status Plants

Finding: Six special-status plants are identified as having the potential to occur in the airport.

Facts Supporting the Findings:

The California Native Plant Society lists six special-status species as having the potential to occur on the airport; Dwarf downingia; Bogg's Lake hedge-hyssop; Aharts dwarf rush; Lengenere, pincushion navarretia and Sanford's arrowhead. Only the Bogg's Lake hedge hyssop is also listed as endangered by the State of California. All of the plants are associated with vernal pool or marsh habitats. Construction activities associated with the proposed Project could result in the disturbance or loss of special-status plants; none have been identified during floristic surveys.

The following mitigation measure will mitigate the impact to less than significant.

BR-6: Loss or Disturbance of Special-Status Plants

Not more than three years prior to disturbance of undisturbed areas within the footprint of a proposed Project, surveys for special-status plants shall be conducted by a qualified biologist. The surveys shall follow the Department of Fish and Game's *Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities* (revised May 8, 2000). If the presence of special status plants is confirmed, the City would set aside and preserve areas within the airport to construct and manage conservation areas for special status plant species at a ratio of 1:1.

Special status species, and CNPS List 3 and 4 plants, and sensitive habitats shall be shown on all plans for each future Airport Master Plan project. All construction or site activities that could result in disturbance to special status species (and CNPS List 3 and 4 plants) and sensitive habitats shall be shown on construction and development plans. A qualified biologist shall review plans and proposed construction activities for consistency with special status mapped locations.

Impact: Bird Aircraft Strike Hazard (BASH)

Finding: Bird strikes with aircraft may affect human safety at the airport.

Facts Supporting the Finding:

Lincoln Regional Airport is located near a semi-rural area that supports foraging and nesting habitats for a variety of species of birds. A bird in flight may strike aircraft arriving and departing from the airport.

The following mitigation measure will mitigate the impact to less than significant.

BR-7: Bird Aircraft Strike Hazard (BASH)

As part of the FAA review of the Lincoln Regional Airport Master Plan process the FAA is preparing a Biological Assessment to be used in formal consultation with the USFWS in accordance with Section 7 of the ESA. Included in the BA, and ultimately in the negotiated Biological Opinion between the two federal agencies, the FAA is including a Wildlife Hazard Management Plan (Plan). The Plan will take into account airport habitat and wildlife diversity, the reduction in grassland habitat due to Project construction, wetland restoration and wildlife incursion prevention.

To manage and minimize bird strikes and protect human safety, general aviation airports, such as Lincoln Regional Airport, generally rely on FAA design requirements and FAA Advisory Circular 150/5200-33A, *Hazardous Wildlife Attractants on or Near Airports*, (July 27, 2004) to maintain safe conditions. The FAA is a party to a Memorandum of Agreement (MOA) between federal resources agencies (signed in July 2003) intended to protect aviation from wildlife hazards and in part supports federal agencies' management efforts intended to minimize wildlife risks to aviation and human safety.

3.2 Cultural Resources

Impact: Disturbance or Destruction of Undiscovered Buried Resources during Ground-Disturbing Activities

Finding: The Project Area may contain buried archaeological deposits.

Facts Supporting the Findings:

Though the area has been examined for cultural resources, it is not possible to determine what lies beneath the ground surface. It is possible that previously undiscovered intact subsurface archaeological remains are located within the Project Area. The disturbance or destruction of these resources would be considered a significant impact.

The following mitigation measure will mitigate the impact to less than significant.

CR-1: Stop Work if Buried Cultural Deposits are Encountered During Construction Activities

If any archaeological discoveries (human skeletal remains, culturally modified lithic materials, structural features, or historic artifacts) are encountered during ground disturbing activities, all such activities should halt within a 100-foot radius of the discovery, and a qualified archaeologist should be contacted to determine the nature of the find, evaluate its significance, and, if necessary, suggest preservation or mitigation measures.

If human remains of Native American origin are discovered during Project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the NAHC (PRC 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The County coroner has been informed and has determined that no investigation of the cause of death is required; and
- If the remains are of Native American origin:
- The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98; or
- The NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the NAHC.

According to the California Health and Safety Code (CHSC), six or more human burials at one location constitute a cemetery (CHSC 8100), and disturbance of Native American cemeteries is a felony (CHSC 7052). CHSC 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California NAHC.

Impact: Potential Impacts on Buried or Unknown Archaeological Resources

Finding: The potential exists for accidental damage to buried cultural deposits or human remains that may be discovered during construction of various elements of the proposed Project.

Facts Supporting the Findings:

Buried deposits may be eligible for listing in the CRHR. Although no cultural resources eligible for listing in the CRHR have been identified on site, the possibility exists for buried resources.

The following mitigation measure will mitigate the impact to less than significant.

CR-2: Stop Work if Buried Cultural Deposits are Encountered During Construction Activities

Implement mitigation measure CR-1.

3.3 Geology, Soils and Paleontology

Impact: Potential Impact to Paleontological Resources

Finding: No fossil locations have been identified on the Airport. However, surface disturbance may expose fossils.

Facts Supporting the Findings:

Quaternary alluvium deposits are not known to contain important fossil resources. However, fossils could be present on the airport. If fossils are present on the airport, they could be damaged during Project construction. Substantial damage to or destruction of significant paleontological resources as defined by the SVP would represent a significant impact.

The following mitigation measure will mitigate the impact to less than significant.

GEO-1: Stop Work if Substantial Fossil Remains are Encountered During Construction

If substantial fossil remains (particularly vertebrate remains) are discovered during earth-disturbing activities on the airport, activities will stop immediately until a state-registered professional geologist or qualified professional paleontologist can assess the nature and importance of the find and a qualified professional paleontologist can recommend appropriate treatment. The City will be responsible for ensuring that recommendations regarding treatment and reporting are implemented.

3.4 Hazards and Hazardous Waste

Impact: Creation of a Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials

Finding: Ongoing sale and usage of aviation fuel and the temporary storage of used oil on the airport requires transportation of fuels to the airport and the disposal of waste oil off of the airport.

Facts Supporting the Finding:

The transportation of hazardous materials is governed by the Department of Transportation as provided in 49 USC 5101 et seq. Spill response procedures for transportation related spills are outlined in 49 CFR 171.15, which requires that spills meeting certain criteria be reported to the National Response Center. The Lincoln Fire Department serves as the first responder for hazardous materials spills. With these provisions in place, impacts associated with the operation of an aviation fuel dispenser on the airport property would be less-than significant.

Construction of the proposed Project would require the use of vehicles and other construction equipment that use hazardous materials such as fuels, lubricants, and solvents. The accidental releases of small quantities of these substances during construction could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard.

The following mitigation measure will mitigate the impact to less than significant.

HAZ-1: Prepare and Implement a Hazardous Materials Spill Prevention Control and Countermeasure Plan during Construction

As part of compliance with the NPDES General Construction Permit, a Hazardous Material Spill Prevention Control and Countermeasure Plan will be prepared for the use of construction equipment for the proposed Project and will minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and identifies the parties

responsible for monitoring and spill response. The measures and monitoring procedures required under the General Construction Permit will minimize the potential for the release of hazardous materials to the environment. The City will review and approve the Hazardous Materials Spill Prevention Control and Countermeasure Plan before allowing construction to begin.

The City will routinely inspect active portions of the Project Area to verify that the BMPs specified in the plan are properly implemented and maintained, and will immediately notify the contractor if there is a noncompliance issue and will require compliance. The federal reportable spill quantity for petroleum products, as defined in the EPA's CFR (40 CFR 110) is any oil spill that: (1) violates applicable water quality standards; (2) causes a film or sheen upon or discoloration of the water surface or adjoining shoreline; or (3) causes a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines.

If a spill is reportable, the contractor's superintendent will immediately notify the City of Lincoln, Placer County Department of Environmental Health and the DTSC, which have spill response and cleanup ordinances to govern emergency spill response. A written description of reportable releases will be submitted to the SVRWQCB. This submittal will include a description of the release, including the type of material and an estimate of the amount spilled, the date of the release, an explanation of why the spill occurred, and a description of the steps taken to prevent and control future releases. The releases will be documented on a spill report form.

If a reportable spill has occurred, and results determine that Project activities have adversely affected surface or groundwater quality in excess of water quality standards, a detailed analysis shall be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City and its contractors will select and implement measures to control contamination, with a performance standard that water quality will be returned to baseline conditions. These measures will be subject to approval by the Placer County Department of Environmental Health and DTSC.

Impact: Location on a Site that Is Listed as Hazardous by the California Environmental Protection Agency or Other Government Agencies and, as a Result, Would Create a Significant Hazard to the Public or the Environment

Finding: Construction on sites listed as hazardous by government agencies could expose employees and the public to hazardous materials.

Facts Supporting the Finding:

There are several sites in and around the airport that are listed as hazardous in government databases. Various organic substances, metals, petroleum products, and other chemicals may be present in the soil at these sites. Therefore, soil disturbance from excavation, grading, and trenching activities in these areas could expose construction workers and the public to contaminated dust or soil gases.

The following mitigation measure will mitigate the impact to less than significant.

HAZ-2: Prepare a Health and Safety Plan (HSP) for Construction Activities on Known Hazardous Materials Sites

If construction is anticipated to take place on a known hazardous materials site, as required by Cal-OSHA standards, a hazardous operation site-specific HSP for construction activities that take place on this site will be prepared and implemented. The site-specific HSP will be developed, as necessary, by an environmental contractor before any investigation or cleanup activities or construction activities begin in the area. Workers who could directly contact soil, vapors, or groundwater containing hazardous levels of constituents will perform all activities in accordance with the HSP.

Impact: Creation of a Hazard through the Accidental Exposure or Mobilization of Hazardous Materials during Construction

Finding: Grading, trenching and other ground-disturbing activities have the potential to expose or mobilize hazardous substances in soils, sediments and groundwater.

Facts Supporting the Finding:

A search of federal, state, and local environmental records for the airport showed that there are potential hazardous materials sites in the vicinity of the proposed Project; it is possible that construction near these sites could result in hazards related to the mobilization of such substances. In addition, there is the possibility that unknown or unrecorded contamination exists because of past military or industrial uses or construction activities in the area.

The following mitigation measure will mitigate the impact to less than significant.

HAZ-3: Stop Work and Implement Hazardous Materials Investigations/Remediation

Prior to the onset of construction, all construction workers will be trained in the identification of potentially contaminated soil and water, including information on the characteristics of potential contamination, such as discolored soil, oils or sheens on water, and unusual odors. In the event that hazardous materials are encountered during construction, all construction activities in the area of the discovery will stop, and the project owner will conduct hazardous materials investigations to identify the nature and extent of contamination and evaluate potential impacts on Project construction. If necessary, the City will implement remediation measures consistent with all applicable local, state, and federal codes and regulations. Construction will not resume until remediation is complete.

If waste disposal is necessary, the City will ensure that all hazardous materials removed during construction are handled and disposed of by a licensed waste-disposal contractor and transported by a licensed hauler to an appropriately licensed and permitted disposal or recycling facility, in accordance with local, state, and federal requirements.

3.5 Hydrology

Impact: Potential for Increased Erosion and Sedimentation and Decreased Surface Water Quality during Construction

Finding: Project construction activities such as grading, stockpiling of spoil materials, and other construction-related earth-disturbing activities could result in soil erosion and subsequent

sediment transport to adjacent properties, roadways, or water courses, including the Dutch Ravine.

Facts Supporting the Finding:

Sediment transport to local drainage facilities such as drainage inlets, culverts, and storm drains could result in reduced storm flow capacity, resulting in localized ponding or flooding during storm events. The potential to increase erosion and sedimentation and decrease surface water quality is significant.

The following mitigation measure will mitigate the impact to less than significant.

HYD-1: Comply with National Pollutant Discharge Elimination System General Construction Permit

All construction activities will comply with the NPDES General Construction Permit, which contains standards to ensure that water quality is not degraded. As part of this permit, standard erosion control measures and BMPs will be identified in a Storm Water Pollution Prevention Plan (SWPPP) and will be implemented during construction to reduce sedimentation of waterways and loss of topsoil. As a performance standard, BMPs to be selected will represent the best available technology (BAT) that is economically achievable and the best conventional pollutant control technology (BCT) to reduce pollutants.

Commonly practiced BMPs may consist of a wide variety of measures taken to reduce pollutants in storm water and other non-point-source runoff. Measures range from source control to treatment of polluted runoff. BMPs can include watering active construction areas to control dust generation during earthmoving activities; using water sweepers to sweep streets and haul routes; and installing erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, and sandbag dykes) to prevent silt runoff to public roadways, storm drains or waterways. Topsoil will be stockpiled and replaced at the conclusion of construction activities. If appropriate for the development site, disturbed soil will be revegetated as soon as possible with the appropriate selection and schedule of plants. No disturbed surfaces will be left without erosion control measures in place between the rainy season, which generally occurs between October 15 and April 15.

Impact: Increase in Surface Runoff and Associated Water Quality Impacts on Local Waterways

Finding: The proposed Project would result in increasing impervious surfaces from approximately 95 acres to 196 acres, which would result in a reduction of 101 acres of natural soil surface available for infiltration of rainfall and runoff, potentially generating additional runoff during storm events.

Facts Supporting the Findings:

Additional runoff resulting form increased impermeable surfaces could contribute to the flood potential of natural stream channels, accelerate soil erosion and stream channel scour, and provide an efficient means of transport for pollutants to enter waterways. Project features that detain water, such as the proposed swale between the runways would be graded to increase water storage volume.

Stormwater discharges from the Westside development would be directed via subsurface stormwater pipe system to the swale between the runways. This swale would be designed to capture and detain the flood flow that flows from airport impermeable surfaces and then release them into Dutch Ravine without increasing current discharge rates (Brandley, 2007). Thus, operation of the proposed Project would not generate an increase in runoff flows such that it would result in significant flooding or soil erosion impacts.

Any potential increase in surface runoff as a result of the Project that could potentially result in an increased transport of pollutants to waterways would be treated on-site (between the runways) in the swale and detained according to the requirements of the storm water NPDES permit.

During the dry season, motorized activities on the airport would release contaminants onto the impervious surfaces where they would accumulate until the first storm event. During this initial storm event or *first flush*, the concentrated pollutants would be transported in runoff to storm water drainage systems. Anticipated runoff contaminants associated with the operation of the proposed Project include sediment, oil and grease and metals. The proposed swale would collect storm flows from all impervious surfaces created within the airport.

This water quality system would be designed to carry up to the 10-year frequency flows on the airport and would address the storm water quality treatment. On-site water quality treatments will be included in airport design that are submitted and ultimately approved by the FAA for airport development.

The following mitigation measure will mitigate the impact to less than significant.

HYD-2: Construct the Proposed Stormwater Detention Swale Between Runway 15R–33L and Runway 15L-33R Prior to Significantly Increasing the Amount of Impermeable Surfaces

In consideration of the Project buildout scenario, the addition of the stormwater swale between Runway 15R-33L (existing) and Runway 15L-33R (proposed) will help to detain storm water flows from flowing unimpeded into Dutch Ravine and Markham Ravine. The swale will be constructed, and the vegetation established as erosion protection, before significantly increasing the amount of impermeable surfaces so that the detention swale can effectively detain runoff in such as way that they can match the pre-project runoff conditions.

Impact: Potential for Degradation of Water Quality through the Accidental Release of Hazardous Materials

Finding: During operations, the handling of fuels and hazardous materials could incur a risk of release to local waters.

Facts Supporting the Finding:

If a fuel tank or an oil line were ruptured, the surrounding environment would be at risk. However, as discussed in section 3.7 of the EIR, "Hazards and Hazardous Materials," existing local, state, and federal regulations effectively control the potential risks and mandate action in the event of accidental release, and operational risks thus are considered less than significant. Fuels, oils, lubricants, and other hazardous materials with the potential to degrade water quality may be released from equipment during construction. Excavation equipment, generators, and other equipment would use these hazardous materials on a regular basis during construction.

Furthermore, open-water features are likely to interact with the shallow groundwater in the Project Area, providing a direct mechanism for contaminants to reach the aquifer. The impact of the proposed Project on water quality through the accidental release of hazardous materials during construction is considered significant.

The following mitigation measures will mitigate the impact to less than significant.

HYD-3a: Develop Hazardous Material Spill Prevention Control and Countermeasure Plan for Construction

The Project applicants or their contractors will prepare a Hazardous Material Spill Prevention Control and Countermeasure Plan as part of the NPDES General Construction Permit to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and identify the parties responsible for monitoring and spill response. Routine inspections and monitoring of BMPs by the City will ensure that minimal impacts to the environment occur. Commonly practiced BMPs include the use of containment devices for hazardous materials, the training of construction staff regarding safety practices to reduce the chance for spills or accidents, and the use of nontoxic substances where feasible. The plan also will describe actions required if a reportable spill occurs, such as which authorities to notify and the proper cleanup procedures. The Hazardous Material Spill Prevention Control and Countermeasure Plan will contain standards considered sufficiently protective such that significant adverse impacts on surface and groundwater quality will be avoided.

HYD-3b: Implement Measures to Maintain Groundwater or Surface Water Quality

If an appreciable spill has occurred, and results determine that Project activities have adversely affected surface water or groundwater quality, the City shall be responsible for ensuring that a detailed analysis will be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City, its contractors, and applicants for specific development projects within the airport will select and implement measures to control contamination, with a performance standard that surface water or groundwater quality must be returned to baseline conditions. These measures will be subject to approval by the City.

3.6 Public Services and Utilities

Impact: Exposure of People or Structures to Increased Risk of Loss, Injury, or Death Involving Urban or Wildland Fires

Finding: The Project Area is located in rural and industrial areas with ruderal vegetation, agricultural fields and structures that may be susceptible to wildland fire.

Facts Supporting the Finding:

The proposed Project would consist primarily of commercial and road development and would not include any structures that would house people, putting them at risk to urban or wildland fire. The proposed Project Area is a moderately hazardous area and at risk of wildfire during construction. After full development of the proposed Project, minimal wildland fire risk would

remain. During construction, when the possibility of igniting flammable materials is greatest, this impact is considered most likely.

The following mitigation measure will mitigate the impact to less than significant.

PSU-1: Implement Procedures to Reduce Fire Risk During Construction

During construction, all staging areas or areas slated for development using spark-producing equipment will be cleared of dried vegetation or other materials that could serve as fire fuel. Any construction equipment that normally includes a spark arrester will be equipped with an arrester in good working order. In addition, during construction, adequate water will be made available for fire protection.

Impact: Construction-Related Water Service Interruptions

Finding: Construction of the proposed Project may require replacement or upgrades to existing water supply infrastructure. This construction may temporarily interrupt water service to the airport or the adjacent properties.

Facts Supporting the Finding:

The airport is served by a municipal water supply system. The proposed Project may require extension of water service lines and would involve grading, construction, and placement/relocation of water service infrastructure within existing open space.

The following mitigation measure will mitigate the impact to less than significant.

PSU-2: Conduct an Investigation of Utility Line Locations and Maintain Utility Services

A detailed study identifying the locations of utilities along the proposed Project alignment will be conducted during the design phase of the Project. For areas with the potential for adverse impacts on utility services, the following measures will be implemented.

- Utility excavation or encroachment permits will be required from the appropriate agencies. These permits include measures to minimize utility disruption. The City and its contractors will comply with permit conditions. Such conditions will be included in construction contract specifications.
- Utility locations will be verified through a field survey (potholing) and use of the Underground Service Alert services.
- Detailed specifications will be prepared as part of the design plans to include procedures for the excavation, support, and fill of areas around utility cables and pipelines. All affected utility services will be notified of the City's construction plans and schedule. Arrangements will be made with these entities regarding the protection, relocation, or temporary disconnection of services.
- Residents and businesses in the Project Area will be notified of planned utility service disruption 2 to 4 days in advance, in conformance with County and state standards.
- Disconnected cables and lines will be reconnected promptly.

The City will observe California Department of Health Services (DHS) standards, which require:

- A 10-foot horizontal separation between parallel sewer and water mains, and

- A 1-foot vertical separation between perpendicular water and sewer line crossings. In the event that separation requirements cannot be maintained, the City will obtain a DHS variance through provisions of water encasement or other means deemed suitable by the department.

3.7 Noise

Impact: Exposure of Noise-Sensitive Land Uses to Excessive Aircraft Noise

Finding: Extending Runway 15-33 to the north does not increase the CNEL 60 south of Nicolaus Road, when compared to maintaining the existing runway length through the life of the Airport Master Plan in 2030.

Facts Supporting the Finding:

The runway extension does extend the CNEL 60 contour north of Wise Road. By the year 2030 aircraft noise levels increase to CNEL 60 dBA over approximately 60 acres of rural and low-density residential areas south of Nicolaus Road. The Placer County Airport Land Use Commission, Airport Land Use Compatibility Plan for the Lincoln Regional Airport identifies noise from individual aircraft flying at 600 feet above the existing ground surface as a factor for exposure of noise-sensitive land uses.

The following mitigation measure will mitigate the impact to less than significant.

N-1: Implement Airport Land Use Compatibility Guidelines

Placer County Airport Land Use Compatibility Plan establishes land use practices within the CNEL 60 dBA contour, the approach and departure zones, to reduce impacts of noise on sensitive receptors:

- Locate new structures a maximum distance from the extended runway centerlines;
- As necessary, construct new residential units with a minimum noise limit reduction of 20 dBA; and
- Do not allow construction of schools, day care centers, libraries, hospitals, nursing homes or outdoor theaters.

Impact: Noise During Construction Activities

Finding: Construction of the proposed Project would temporarily increase noise levels at noise-sensitive locations in the vicinity of the Project Area.

Facts Supporting the Finding:

Noise increases would result both from on-site construction activities, especially during site preparation, grading, and other earth-moving activities, as well as from construction-related vehicle traffic delivering materials to and from the construction site.

A detailed inventory of construction equipment that would be used for the proposed Project was not available; therefore, this analysis estimates Project related construction noise assuming that typical construction equipment would be used during construction activities. Table N-1 presents a

list of noise generation levels for these typical equipment types (Federal Transit Administration 2006).

Table N-1 Construction Equipment Noise Emission Levels

Equipment	Noise Level at 50 Feet (dBA)
Air Compressor	81
Backhoe	80
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Bulldozer	85
Generator	81
Grader	85
Loader	85
Truck	88

Source: Federal Transit Administration 2006.

The following mitigation measures will mitigate the impact to less than significant.

N-2a: Limit Hours of Construction

Construction activities will be prohibited between the hours of 6 p.m. Saturday and 6:30 a.m. Monday, 8 p.m. and 6:30 a.m. Monday through Thursday, 8 p.m. Friday and 9 a.m. Saturday, or anytime on City-observed holidays.

N-2b: Employ Noise-Reducing Construction Practices

The construction contractor will employ noise-reducing construction practices such that City noise ordinance standards are not exceeded. Measures that will be used to limit noise include:

- Locating equipment as far as practical from noise-sensitive uses;
- Not using equipment that is louder than standard equipment;
- Selecting haul routes that affect the fewest number of people;
- Using noise-reducing enclosures around noise-generating equipment; and
- Constructing barriers between noise sources and noise-sensitive land uses to block sound transmission.

N-2c: Prepare a Noise Control Plan

The construction contractor will prepare a detailed noise control plan based on the construction methods proposed. This plan will identify specific measures that will be taken to ensure compliance with the noise limits specified above. The noise control plan will be reviewed and approved by City staff before any noise-generating construction activity begins.

EXHIBIT A

THE LINCOLN REGIONAL AIRPORT MASTER PLAN
November 2007

ON FILE

CITY OF LINCOLN
PLANNING COMMISSION

RESOLUTION 2008 – 051

RESOLUTION OF THE PLANNING COMMISSION
RECOMMENDING TO THE CITY COUNCIL
ADOPTION OF FINDINGS OF FACT AND
CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT AND
ADOPTION OF A MITIGATION MONITORING PROGRAM FOR
THE LINCOLN REGIONAL AIRPORT MASTER PLAN
IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Recitals

WHEREAS, a Draft Environmental Impact Report (Draft EIR) was prepared for the Lincoln Regional Airport Master Plan ("Master Plan") in accordance with California Public Resources Code Section 21000 et seq. ("CEQA") and State CEQA Guidelines Section 15000 et seq.; and

WHEREAS, the City provided public notice and circulated copies of the Draft EIR to public agencies (State Clearing House # 2007062027) and other interested persons and sought comments on the Draft EIR from November 29, 2007 to January 14, 2008; and

WHEREAS, the City provided public notice and re-circulated copies of the Draft EIR, Biological Resources Chapter, to public agencies and other interested persons and sought comments on the re-circulated Draft EIR from March 13, 2008 to April 26, 2008; and

WHEREAS, The November 29, 2008 Draft EIR and the March 13, 2008 Re-circulated Draft EIR are collectively known as the Draft EIR; and

WHEREAS, the City Planning Commission held public hearings on December 19, 2007, and April 16, 2008 to receive public testimony and comments on the Master Plan and Draft EIR; and

WHEREAS, written and oral comments to the Draft EIR were received and responses to those comments have been prepared in the form of Response to Comments which have been made a part of the Final EIR; and

WHEREAS, Findings of Fact have been prepared concerning the level of environmental effects that will result from implementing the Master Plan; and

WHEREAS, a Mitigation Monitoring Program has been prepared containing the measures and steps necessary to reduce environmental effects to less than significant levels; and

WHEREAS, the Planning Commission has independently reviewed and acknowledged the Draft and Final EIR's ("EIR"), the Findings of Fact, and the Mitigation Monitoring Program, and considered information contained therein and all comments, written and oral, received on the project prior to approving this resolution and acting on the project; and

WHEREAS, the Planning Commission of the City of Lincoln has reviewed the Final EIR and the City Staff report pertaining to the Project, and all evidence received at duly noticed public hearings and all of those documents and evidence are herein incorporated by reference in this Resolution; and

WHEREAS, the Planning Commission desires, in accordance with CEQA, to declare that on the basis of the whole administrative record before it, there is no evidence that the Project will have a significant impact on the environment, and that the EIR reflects the Commission's independent judgment and analysis.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF LINCOLN DOES HEREBY RESOLVE TO RECOMMEND THAT THE CITY COUNCIL ADOPT THE FINDINGS OF FACT, CERTIFY THE ENVIRONMENTAL IMPACT REPORT, AND ADOPT THE MITIGATION MONITORING PROGRAM FOR THE LINCOLN REGIONAL AIRPORT MASTER PLAN, AS FOLLOWS:

1. It is hereby found that the Environmental Impact Report (EIR) has been completed in accordance with CEQA statutes and the State CEQA Guidelines.

2. The EIR set forth environmental impacts that would be significant or potentially significant in the absence of mitigation measures. As to each such impact, the Planning Commission hereby finds that the mitigation measures identified in the EIR and contained in the Mitigation Mentoring Program reduce or avoid the significant or potentially significant environmental impacts to less than significant levels.

3. It is hereby found that the EIR has been presented to the Planning Commission, attached hereto as Exhibit A and incorporated herein by this reference, which reviewed and considered the information and analysis contained therein before making Findings of Fact and adopting the Mitigation Monitoring Program as attached hereto as Exhibit A and incorporated herein by this reference.

PASSED AND ADOPTED this 17th day of September, 2008, by the following roll call vote.

AYES:	COMMISSIONERS:	Wyatt, Freeman, Cuenca, Herrera, Cross
NOES:	COMMISSIONERS:	
ABSENT:	COMMISSIONERS:	McCartney, Roberts

Chairman

ATTEST:

Secretary

EXHIBIT A

Environmental Impact Report
Findings of Fact
Mitigation Monitoring Program for the
Lincoln Regional Airport Master Plan

Final Environmental Impact Report
for the
Lincoln Regional Airport Master Plan

State Clearinghouse #2007062027

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September 2008

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Draft Environmental Impact Report for the Lincoln Regional Airport Master Plan, November 2007

Draft Environmental Impact Report for the Lincoln Regional Airport Master Plan; Recirculated: Chapter 3.2 Biological Resources, March 2008

Findings of Fact

CHAPTER 1
FINAL ENVIRONMENTAL IMPACT REPORT: INTRODUCTION

Project Brief

This Final Environmental Impact Report (FEIR) describes the potential environmental effects that would result from the City of Lincoln's approval of the Lincoln Regional Airport Master Plan (State Clearinghouse Number 2007062027).

The proposed Project involves the implementation of the Lincoln Regional Airport Master Plan. The Airport Master Plan describes in detail the proposed specific projects and improvements that comprise updates to the existing airport layout plan (ALP), estimated annual aircraft operations, land uses, circulation and other infrastructure improvements.

The Master Plan identifies the updates to the existing ALP, its phasing, and the funding sources necessary to serve anticipated general aviation and other identified needs of the Lincoln Regional Airport. The Airport Master Plan includes an evaluation of historical and forecasted aircraft operations and identifies facilities and improvements necessary to meet future demands.

The Airport Master Plan developed several general planning goals for the master planning effort. These planning goals relate to various aspects of the physical layout, capacity, operations and development of Lincoln Regional Airport under development proposals considered for the master plan, including: development funding through the Federal Aviation Administration's Airport Capital Improvement Program; airport safety and reliability; adequacy of aviation-compatible commercial development; compatible land uses in currently undeveloped areas; minimizing environmental impacts and related community affects; enabling flexible airport development adaptable to changing conditions; meeting airport revenue generating goals; achieving consistency with applicable federal, state, regional and local plans; and maintaining public confidence and support.

The following is a summary of the specific airport facilities evaluated in this EIR and needed to serve projected annual aircraft operations and infrastructure needs for the year 2030:

- Extend primary runway (15R-33L) 1,000 feet to the north for a total length of 7,001 feet;
- Construct new runway safety area at north end of the extension of runway 15R-33L;
- Extend existing taxiway 1,000 feet north and construct cross taxiway and aircraft holding area to service the extension of runway 15R-33L;
- Construct a new runway (15L-33R, 3,350 feet long; 75 feet wide) parallel to existing runway (15R-33L);
- Relocate the existing helipad;

- Construct West Side Taxiway System;
- Construct a new jet center, arrival and departure building and parking on the east side of the airport;
- Construct new hangars and aircraft parking areas south of the existing airport offices and on east side of the existing taxiway;
- Construct new roads, taxilanes, hangars and aircraft parking and infrastructure to serve the west side aviation requirements;
- Construct new access road to service the west side aviation development; and
- Construct extensions of the perimeter security fence.

Final EIR

The City prepared a Draft EIR (the Public Review Draft EIR, dated November 29, 2007) to address the potential environmental effects of the proposed Project. The DEIR was distributed through the State Clearinghouse (SCH #2007062027) for agency and public comment between November 29, 2007 and January 14, 2008. During public agency review, the California Department of Fish and Game noted that potential project impacts to the Swainson's hawk, an endangered species in California, foraging and habitat were not adequately addressed in the Biological Resources Chapter of the Draft EIR. The chaptered was recirculated for a 45 day period beginning April 12, 2008.

The DEIR distribution list and legal notices for the public review period are shown in Appendix A of this FEIR document. Public and agency comments received by the City during and after the close of the public review periods, together with the City of Lincoln's responses to these comments, are shown in Chapter 3 of this document.

The Lincoln Regional Airport Master Plan FEIR has been prepared pursuant to the requirements of CEQA and the CEQA Guidelines. Guidelines Section 15132 specifies the content of a Final EIR as:

- The Draft EIR or a revision of the draft;
- Comments and recommendations received on the Draft EIR, either verbatim or in summary;
- A list of persons, organizations, and the public agencies commenting on the Draft EIR;
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process;
- Any other information added by the Lead Agency. This includes additional technical information or clarification to the Draft EIR submitted by City staff.

This FEIR includes the information necessary to meet the specified requirements of the CEQA Guidelines. Chapter 1 is this Introduction to the project background, purpose, processing history and format of the FEIR. Chapter 2 displays the summary of the DEIR. Chapter 3, a key element of the FEIR, lists all the comments received concerning the DEIR, displays the text of each comment letter, and provides the City of Lincoln's response to each of the substantive comments.

Chapter 4, titled Errata, sets forth any required revisions to the DEIR, including revisions originating with City staff. Chapter 5 includes copies of transmittal documents, the notice of availability of the DEIR for review, distribution lists for the public notices, the Notice of Completion and other records associated with the public review period for the DEIR.

The DEIR, cited below, is hereby incorporated by reference. Copies of the DEIR are available for review at the City of Lincoln, 600 Sixth Street, Lincoln CA 95648 and on the City's web site at http://www.ci.lincoln.ca.us.

> Jim Wallace Environmental Consulting Services. *Draft Environmental Impact Report for the Lincoln Regional Airport Master Plan.* State Clearinghouse Number 2007062027. November 2007.

EIR Certification and Findings

Sections 15090 through 15093 of the CEQA Guidelines outline procedures for decision-making by the Lead Agency (the City of Lincoln) when an EIR has been prepared. Before taking action on the project, the City must first certify that the EIR is adequate under CEQA. Then, in conjunction with their decision on the project, the City must make specific findings with respect to each of the significant environmental effects identified in the EIR, indicating whether the effect 1) will be mitigated, 2) is the responsibility of another agency, or 3) is not feasible to mitigate but is acceptable as a result of other overriding social or economic considerations.

Guidelines for the certification of an EIR (Section 15090) require that the Lead Agency certify that 1) the Final EIR has been completed in compliance with CEQA, 2) that the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the project, and 3) that the Final EIR reflects the Lead Agency's independent judgment and analysis.

The EIR is intended by CEQA to be an informational document (Guidelines Section 15121). Decision-making on the subject project in relation to its environmental impacts is reserved to the Lead Agency and the Responsible Agencies. Consequently, information in the EIR does not control the agency's ultimate discretion on the project, but the agency must respond to each significant effect identified in the EIR. This is accomplished through the requirement (Guidelines Section 15091) that the City decision-makers make specified findings with respect to each of the significant environmental effects identified in the EIR before they approve the project, or portions of the project. These findings are contained in a separate document that accompanies this Final EIR. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR (i.e., the impact has been "mitigated").

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes

have been adopted by such other agency or can and should be adopted by such other agency (i.e., mitigation is the responsibility of an agency other than the City of Lincoln).

3. Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR (i.e., the impact is acceptable because the project's benefits outweigh it).

If the City decision-makers decide to approve the Lincoln Regional Airport Master Plan project without providing substantial mitigation for all of the significant impacts of the project (i.e. if the second or third finding options are utilized), Section 15093 allows the decision-makers to balance the project's benefits against its unavoidable environmental risks. In this case, a Statement of Overriding Considerations must be prepared and included in the project decision-making record. This project would not involve significant and unavoidable environmental impacts, and adoption of a Statement of Overriding Considerations will not be required before the project can be approved.

As a part of the project consideration and approval process described above, the City must also adopt a mitigation monitoring and/or reporting program which is fully enforceable through permit conditions, agreements, or other measures. The mitigation monitoring/reporting program for the Lincoln Regional Airport project is contained as Chapter 6 of this Final EIR.

CHAPTER 2
SUMMARY

This chapter of the FEIR is a verbatim reproduction of the Executive Summary of the DEIR. The summary contains a summary of the project description, a summary of the impacts and mitigation measures associated with the project and a summary of the alternatives considered in the DEIR.

The DEIR has been subject to minor revisions in conjunction with the City's consideration of and response to the comments received from agencies and the public on the DEIR. These revisions are detailed in Chapter 4.0 of this FEIR; any of those revisions that involve changes to the significant environmental effects, mitigation measures or alternatives as they were described in the DEIR Executive Summary are shown in this chapter in underline and/or strikeout as appropriate.

Introduction

This environmental impact report (EIR) analyzes the environmental effects of the proposed project (Project), indicates ways to reduce or avoid potential environmental damage resulting from the Project, and identifies alternatives to the proposed Project. This EIR also discloses the proposed Project's significant environmental effects that cannot be avoided, growth-inducing effects, effects found not to be significant, and significant cumulative impacts.

An EIR is a public, informational document used in the planning and decision making process. The purpose of an EIR is not to recommend either approval or denial of a project, but to provide information to aid in the decision-making process. Although the EIR does not control the ultimate decision on the proposed Project, the City of Livermore (City), as lead agency, must consider the information in the EIR and respond to any significant effect identified in the EIR.

The California Environmental Quality Act (CEQA) requires the City to prepare an EIR that reflects the independent judgment of the City regarding the impacts of the project, the level of significance of the impacts both before and after mitigation, and mitigation measures proposed to avoid or reduce the impacts.

Project Description

Background

Lincoln Regional Airport serves the general aviation needs of the City of Lincoln, the southwestern portion of Placer County, and a portion of northern Sacramento County and is designated a reliever airport for various airports in the region. The City of Lincoln owns and operates the Lincoln Regional Airport, a public general aviation airport (the airport does not support commercial airline service) that serves regional general aviation requirements including piston-engine aircraft, privately owned business jets and helicopters.

The project evaluated in this EIR is the implementation of the Lincoln Regional Airport Master Plan. The Airport Master Plan describes in detail the proposed specific projects and improvements that comprise updates to the existing airport layout plan (ALP), estimated annual aircraft operations, land uses, circulation and other infrastructure improvements.

The Master Plan identifies the updates to the existing ALP, its phasing, and the funding sources necessary to serve anticipated general aviation and other identified needs of the Lincoln Regional Airport. The Airport Master Plan includes an evaluation of historical and forecasted aircraft operations and identifies facilities and improvements necessary to meet future demands.

The Airport Master Plan developed several general planning goals for the master planning effort. These planning goals relate to various aspects of the physical layout, capacity, operations and development of Lincoln Regional Airport under development proposals considered for the master plan, including: development funding through the Federal Aviation Administration's Airport Capital Improvement Program; airport safety and reliability; adequacy of aviation-compatible commercial development; compatible land uses in currently undeveloped areas; minimizing environmental impacts and related community affects; enabling flexible airport development adaptable to changing conditions; meeting airport revenue generating goals; achieving consistency with applicable federal, state, regional and local plans; and maintaining public confidence and support.

Purpose and Objectives

The **purpose** of the Lincoln Regional Airport Master Plan is to provide details and plans that guide the development of aviation related improvements and compatible land uses within the airport property. The **objectives** of the Airport Master Plan are to:

- Determine the potential for growth in demand for services in the airport's current market area through 2030;
- Determine the potential for Lincoln Regional Airport to play a greater regional role by accommodating a larger share of the regional demand;
- Determine how much of the regional demand for air travel Lincoln Regional Airport will reasonably be able to accommodate given physical and environmental limitations; and
- Propose an airport facility development and improvement program to accommodate a manageable level of growth that is compatible with community values.

Project Elements

The following is a summary of the specific airport facilities evaluated in this EIR and needed to serve projected annual aircraft operations and infrastructure needs for the year 2030:

- Extend primary runway (15R-33L) 1,000 feet to the north for a total length of 7,001 feet;

- Construct new runway safety area at north end of the extension of runway 15R-33L;
- Extend existing taxiway 1,000 feet north and construct cross taxiway and aircraft holding area to service the extension of runway 15R-33L;
- Construct a new runway (15L-33R, 3,350 feet long; 75 feet wide) parallel to existing runway (15R-33L);
- Relocate the existing helipad;
- Construct West Side Taxiway System;
- Construct a new jet center, arrival and departure building and parking on the east side of the airport;
- Construct new hangars and aircraft parking areas south of the existing airport offices and on east side of the existing taxiway;
- Construct new roads, taxilanes, hangars and aircraft parking and infrastructure to serve the west side aviation requirements;
- Construct new access road to service the west side aviation development; and
- Construct extensions of the perimeter security fence.

Alternatives

In addition to the proposed Project, this draft EIR analyzes the potential impacts of a reasonable range of alternatives. The following alternatives were analyzed. The impacts of these alternatives are presented in Chapter 4, "Other CEQA Considerations."

No-Project Alternative

This alternative would result in no changes to the airport layout plan, no new aviation-related developments and no new infrastructure. This would result in no new impacts to the environment, but would not meet the purpose and objectives of the Airport Master Plan.

Alternative 1: Eliminate Westside Aviation Development

This alternative eliminates aviation–related development on the Westside of the airport. All other proposed aviation development on the airport would be retained. The interconnectivity of aviation-related projects and FAA design standards require that the following individual projects be eliminated as part of this alternative:

- Construction of the west side taxiway system;
- Construction of new roads, taxilanes, hangars and aircraft parking and infrastructure to serve the west side aviation requirements, and
- Construction of the new access road (loop) to service the west side aviation development

Alternative 1 would reduce the direct impacts on waters of the United States, the loss or disturbance of annual grassland habitat and the loss or disturbance of fairy shrimp habitat. There would be minor impact reductions on air quality and noise related to construction activities.

Alternative 1 does not meet the purpose or objectives of the Airport Master Plan.

Alternative 2: Eliminate the Runway 15-33 Extension

This alternative eliminates runway and taxiway improvements including the following individual projects.

- Extending primary runway (15R-33L) 1,000 feet to the north for a total length of 7,001 feet;
- Constructing new runway safety area at north end of the extension of runway 15R-33L;
- Extending existing taxiway 1,000 feet north and construct cross taxiway and aircraft holding area to service the northern extension of runway 15R-33L.

This alternative eliminates the extension of existing Runway 15-33 and the associated taxiway and runway safety area improvements. The runway and taxiway extensions create approximately 3.5 acres of new impermeable surfaces and extend the 60 CNEL noise contour slightly north of Wise Road, but would not impact noise contours south of Nicolaus Road. Construction of the new runway safety area would temporarily impact wetland swales.

Alternative 2 does not meet the goal or objectives of the Airport Master Plan.

Alternative 3: Eliminate Construction of New Runway 15L-33R

This alternative would eliminate:

- Construction of a new runway (15L-33R, 3,350 feet long; 75 feet wide) parallel to existing runway (15R-33L).

Runway 15L-33R would create approximately 5.8 acres of new impermeable surfaces and extend the 60 CNEL noise contour slightly east, although, it would largely remain within airport property. It would also impact three vernal pools and three drainage ditches.

Alternative 3 does not meet the goal or objectives of the Airport Master Plan.

Alternative 4: Eliminate Eastside Improvements

Most of the projects in this alternative are proposed to be constructed on existing paved surfaces and are improvements or alterations to existing aviation facilities.

This alternative would eliminate:

- Relocation of the existing helipad;
- Construction of a new jet center, arrival and departure building and parking on the east side of the airport; and
- Construction of new hangars and aircraft parking areas south of the existing airport offices and on east side of the existing taxiway.

New hangars and aircraft parking south of existing hangars would create approximately 8.3 acres of new impermeable surfaces and impact a vernal pool and drainage channel.

Alternative 4 does not meet the goal or objectives of the Airport Master Plan.

Impacts and Mitigation Measures

Sections 3.1 to 3.11 of this document (DEIR) analyze the potential impacts of the proposed Project for each of the resource subjects required by CEQA. Growth inducing and cumulative impacts are analyzed in Chapter 4. A summary of the environmental impacts of the proposed Project is presented in Table ES-1. The table indicates the significance of each impact before mitigation, identifies appropriate mitigation measures, and lists the significance of each impact assuming implementation of the mitigation measures.

Areas of Known Controversy

Based on input received during the comment period of the Notice of Preparation and during previous coordination with adjacent landowners, at the time of the printing of this EIR the following are areas of known controversy.

- Some property owners south of Nicolaus Road with property in either the flightline tracks or within the 60 dB noise contour would like to rezone their property for greater residential density. However, those properties are within Placer County and are administered under the Placer County Airport Land Use Compatibility Plan for the Lincoln Regional Airport.

There are no other areas of known controversy associated with the proposed Project.

Unresolved Issues

At the time of printing of this draft EIR there were no unresolved issues. The Airport Master Plan identifies specific aviation-related projects to guide airport development until the year 2030. There are no unresolved design or airport layout plan issues.

Table ES 1 – Summary of Environmental Impacts

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Air Quality			
Impact 3.1-1: Generation of Emissions from Construction of Building Facilities and Taxiways	LS	n/a	n/a
Impact 3.1-2: Entrainment of Naturally Occurring Asbestos Emissions	LS	n/a	n/a
Impact 3.1-3: Generation of Emissions from Aircraft Activity	LS	n/a	n/a
Impact 3.1-4: Generation of Mobile Source and Area Source Emissions from Project Operations	LS	n/a	n/a
Impact 3.1-5: Exposure of Sensitive Receptors to Substantial Concentrations of Carbon Monoxide	LS	n/a	n/a
Impact 3.1-6: Emissions from Concurrent Project Construction and Operations	LS	n/a	n/a
Biological Resources			
Impact 3.2-1a: Loss or Disturbance of Swainson's Hawk Foraging Habitat	PS	Mitigation Measure 3.2-1a: 1. Through setting aside grassland acreage on the Airport through establishment of a designated habitat conservation area or combination of conservation areas for Swainson's Hawk habitat; or, 2. Through establishment on City-owned or entitled property of a permanent Swainson's Hawk habitat conservation easement; or, 3. Through the payment of In-Lieu fees for Swainson's Hawk habitat conservation; or, 4. Through a combination of No. 1), 2) and/or 3) above.	LS

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Biological Resources (continued)			
Impact 3.2-1b: Loss or Disturbance of Swainson's Hawk Nesting Habitat	PS	Mitigation Measure 3.2-1b: 1. Through setting aside riparian acreage on the Airport through establishment of a designated nesting habitat conservation area or combination of conservation areas for Swainson's Hawk nesting habitat; or, 2. Through establishment on City-owned or entitled property of a permanent Swainson's Hawk nesting habitat conservation easement; or, 3. Through the payment of In-Lieu fees for Swainson's Hawk nesting habitat conservation; or, 4. Through a combination of No. 1), 2) and/or 3) above.	LS
Impact 3.2-2: Loss or Disturbance of Special-Status Plants	PS	Mitigation Measure 3.2-2: Complete protocol level surveys by a qualified biologist. City will mitigate impacts at a ratio of 1:1	LS
Impact 3.2-3: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Vernal Pool Fairy Shrimp	PS	Mitigation Measure 3.2-3a: Complete protocol level surveys by a qualified biologist.	LS
		Mitigation Measure 3.2-3b: Compensate for impacts on Vernal pool fairy shrimp by setting aside areas on the airport for creation and maintenance of shrimp habitat.	LS
Impact 3.2-4: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Western spadefoot toad	PS	Mitigation Measure 3.2-4a: Complete protocol level surveys by a qualified biologist	LS
		Mitigation Measure 3.2-4b: Compensate for impacts on the Western spadefoot toad by setting aside areas on the airport for creation and maintenance of fairy shrimp habitat	LS

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Biological Resources (continued)			
Impact 3.2-5: Filling Waters of the United States	PS	Mitigation Measure 3.2-5: The Corps of Engineers will verify the wetland delineation map and the City will mitigate impacts by creating and maintaining wetlands on the airport.	LS
Impact 3.2-6: Habitat Fragmentation	LS	n/a	
Impact 3.2-7: Bird Aircraft Strike Hazard (BASH)	PS	Mitigation Measure 3.2-7: The FAA will prepare a biological assessment and wildlife management plan for use in formal consultation with the USFWS, leading to a biological opinion.	LS
Cultural Resources			
Impact 3.3-1: Disturbance or Destruction of Undiscovered Buried Resources during Ground-Disturbing Activities	PS	Mitigation Measure 3.3-1: Reduce to a less-than-significant level by implementing Mitigation Measure 3.3-1	n/a
Impact 3.3-2: Potential Impacts on Buried or Unknown Archaeological Resources	PS	Mitigation Measure 3.3-2: Refer to Mitigation Measure 3.3-1	n/a
Geology, Soils, and Paleontology			
Impact 3.4-1: Potential Structural Damage and Injury Caused by Fault Rupture	LS	n/a	n/a
Impact 3.4-2: The Proposed Project Would Not Be Located On A Geologic Unit Or Soil That Is Unstable, Or That Would Become Unstable As A Result Of The Project, And Potentially Result In On-Or-Off-Site Landslide, Lateral Spreading, Subsidence, Liquefaction, Or Collapse	LS	n/a	n/a

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Geology, Soils, and Paleontology (continued)			
Impact 3.4-3: Potential Structural Damage As A Result Of Development On Expansive Soils	LS	n/a	n/a
Impact 3.4-4: Potential Accelerated Runoff, Erosion, And Sedimentation From Grading Activities	LS	n/a	n/a
Impact 3.4-5: Potential Impact to Paleontological Resources	PS	Mitigation Measure 3.4-5: Stop Work if Substantial Fossil Remains are Encountered During Construction	LS
Hazards and Hazardous Materials			
Impact 3.5-1: Creation of Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials	PS	Mitigation Measure 3.5-1: Prepare and Implement a Hazardous Materials Spill Prevention Control and Countermeasure Plan During Construction	LS
Impact 3.5-2: Location on a Site that is Listed as Hazardous by the California Environmental Protection Agency or Other Government Agencies and, as a Result, Would Create a Significant Hazard to the Public or the Environment	PS	Mitigation Measure 3.5-2: Prepare a Health and Safety Plan (HSP) for Construction Activities on Known Hazardous Materials Sites	LS
Impact 3.5-3: Creation of a Hazard through the Accidental Exposure or Mobilization of Hazardous Materials during Construction	PS	Mitigation Measure 3.5-3: Stop Work and Implement Hazardous Materials Investigations/Remediation	LS
Impact 3.5-4: Safety Hazards Near a Public or Public-Use Airport	LS	n/a	n/a

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Hydrology and Water Quality			
Impact 3.6-1: Potential for Increased Erosion and Sedimentation and Decreased Surface Water Quality during Construction	PS	Mitigation Measure 3.6-1: Comply with National Pollutant Discharge Elimination System General Construction Permit	LS
Impact 3.6-2: Increase in Surface Runoff and Associated Water Quality Impacts on Local Waterways	PS	Mitigation Measure 3.6-2: Construct the Proposed Stormwater Detention Swale Between Runway 15R-33L and Runway 15L-33R Prior to Significantly Increasing the Amount of Impermeable Surfaces	LS
Impact 3.6-3: Potential for Degradation of Water Quality through the Accidental Release of Hazardous Materials	PS	Mitigation Measure 3.6-3a: Develop Hazardous Material Spill Prevention Control and Countermeasure Plan for Construction	LS
		Mitigation Measure 3.6-3b: Implement Measures to Maintain Groundwater or Surface Water Quality	LS
Impact 3.6-4: Substantial Depletion of Groundwater Supplies or Interference with Groundwater Recharge	LS	n/a	n/a
Land Use and Planning			
Impact 3.7-1: Physically Divide an Established Community	NI	n/a	n/a
Impact 3.7-2: Introduce New Land Uses That Would Conflict with Established Uses Within the Vicinity of the Airport	NI	n/a	n/a
Impact 3.7-3: Development Proposed by the Airport Master Plan Could Conflict with an Adopted Applicable Land Use Plan, Policy or Regulation of an Agency with Jurisdiction Over the Project Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect	LS	n/a	n/a

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Public Services and Utilities			
Impact 3.8-1: Increased Demand for Fire Protection Services	LS	n/a	n/a
Impact 3.8-2: Exposure of People or Structures to Increased Risk of Loss, Injury, or Death Involving Urban or Wildland Fires	LS	Mitigation Measure 3.8-2: Implement Procedures to Reduce Fire Risk During Construction	n/a
Impact 3.8-3: Potential Increased Need for or Adverse Effects on Police Services (Response Times or Facilities)	LS	n/a	n/a
Impact 3.8-4: Disruption of or Adverse Effects on Public Schools or Other Public Services	LS	n/a	n/a
Impact 3.8-5: Construction-Related Water Service Interruptions	PS	Mitigation Measure 3.8-5: Conduct an Investigation of Utility Line Locations and maintain Utility Services	LS
Impact 3.8-6: Adverse Effects on the Capacity of Water Services	LS	n/a	n/a
Impact 3.8-7: Adverse Effects on the Capacity of Wastewater Services	LS	n/a	n/a
Impact 3.8-8: Result in Demand for Additional Stormwater Drainage Infrastructure	LS	n/a	n/a
Impact 3.8-9: Adverse Effects on Other Utilities	LS	n/a	n/a
Impact 3.8-10: Adverse Effects on the Capacity of Solid Waste Landfills	LS	n/a	n/a

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Noise			
Impact 3.9-1: Exposure of Noise-Sensitive Land Uses to Excessive Aircraft Noise	PS	Mitigation Measure 3.9-1: Implement Airport Land Use Compatibility Guidelines	LS
Impact 3.9-2: Noise During Construction Activities	PS	Mitigation Measure 3.9-2a: Limit Hours of Construction	LS
		Mitigation Measure 3.9-2b: Employ Noise-Reducing Construction Practices	
		Mitigation Measure 3.9-2c: Prepare a Noise Control Plan	
Transportation and Circulation			
Impact 3.10-1: Existing Traffic Conditions Plus Project Conditions	S	Mitigation Measure 3.10-1: Impact would be Temporary in Nature Until the Bypass is Opened	LS
Impact 3.10-2: Traffic Conditions in 2012	LS	n/a	n/a
Impact 3.10-3: The Proposed Project Would Increase the Demand for Transit Services in the Study Area	LS	n/a	n/a

Notes:
a. Significance is defined as follows:

LS = less than significant
PS = potentially significant
S = significant
SU = significant and unavoidable
NI = no impact
n/a = not applicable
B = beneficial
CC = cumulatively considerable
CCU = cumulatively considerable and unavoidable

CHAPTER 3
RESPONSE TO COMMENTS

Introduction

This section of the Final EIR presents copies of comments on the Draft EIR received in both written form and verbal form during the public hearing on December 19, 2007, City of Lincoln Planning Commission public hearing, and provides the City of Lincoln responses to those comments.

Each comment letter or verbal comment is numbered, and within each comment individual comments are numbered. The six comment letters and the two verbal comments are followed by responses, which are numbered in corresponding fashion for the comment letter or verbal comment. The City's Responses to Comments on the Draft EIR represent a good faith, reasoned effort to address the environmental issues identified by the comments. Under the CEQA *Guidelines*, the City is not required to respond to all comments on the Draft EIR, but only to respond to those comments that raise environmental issues. See CEQA *Guidelines* §15088(a). Case law under CEQA recognizes that the City need only provide responses to comments that are commensurate in detail with the comment itself. The absence of a specific response to every comment does not violate CEQA if the response would be cumulative to other responses.

List of Agencies and Individuals that Commented on the Draft EIR

In accordance with CEQA, a list of agencies and individuals that commented on the Draft EIR, or who presented verbal comments, is provided in the following table:

Comment #	Agency/Individual	Commenter	Date
1	California Department of Fish and Game	Sandra Morey	12-13-2007
2	California Department of Conservation	Dennis O'Bryant	01-08-2008
3	California Department of Transportation	Nicholas Deal	01-10-2008
4	Placer County Transportation Planning Agency	Stan Tidman	01-10-2008
5	Placer County Community Development Resources Agency	Phillip A. Frantz	01-11-2008
6	Taylor & Wiley	James Mizell	01-14-2008
V-1	Mr. Gary Ross	Mr. Gary Ross	12-19-2007
V-2	Mr. Robert Ross	Mr. Robert Ross	12-19-2007

State of California - The Resources Agency ARNOLD SCHWARZENEGGER, Governor
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
North Central Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
(916) 358-2900

COMMENT #1

December 13, 2007

Mr. Dave Daly, Airport Manager
Lincoln Regional Airport
1480 Flightline Drive
Lincoln, CA 95648

Dear Mr. Daly:

The Department of Fish and Game (DFG) has reviewed the Draft Environmental Impact Report (DEIR) for the Lincoln Regional Airport Master Plan (SCH# 2007062027). The project proposes extension of an existing runway, construction of a new runway and expansion of various airport facilities. The project is located adjacent to the existing Lincoln Regional Airport encompassing a total of about 711 acres within the City of Lincoln, Placer County.

Significant natural resources of the project site are dominated by vernal pool grasslands providing habitat for federal listed invertebrates and foraging habitat for the state listed threatened Swainson's hawk (*Buteo swainsonii*). A small amount of riparian woodland occurs on the project site that could provide nesting habitat for Swainson's hawk. The proposed area of expansion, notably runways, consists of a large block of vernal pool and grassland habitat in western Placer County and is located between, but not immediately adjacent to, two large areas of existing grassland preserves. The proposed project, along with other reasonably foreseeable proposed or considered development in western Placer County, pose significant risk to at least 50%, or more, of the remaining vernal pool/grassland and valley grassland habitat in western Placer County.

The DFG is providing comments in response to the DEIR under the California Environmental Quality Act (CEQA) as both a responsible and trustee agency. As trustee for the State's fish and wildlife resources, the DFG has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of such species. In that capacity, the DFG administers the California Endangered Species Act (CESA), the Native Plant Protection Act (NPPA), and other provisions of the California Fish and Game Code that affords protection to the State's fish and wildlife trust resources.

COMMENT #1 (continued)

The DFG offers the following comments regarding the adequacy of the DEIR:

Existing Conditions

The document has failed to discuss Bird Aircraft Strike Hazard (BASH) conditions under existing airport operations and describe measures, if any, currently employed to reduce BASH.

Both the section on wildlife, on page 3.2-5, paragraph one, and the section on Special-Status Species on page 3.2-8, have failed to address the potential occurrence of Swainson's hawk and use of the site as foraging and potential nesting habitat. This is especially confounding since Table 3.2-3 on page 3.2-11 notes the presence of suitable foraging and potential nesting habitat for this species on the project site, and the discussion of this species on page 3.2-17 notes the likelihood of utilization of the project site by this species. The document has inadequately addressed and understated the value of existing project conditions for this state listed threatened species.

The document has focused all discussion and analysis on listed and sensitive species and ignored the contribution that the project site provides, due to the large non-fragmented nature of the area, to the abundance and diversity of wildlife in the Central Valley. Broadly, this is a significant omission.

Failure to fully disclose existing conditions result in the document failing to fully evaluate project impacts and thus adequately provide reasonable and feasible mitigation measures.

Analysis of Impacts

We believe that the DEIR understates the significance of the project site to wildlife resources by focusing analyses on those species solely associated with wetlands and wetland habitats while ignoring the value of the site as a large block of unbroken resources providing habitat for a broad array of wildlife species. This site provides critically important and rapidly diminishing vernal pool grassland habitat at a local, regional, and national level.

COMMENT #1 (continued)

We believe that the document has erroneously concluded on page 3.2-27 that project impacts due to loss or disturbance of annual grassland is less than significant. The document provides support for this conclusion based the statement that "The removal of annual grassland, widespread habitat type in western Placer County, would not result in a substantial regional decrease in this habitat type. Furthermore, removal of annual grassland would not result in a substantial impact on special status species that may forage on the airport." We believe that the document has not provided supporting evidence for this conclusion. We believe project impacts to grasslands are significant based on the presence of state listed threatened Swainson's' hawk in western Placer County, the presence of nesting hawks within close proximity to the airport, the existence of potential nesting habitat on and adjacent to the project site, the scarcity of grasslands in western Placer county, and the cumulative loss of this resource regionally.

The document has not addressed issues related to habitat fragmentation and population isolation as a result of project implementation. Airport runway extension, essentially a linear disruption of a large block of unbroken habitat, poses significant fragmentation impacts that have failed to be considered, thus understating potential direct, indirect, and cumulative project impacts.

The document has not addressed impacts related to BASH as a result of project implementation that may result in increased air traffic, increased flight velocity, and increased aircraft size.

We have similarly concluded that cumulative impacts to biological resources, page 4-3 have been inadequately addressed and are not supported by factual information within the DEIR.

Proposed Mitigation

The DEIR has understated mitigation needs due to either failure to identify impacts, as noted above, or concluding, without support, that impacts are less than significant. We believe that impacts to grasslands and to foraging habitat to Swainson's hawk should be mitigated to at least equal acreage to that both directly and indirectly impacted. Additionally, project impacts due to BASH must be included within a subsequent DEIR.

The DFG believes that the DEIR has not adequately evaluated the proposed Airport Master Plan. We recommend that the document be revised to address and resolve issues as brought forward in this letter.

COMMENT #1 (continued)

Thank you for the opportunity to review this project. If we can be of further assistance please contact Mr. Jeff Drongesen, Senior Environmental Scientist, at (916) 358-2919.

Sincerely,

Sandra Morey
Regional Manager

cc: Mr. Eric Tattersall
Mr. Ken Sanchez
U. S. Fish and Wildlife Service
2800 Cottage Way, Room W2605
Sacramento, CA 95825-1888

Mr. Dave Smith
U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, CA 94105

State of California
Office of Planning and Research
Post Office Box 3044
Sacramento, CA 95812-3044

Mr. Kent Smith
Mr. Jeff Drongesen
Department of Fish and Game
North Central Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

RESPONSE TO COMMENTS

Comment 1: Summary of Comment
Received from: State of California, Department of Fish and Game, North Central Region

The agency noted that the Draft EIR, Section 3.2, *Biological Resources*, did not adequately address Bird Aircraft Strike Hazards (BASH), habitat fragmentation and project effects on Swainson's hawk habitat.

Response to Comment 1:

To address the department's comments, the City of Lincoln determined that a portion of the Draft EIR, Section 3.2 *Biological Resources*, would be recirculated pursuant to the provisions of the California Environmental Quality Act (CEQA Guidelines (14 CCR Section 15088.5(f)(2)). The Section was made available for public review and comment during a 45-day period ending April 26, 2008. The recirculated Section, public comments and the City's response to comments will become part of the final EIR.

STATE OF CALIFORNIA, RESOURCES AGENCY
ARNOLD SCHWARZENEGGER, GOVERNOR

DEPARTMENT OF CONSERVATION

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEB SITE conservation.ca.gov

January 8, 2008

VIA FACSIMILE (916) 543-0208
Dave Daly, Airport Manager
Lincoln Regional Airport
1480 Flightline Drive
Lincoln, CA 95648

Subject: Lincoln Regional Airport Master Plan Draft Environmental Impact Report (Placer County) **SCH#2007062027**

Dear Mr. Daly:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Draft Environmental Impact Report (DEIR) for the referenced project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the project's impacts on agricultural land and resources.

Project Description

The purpose of the Lincoln Regional Airport Master Plan project is to provide details and plans that guide the development of aviation related improvements and compatible land uses within the airport property. The Lincoln Regional Airport (airport) is located on approximately 775 acres, two miles northwest of the City of Lincoln (City) near the intersection of Nicolaus Road and Aviation Blvd. The Master Plan proposes construction of aviation related facilities within the existing project area for a runway extension, construction of a parallel runway, taxiways aircraft storage, parking and aircraft maintenance facilities. The Master Plan also proposes to set aside 90 acres on the west side of the airport and 24 acres on the airport's southeastern corner for light industrial uses. Land uses adjacent to the airport include light industrial business to the east and rural residential/agriculture to the north, south, and west.

COMMENT #2

There does not appear to be any Williamson Act contracted land affected by the project. Nor does there appear to be special status land (i.e. Prime Farmland, etc) within or adjacent to the project's boundaries. As such, the Department has no comment on this project.

Thank you for giving us the opportunity to comment on this DEIR. If you have questions regarding our comments, or require technical assistance or information on agricultural land conservation, please contact Elliott Lum, Environmental Planner, at 801 K Street, MS 18-01, Sacramento, California 95814; or, phone (916) 324-0869.

Sincerely,

Brian Leahy

Dennis J. O'Bryant
Program Manager

cc: State Clearinghouse

Comment 2: Summary of Comment
Received from: State of California, Department of Conservation, Division of Land Resource Protection

The department noted that no Williamson Act contracted land is affected by the proposed project.

Response to Comment 2:

Comment noted.

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-5151
FAX (530) 741-5346
TTY (530) 741-4509

Flex your power!
Be energy efficient!

January 10, 2008

07PLA0049
City of Lincoln Airport Master Plan
Environmental Impact Report
03PLA65

Mr. Dave Daly
City of Lincoln Airport
640 5th Street
Lincoln, CA 95648

Dear Mr. Daly:

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the City of Lincoln Airport Master Plan. Our comments are as follows:

COMMENT #3

Traffic Operations

- Volume 2 of 2 - Appendix F Traffic Analysis
  Figures 11 through 14 - 2012 Scenarios: The incorrect lane configuration has been assumed for the Ferrari Ranch ramp intersections and for the Nelson Lane/SR65 intersection. This may affect the level of service calculations. The figures and calculations should be revised to reflect the most up to date geometrics. Revisions should be submitted for Caltrans review. Also submit the backup technical calculations that affect state facilities.

3a

Right-of-Way-Encroachment

- All work proposed and performed that within the State's highway right-of-way must be in accordance with Caltrans' standards, and will require a Caltrans' Encroachment Permit prior to commencing construction.

3b

- Information regarding encroachment permits may be obtained from Bruce Capaul at (530) 741-4403.

If you have any questions regarding these comments, please contact Will Schilling, Placer County Planning Liaison at (530) 740-4843.

Sincerely,

NICHOLAS DEAL
Chief
Office of Transportation Planning – East

c. State Clearinghouse

Comment 3a-3b: Summary of Comment
Received from: State of California, Department of Transportation, District 3

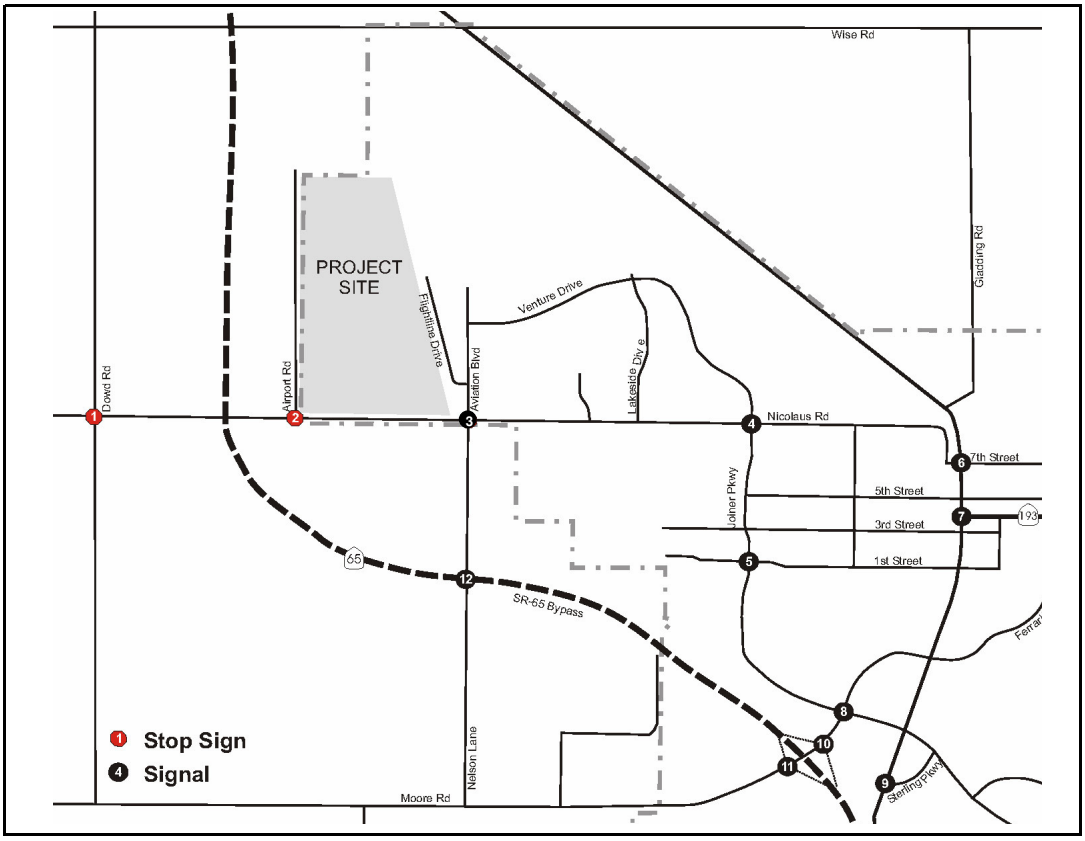
The department noted that incorrect intersection geometrics had been used in the DEIR to evaluate traffic in the year 2012 scenarios. The Department requested that the data be corrected and re-evaluated.

Response to Comment 3a:

The corrected traffic DEIR Tables 3.10-9, 3.10-10 and 3.10-11 and Figures 11, 12, 13 and 14 from Appendix F have been corrected and are attached. The resulting corrections, based on corrected intersection geometrics indicate that all of the affected intersections either remain at their current levels of service or improve their level of service. There are no new impacts associated with the corrected traffic analysis.

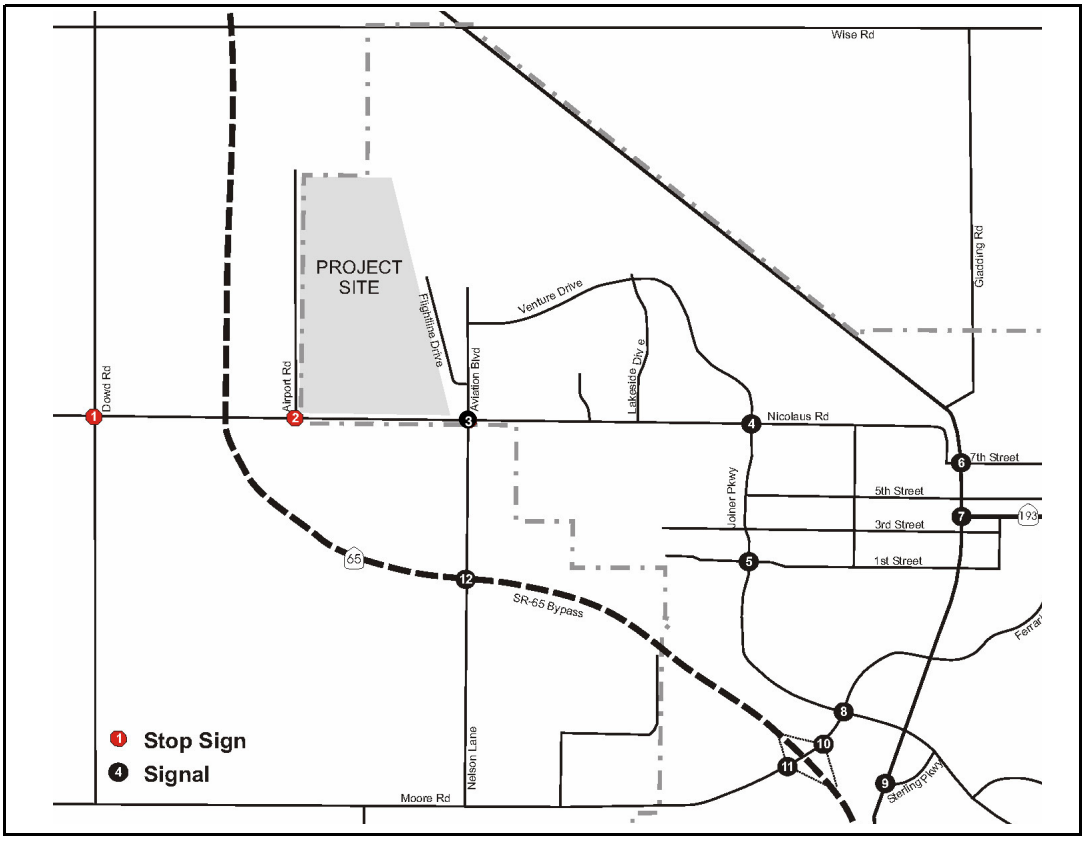
Response to Comment 3b:

Any work proposed and performed within a State highway's right-of-way- will be in accordance with Caltrans' standards, and the City, as necessary, will obtain a Caltrans' Encroachment permit prior to construction. However, none of the proposed construction identified in the Airport Master Plan will encroach in a State highway right-of-way. Construction activities are confined to either the existing property boundaries of the airport or to new intersections on Nicolaus Road and Airport, neither are designated as State highways.



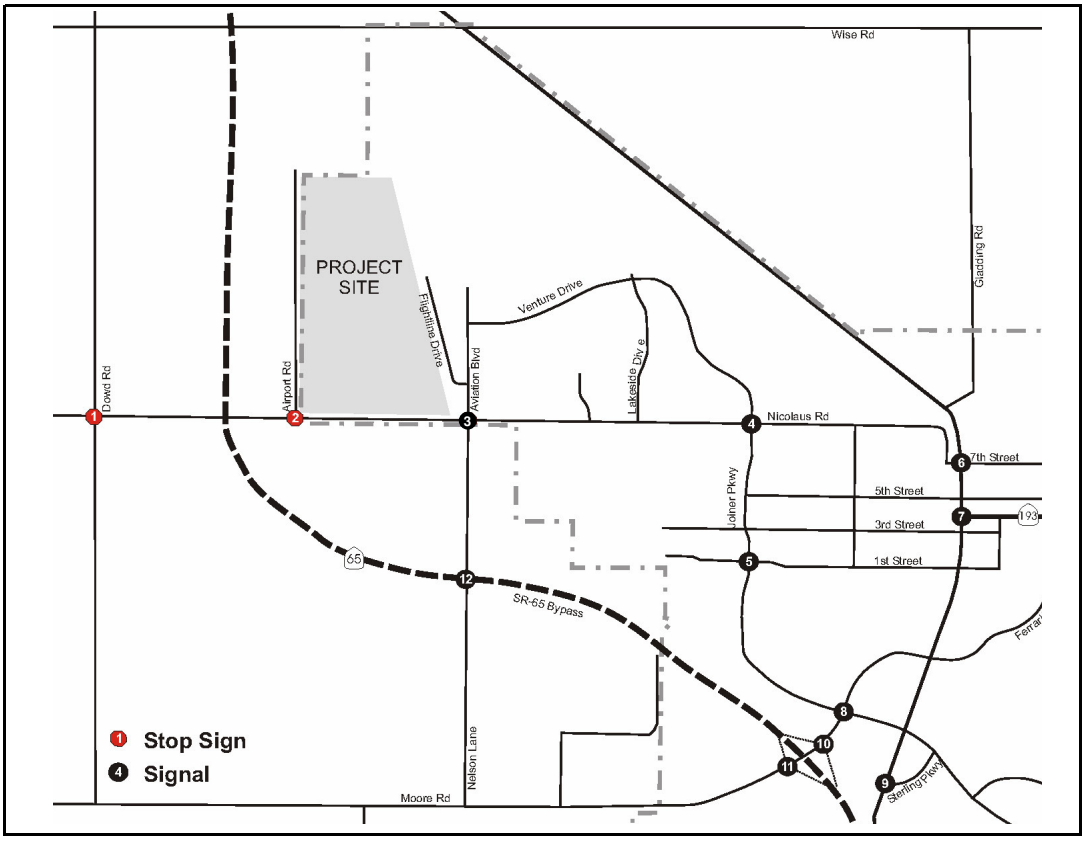
13 77 10 / 8 166 1 / 0 86 5 / 0 8 2	2 0 1 / 0 157 0 / 4 55 0	14 191 25 / 1 96 61 / 68 40 143 / 7 713 33	27 192 126 / 27 312 403 / 181 224 41 / 118 50 70
1 Dowd Rd & Nicolaus Rd	2 Airport Rd & Nicolous Rd	3 Aviation Rd & Nicolaus Rd	4 Joiner Pkwy & Nicolaus Rd
117 569 37 / 71 63 194 / 43 88 204 / 145 205 62	2 264 35 / 0 113 200 / 149 265 51 / 161 215 101	1 351 205 / 0 0 1 / 97 1 199 / 3 575 36	20 902 56 / 22 19 1,145 / 38 8 44 / 473 413 54
5 Joiner Pkwy & 1st Street	6 SR 65 & 7th Street	7 SR 65 & SR 193	8 Joiner Pkwy & Ferrari Ranch Rd
0 1,126 17 / 0 793 72 / 40 0 406	48 1,309 0 / 64 342 0 / 114 0 370	15 0 49 / 604 357 0 / 1,130 294 0	43 63 313 / 101 882 81 / 589 362 0 / 65 132 2
9 SR 65 & Sterling Pkwy	10 SR 65 N & Ferrari Ranch	11 SR 65 S & Ferrari Ranch	12 Nelson Ln & SR 65

Figure 11
2012 No Project Intersection Geometrics and A.M. Peak Hour Volumes



1 Dowd Rd & Nicolaus Rd	2 Airport Rd & Nicolous Rd	3 Aviation Rd & Nicolaus Rd	4 Joiner Pkwy & Nicolaus Rd
5 Joiner Pkwy & 1st Street	6 SR 65 & 7th Street	7 SR 65 & SR 193	8 Joiner Pkwy & Ferrari Ranch Rd
9 SR 65 & Sterling Pkwy	10 SR 65 N & Ferrari Ranch	11 SR 65 S & Ferrari Ranch	12 Nelson Ln & SR 65

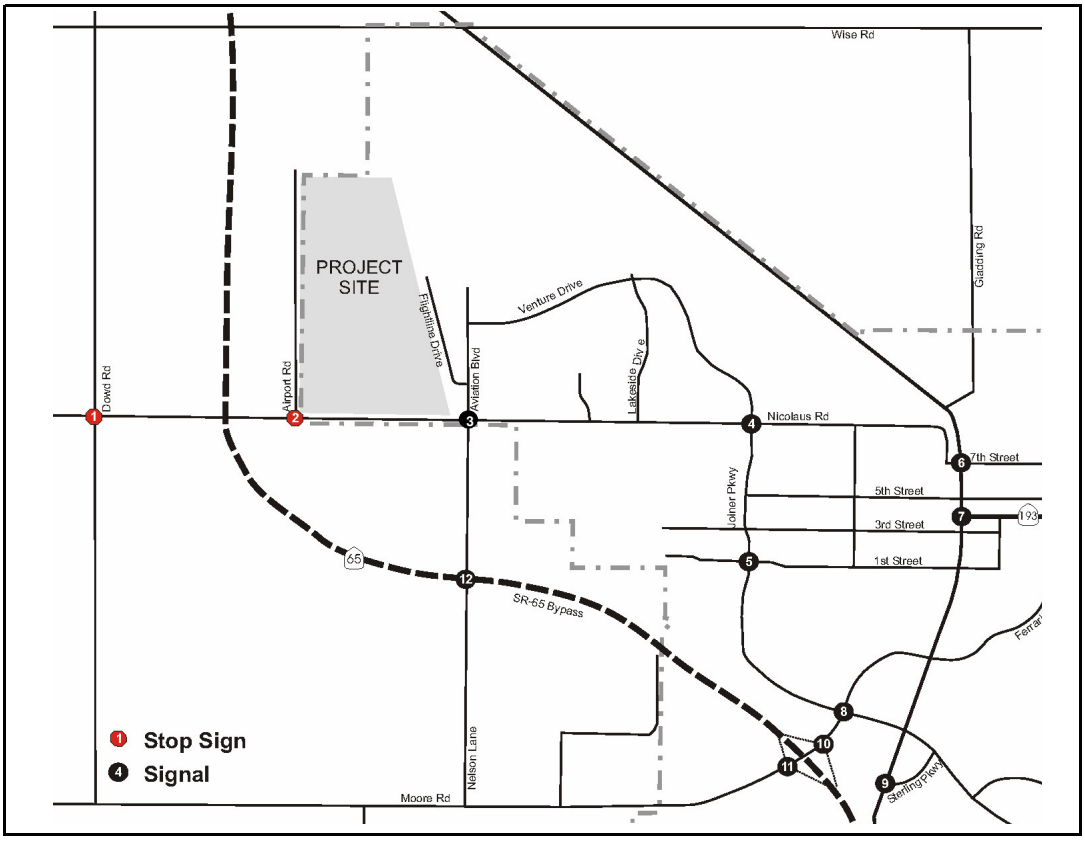
Figure 12
2012 No Project Intersection Geometrics and P.M. Peak Hour Volumes



13 77 10 / 8 166 1 / 0 86 5 / 0 8 2	2 0 1 / 0 157 0 / 4 55 0	14 191 25 / 1 96 61 / 69 40 143 / 7 715 33	27 192 126 / 27 312 403 / 181 224 41 / 118 50 70
1 Dowd Rd & Nicolaus Rd	2 Airport Rd & Nicolous Rd	3 Aviation Rd & Nicolaus Rd	4 Joiner Pkwy & Nicolaus Rd
117 569 37 / 71 63 194 / 43 88 204 / 145 205 62	2 264 35 / 0 113 200 / 149 265 51 / 161 215 101	1 351 205 / 0 0 1 / 97 1 199 / 3 575 36	20 902 56 / 22 19 1,145 / 38 8 44 / 473 413 54
5 Joiner Pkwy & 1st Street	6 SR 65 & 7th Street	7 SR 65 & SR 193	8 Joiner Pkwy & Ferrari Ranch Rd
0 1,126 17 / 0 793 72 / 40 0 406	48 1,309 0 / 64 342 0 / 114 0 370	15 0 49 / 604 357 0 / 1,130 294 0	43 63 313 / 101 882 81 / 591 362 0 / 65 132 2
9 SR 65 & Sterling Pkwy	10 SR 65 N & Ferrari Ranch	11 SR 65 S & Ferrari Ranch	12 Nelson Ln & SR 65

DKS Associates
TRANSPORTATION SOLUTIONS

Figure 13
2012 Plus Project Intersection A.M. Peak Hour Volumes



1 Dowd Rd & Nicolaus Rd	2 Airport Rd & Nicolous Rd	3 Aviation Rd & Nicolaus Rd	4 Joiner Pkwy & Nicolaus Rd
5 Joiner Pkwy & 1st Street	6 SR 65 & 7th Street	7 SR 65 & SR 193	8 Joiner Pkwy & Ferrari Ranch Rd
9 SR 65 & Sterling Pkwy	10 SR 65 N & Ferrari Ranch	11 SR 65 S & Ferrari Ranch	12 Nelson Ln & SR 65

Figure 14
2012 Plus Project Intersection P.M. Peak Hour Volumes

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

BOB SNYDER
City of Auburn
SHERRIE BLACKMUN
City of Colfax
TOM COSGROVE
City of Lincoln
RUSS KELLEY
Town of Loomis
KATHY LUND
City of Rocklin
GINA GARBOLINO
City of Roseville
JIM HOLMES
KIRK UHLER
Placer County
RON McINTYRE
Citizen Representative
CELIA McADAM
Executive Director

January 10, 2008

COMMENT #4

Dave Daly, Airport Manager
Lincoln Regional Airport
1480 Flightline Drive
Lincoln, CA 95648

Subject: Airport Land Use Compatibility Comments
Draft Environmental Impact Report (SCH #2007062027) for the Proposed Lincoln Regional Airport Master Plan

Dear Mr. Daly,

Thank you for including Placer County Transportation Planning Agency's (PCTPA) July 3, 2007 Notice of Preparation comments in the Draft Environmental Impact Report (DEIR). As that letter outlines, PCTPA also acts as the Airport Land Use Commission (ALUC) for Placer County's three public use airports – Auburn Municipal, Blue Canyon, and Lincoln Regional.

Generally, an ALUC's charge is to prepare/adopt airport land use compatibility plans and to promote land use compatibility. The ALUC adopted the Placer County Airport Land Use Compatibility Plan (ALUCP) in October 2000. The ALUCP establishes land use compatibility criteria and zones around the airports based on noise, safety, airspace protection, and overflight provisions.

ALUCP & Proposed Airport Master Plan

1. An ALUCP consistency determination must be completed for the proposed Master Plan. It will be based on the proposed Master Plan. This consistency determination is required *before* the City Council takes action on the proposed project.

2. The ALUC, via a noticed public hearing, will base the consistency determination on any differences between the ALUCP and the proposed Master Plan – specifically the differences that would result in greater noise, overflight, safety impacts or height restrictions on surrounding land uses. The ALUC's determination will focus on the following:

    - Activity forecasts that are: 1) significantly higher than those in the ALUCP; or which 2) include a higher proportion of larger or noisier aircraft.

- Proposals to: 1) construct a new runway or helicopter takeoff/landing area; 2) change the length, width, or landing threshold of an existing runway; or 3) establish an instrument approach procedure.

See ALUCP Policies 3.2.1 and 3.2.2 for detail. An appropriate time for this ALUC action may be after the DEIR's responses to comments have been prepared.

3. Please note -- the ALUC's only mandatory responsibility is to review the proposed Master Plan for consistency with the ALUCP. Review of the DEIR is not necessary.

   The comments in this letter are offered by ALUC staff as a way to facilitate the later ALUC Master Plan review. To the extent that the kinds of concerns that the ALUC will need to examine are addressed in the DEIR, then the Master Plan review will be much easier.

   Specifically, the ALUC will need to know how the impacts related to the proposed Master Plan differ from those in the current ALUCP and what mitigation measures will be used to resolve any increased impacts. If this information is not contained in the DEIR, it will need to be submitted later to complete the proposed Master Plan's consistency with the ALUCP.

4. The ALUCP will have to be amended to reflect updated information in the future Master Plan. The ALUCP amendment and its accompanying environmental review will rely on the Final EIR to document and clarify any differences, resulting from the Master Plan, which would result in greater noise, overflight, safety impacts or height restrictions contained in the existing ALUCP.

DEIR Comments

a. Background (page 2-2). The DEIR states that:

   - the ALUCP ensures that land surrounding the Lincoln Regional Airport is zoned for airport-compatible uses;
   - the City of Lincoln 2050 General Plan (currently being considered for adoption) also reflects compatible land uses consistent with ALUCP requirements; and
   - land use uses adjacent to and near the airport are compatible with airport activities

This DEIR section and other applicable ones should be revised to state that:

- The ALUCP promotes compatibility between airports in Placer County and the land uses, which surround them. The ALUCP establishes land use compatibility criteria and zones based on noise, safety, airspace protection, and overflight provisions.
- On March 7, 2007, the ALUC found Lincoln's Draft 2050 General Plan Update, subject to several conditions, to be consistent with the ALUCP. This finding was made because there would be no direct conflicts between the two documents and ALUCP compatibility criteria will be used for future land use proposals within the airport's influence boundary area. If significant revisions are made to the Draft 2050 General Plan Update. It must be resubmitted to the ALUC for a follow-up consistency determination.
- Existing land uses (existing uses and/or planned ones via the existing General Plan) adjacent to and near the airport may or may not be consistent with airport activities.

4a

b) Project Objectives (pages 2-5/6) and Project Description (pages 2-6/8). The DEIR lists out several project objectives, refers to 2030 operation forecasts, and lists out facilities needed to serve projected annual aircraft operations for 2030. The DEIR is not clear about proposed Master Plan background/forecasts, current operations, and the 2030 forecast.

This DEIR section or another section should be revised to:

Show, in one section, existing and future airport activity, operational capacity, and related improvements. This will help to determine whether the proposed Master Plan would result in greater noise, overflight, safety impacts, and height restrictions on vicinity land uses than ones identified in the ALUCP. Differences from the physical and operational parameters upon which the ALUCP is based should be highlighted (e.g., the proposed runway extension).

4b

c) Required Permits and Approvals (page 2-6).

PCTPA's Permit, Approval or Consultation listing should be revised from Consultation concerning land uses in proximity to the airport to:

Complete a Placer County Airport Land Use Compatibility Plan consistency determination with the proposed Airport Master Plan. This ALUC action must be completed before the City Council takes action on the proposed Master Plan.

4c

d) 3.5 Hazards and Hazardous Materials – Study Area Defined (page 3.5-1). This DEIR paragraph states that a radius around the airport coinciding with the Placer County Airport Land Use Commission (2 miles) jurisdiction is used to evaluate land use hazards associated with aircraft operations. It also cites the ALUC enforces the Airport Land Use Compatibility Plan.

This DEIR section and other applicable ones should be revised to:

4d

- The ALUCP established the Lincoln Regional Airport's influence boundary area. This area is approximately 7.5 miles long (north-south) and 5.3 miles wide (east-west). Absent an ALUC adoption of an ALUCP, the two-mile distance is a default distance for this area (see PUC Section 21675.1(b)). Since there is an adopted ALUCP for the Lincoln Regional Airport, the two-mile radius does not apply.

- The ALUC has no local land use authority for land within the airport influence boundary area. It relies on local jurisdictions (the City of Lincoln and Placer County) for ALUCP implementation.

e) 3.5 Hazards and Hazardous Materials – Aircraft Operations (page 3.5-1 – 1st paragraph). The DEIR states the ALUCP zones were developed in accordance with the California Airport Land Use Planning Handbook, and compatibility of the proposed project with those zones was evaluated.

This DEIR section and other applicable ones should be revised to:

4e

- The ALUCP established six airport compatibility zones within the airport's Influence Area Boundary in accordance with the California Airport Land Use Planning Handbook (1993). These basic, aviation-oriented boundaries were modified to take into account distinct geographic features and existing land uses around the airport. The compatibility zone boundaries represent a composite of noise, safety, airspace protection, and overflight concerns.

The conclusion that the proposed Master Plan is consistent with these compatibility zones should be detailed.

f) 3.5 Hazards and Hazardous Materials – Aircraft Operations (page 3.5.-1 – 2nd paragraph). The DEIR describes the ALUCP review process.

This DEIR section may be more appropriately outlined in Section 3.7 – Land Use and Planning:

- State law (Public Utilities Code, Section 21670) requires each local agency with jurisdiction for land uses within an ALUC's planning area to modify its general plan and specific plans to be consistent with airport land use compatibility plans. Once a local agency satisfies this consistency requirement, the ALUC's authority to review proposed projects, around an airport, becomes more limited.

- On March 7, 2006, the ALUC found the Lincoln Draft 2050 General Plan to be consistent with the ALUCP subject to several conditions. To date, the City has not addressed the conditions or adopted the General Plan update. In the interim, the City refers all development proposals within the airport's influence boundary area to the ALUC for ALUCP consistency reviews. If the ALUC staff can not find a proposal consistent with the ALUCP, the proposal is forwarded to the full commission for a determination via a noticed public hearing.

4f

- Various sections of ALUC statutes (Public Utilities Code) provide for local jurisdictions to overrule (or override) ALUC decisions. The overruling process involves several mandatory steps such as notifying the Division of Aeronautics/ALUC, holding a public hearing, making specific findings, and approving a proposal by a two-thirds majority.

The DEIR should discuss the manner in which hazards would change as a result of proposed Master Plan adoption and implementation.

g) 3.5 Hazards and Hazardous Waste – Regulatory Setting (pages 3.5-5/6).

4g See previous comments to revise these introductory paragraphs.

h) Impact 3.5-4: Safety Hazards near a Public or Public-Use Airport – Less than Significant (pages 3.5-13/14). The DEIR states that implementing the proposed projects would not result in a safety hazard relevant to the airport or to adjacent land uses. The City will request a review of the proposed project by the Placer County Airport Land Use Commission to confirm the City's evaluation that land uses in the vicinity of the airport are compatible with aeronautical operations.

This DEIR section and other applicable ones should be revised to:

4h Lands which will be more impacted by the proposed Master Plan than with the current ALUCP may indeed be compatible with airport operations. Nevertheless, there will be additional impacts, especially with regard to the proposed runway extension. These should be noted and the mitigation measures described. Is additional property being acquired in fee or as

4h | easements? Will current zoning ensure proper height restrictions for runway approaches? What changes to the ALUCP are recommended?

i) 3.7 Land Use and Planning – Environmental Setting (page 3.7-1). The DEIR cites that land within the airport boundaries is designated in the Lincoln General Plan (2007) as either Industrial-Planned Development (IPD) or Agricultural (AG).

4i | The DEIR is not clear whether these are existing General Plan designations or ones proposed in the proposed Lincoln Draft 2050 General Plan Update.

j) 3.7 Land Use and Planning – Regulatory Setting – Placer County Airport Land Use Compatibility Plan (pages 3.7-6/7).

4J | See previous clarifying comments on ALUC role and ALUCP purpose.

k) 3.7 Land Use and Planning – Impacts and Mitigation (pages 3.7-9).

- Impact 3.7-1. The DEIR states the proposed airport projects do not introduce new land uses that conflict with established uses within the vicinity of the airport. It states the airport Master Plan provides consistency with the General Plan and zoning ordinance.

4k | The DEIR does not appear to have supporting information for this conclusion. How is the proposed Master Plan consistent with the proposed Lincoln Draft 2050 General Plan for areas on the airport and within the airport influence boundary area it?

- Impact 3.7-2. The DEIR states that the City is obligated to consult with the ALUC to assure that airport projects are compatible with the ALUCP. The City provided the proposed Master Plan to the ALUC for comments. It concludes the Master Plan is consistent with the General Plan (2007). It concludes that no impacts would result because of proposed Master Plan development.

4k | The DEIR is not clear as to whether this paragraph focuses on the proposed Master Plan to the proposed Lincoln Draft 2050 General Plan or to the ALUCP. Neither the DEIR nor the proposed Master Plan provide information to determine whether there would be any differences with the ALUCP related to greater noise, overflight safety impacts or height restrictions on surrounding land uses.

l) 3.9 Noise – Existing Noise Environment

- (page 3.9-3 – 2nd paragraph). The DEIR states that noise exposure levels will not present a significant impact with respect to land use compatibility in the airport environs under current and reasonably foreseeable conditions.

4l The DEIR should provide information to support this conclusion or provide the source.

- (page 3.9-3 -- 3rd paragraph). – The DEIR outlines CNEL contours and areas covered.

4l The DEIR should clarify that these are year 2030 forecasted ones and map them.

m. Noise – Regulatory Setting (pages 3.9-6/7). The DEIR lists six noise polices from the ALUCP. These should be listed with the corresponding ALUCP policy numbers. This DEIR list should include Policy 4.1.7, which relates to construction of new or expanded airports or heliports. This ALUCP policy provides specific guidance for noise impacts.

4m This DEIR section should also show ALUCP Exhibit 6E – Lincoln Regional Airport Noise Impacts; which illustrates the 55, 60, and 65 CNEL noise contours.

n. Noise -- Impacts Analysis – Aircraft Impacts (page 3.9-8). Figure 3.9-1 illustrates existing and future flight tracks based on Runway 15-33 extension.

4n The DEIR should discuss whether these flight tracks change with the new parallel runway.

o. Figure 3.9-2 illustrates existing (60, 65, and 70) noise contours.

4o The DESIR should discuss how these relate to the ALUCP's? Note -- ALUCP Exhibit 5E shows 55, 60, and 65 contours.

p. Figure 3.9-3 illustrates future noise (2030) 60, 65, and 70 contours without the Runway 15-33 extension and with the parallel runway.

4p The DEIR should overlay the ALUCP's 55, 60, and 65 contours on this figure to show any differences between the two documents. Any greater noise effects should be discussed – particularly on existing land uses and future 2050 General Plan land use designated areas.

q. Figure 3.9-4 illustrates future noise (2030) 60, 65, and 70 contours with the Runway 15-33 extension and with the new parallel runway.

4q | See comment 'p'. The maps should indicate the number of operations upon which the contours are based. Is the 2030 forecast the same with and without the proposed Master Plan?

r. Figure 3.9-5 illustrates ALUCP compatibility zones around the airport and lists compatibility land use guidelines.

4r | The DEIR should cite these are guidelines from ALUCP Appendix D. Specific direction on compatible lands uses by compatibility zone are outlined on ALUCP Table 2A and several individual policies.

s. Impact 3.9-1 (page 3.9-9). The DEIR concludes that Runway 15-33 extension would, with mitigation; result in a less than significant noise impact. It notes that noise from individual aircraft flying at 600' above ground as a factor for noise exposure to noise sensitive uses. The proposed mitigation measure refers to ALUCP Compatibility Zone B1 compatibility criteria.

4s | Does the DEIR suggest that aircraft at a higher altitude will not be a noise concern? The ALUCP polices listed on page 3.9-10 as mitigation may be appropriate as related to the runway extension. The DEIR should state how the City will implement these measures.

Thank you for the City's continuing interest in promoting compatible land uses on and around the Lincoln Regional Airport. If you have any questions, please call Celia McAdam at 530.823.4030 or me at 530.823.4033.

Sincerely,

Stan Tidman

Stan Tidman, Senior Planner

Copies:
Celia McAdam, PCTPA Executive Director and ALUC Secretary
Michael Johnson. Placer County Planning Director
Joanne McDermott, ALUC Liaison/Associate Aviation Planner, California Dept. of Transportation – Div. of Aeronautics

Comments 4a –4t: Summary of Comment
Received from: Placer County Transportation Planning Agency and the Placer County Airport Land Use Commission (ALUC).

The Agency noted its responsibilities to promote land use compatibility around Placer County airports; its mandatory responsibility to review the Airport Master Plan improvements for consistency with the Lincoln Regional Airport Land Use Compatibility Plan (ALUCP), and that review of the Draft EIR is not necessary to determine consistency. The ALUC offered its comments on the DEIR to make their review of the Airport Master Plan much easier.

The DEIR includes the Airport Master Plan by reference (DEIR, p. 2-1) in accordance with the requirements of CEQA (Section 15124), the project description (DEIR Chapter 2) provides information about location and boundaries of the proposed Project (DEIR p. 2-1), a statement of objectives (DEIR p. 2-5), and a general description of the various characteristics of the Project (DEIR p. 2-6 through 2-8).

The DEIR acknowledges that it is the ALUC's responsibility to review the Airport Master Plan for consistency with its adopted ALUCP (DEIR p. 2-3 and 2-4). Specifically, the DEIR (p. 3.5-1, last paragraph) states, "the City of Lincoln will refer certain actions proposed in the Airport Master Plan to the Placer County Airport Land Use Commission for review. The purpose of the review is to determine project consistency with the ALUCP. If a project is found to be inconsistent with the plan then the City must overrule the ALUCP with findings to approve the project. The Placer County Airport Land Use Commission will use data and analysis provided in this EIR and project specific information provided in the Airport Master Plan to assess compatibility with the ALUCP."

The following responses address the specific comments submitted by the ALUC. Each response to a comment is intended to provide the reader with a nexus, wherever possible, between the DEIR, the Airport Master Plan and the ALUCP so that ALUC's consistency determination between the Airport Master Plan and the ALUCP is made easier.

Response to Comment 4a:

DEIR (p. 2-3 and 2-4) states that the Placer County ALUC is responsible for preparing and implementing the Placer County ALUCP that promotes compatibility between the airports in Placer County (Lincoln, Auburn and Blue Canyon) and the land uses that surround them. The ALUCP serves as a tool for use by the commission in fulfilling its duty to review airport and adjacent land use development proposals. Additionally, the ALUCP sets compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to land owners in their design of new development.

ALUC's were established under the California State Aeronautics Act (Public Utility Code Sections 21670 et seq, 1967, as amended). The fundamental purpose of the ALUC is to promote land use compatibility around airports:

> ...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.

The ALUC will review the proposed plans, as identified in the Airport Master Plan (2007) for consistency with the ALUCP. However, ALUC has no authority over existing land uses (CPUC Section 21674(a)) or over the operation of airports (CPUC Section 21674(e)). The authority of ALUC extends only to land in the vicinity of airport that is "not already devoted to incompatible uses."

Actions pertaining to how and where aircraft operate on the ground or in the air around an airport are the jurisdiction of the FAA and CalTrans Division of Aeronautics. ALUC involvement with aircraft operations is limited to taking the operational characteristics into account in the development of land use compatibility policies. However, the ALUC is required to review proposed airport master plans for consistency with the commission's plans and to amend those plans to reflect adopted airport master plans.

On March 10, 2008, the Placer County Transportation Planning Agency (PCTPA), acting as the parent agency for the Placer County ALUC, issued a letter to the City of Lincoln titled *Draft 2050 Lincoln General Plan – Consistency Determination with the Placer County Airport Land Use Compatibility Plan*. In this letter, the PCTPA states, "The [City of Lincoln] Draft 2050 General Plan is consistent with the PCALUCP." This letter represents the PCTPA's conclusion that the City's 2050 General Plan meets the ALUC's determination of consistency for proposed land uses in the vicinity of the Lincoln Regional Airport. The City's 2050 General Plan depicts certain airport improvements (Airport Master Plan, 2007) including the runway extension, the parallel runway and revised airport land use designations.

Response to Comment 4b:

The DEIR includes the Airport Master Plan by reference (CEQA Guidelines 15150 (a), (c)); the DEIR also includes specific references to existing airport activities (DEIR p. 2-2 and the Airport Layout Plan which is extracted from the Airport Master Plan and which highlights the proposed airport improvements in blue); proposed airport improvements, as individual projects, are described in detail (DEIR p. 2-6 through 2-8) and are shown on the Airport Layout Plan; existing and forecasted annual aircraft operations are described in the DEIR (p. 2-2 and 2-3) and in the Airport Master Plan (Chapter 3). The effects of the airport improvements and increased annual aircraft operations on safety are evaluated in the DEIR Section 3.5 (Hazards and Hazardous Materials); the effect of noise and overflights is evaluated in DEIR Section 3.9 (Noise) and the effects on height restrictions is evaluated in DEIR Section 3.7 (Land Use and Planning).

Response to Comment 4c:

Text revision and additions noted and accepted

Response to Comment 4d:

The DEIR states, "A radius around the airport coinciding with the Placer County Airport Land Use Commission (2 miles) jurisdiction is used to evaluate land use hazards associated with aircraft operations." This statement is accurate since it includes the terminology "…coinciding with the Placer County Airport Land Use Commission jurisdiction…" The reference to "2 miles" refers to an approximate distance from the airport property boundaries to the furthest extent of the ALUC's adopted jurisdiction. The ALUCP states, "the influence area for each of the [Placer County] airports, as defined herein

[ALUCP 2000], extends roughly 2 to 3 miles from the airport runways" (ALUCP, Introduction, p. 1).

The actual distances from the airport property boundaries when measured parallel and perpendicular to the runway are: 2.8 miles north; 2.15 miles south; 2.25 miles west and 2.02 miles east. When measured from the corners of the airport property in a radial arch, the distance varies between 1.8 miles and 2.1 miles.

Response to Comment 4e:

Text revision and additions noted and accepted.

The DEIR does not reach an unsupported conclusion that the proposed Master Plan is consistent with compatibility zones designed in the ALUCP. The DEIR states, "The Lincoln Regional Airport is within the Placer County Airport Land Use Compatibility Plan (ALUCP) zones and the Placer County ALUCP zones were developed in accordance with the California Airport Land Use Planning Handbook, and compatibility of the proposed project with those zones was evaluated [for this EIR]."(DEIR p. 3.5-1)

Response to Comment 4f:

Comment noted.

California State Aeronautics Act, California Public Utilities Code commencing with 21670 sets forth statues governing Airport Land Use Commissions. It is included by reference in the DEIR (p. 2-3 and 2-4). The paragraph describing the ALUCP review process is included in the DEIR Section 3.5, Hazards and Hazardous Waste, because it is the first DEIR Section that addresses ALUC's specific responsibilities regarding aircraft operational safety.

To clarify the second part of Comment 4f:

On March 10, 2008, the Placer County Transportation Planning Agency (PCTPA), acting as the parent agency for the Placer County ALUC, issued a letter to the City of Lincoln titled *Draft 2050 Lincoln General Plan – Consistency Determination with the Placer County Airport Land Use Compatibility Plan*. In this letter, the PCTPA states: "The [City of Lincoln] Draft 2050 General Plan is consistent with the PCALUCP." This letter represents the PCTPA's conclusion that the City's 2050 General Plan meets the ALUC's determination of consistency for the proposed land uses in the vicinity of the Lincoln Regional Airport. The City's 2050 General Plan depicts certain airport improvements (Airport Master Plan, 2007) including the runway extension, the parallel runway and revised airport land use designations.

Response to Comment 4g:

Comment noted.

Response to Comment 4h:

The commenter has assumed that a northern 1,000-foot extension of Runway 15 would create land use impacts that require mitigation measures under CEQA. However, based on flight tracks, noise contour modeling for the runway extension (DEIR Section 3.9), ALUCP land use

designations and the City's review of FAA Regulations Part 77 concerning obstacles to navigable airspace (DEIR p. 5.5-13, DEIR Appendix E and Airport Master Plan p. 4-5) the impacts are considered less than significant.

Specifically, the 1,000-foot runway extension extends the 60 CNEL noise contour approximately 2,260 feet north of Wise Road and 1,300 feet into Zone C-1 (ALUCP Compatibility Land Use Guidelines, 2000, Appendix D). These dimensions are nearly identical to noise contour modeling prepared by Mead & Hunt for the General Plan, 2050 EIR (Mead & Hunt Figure 8-7, 2004). The ALUCP has made a determination of consistency (Letter to the City of Lincoln March 10, 2008) that includes, at least in part, an evaluation of the extended noise contours.

Noise contours for the existing runway (without the 1,000 foot extension) were confined to Zone B-1. The increase associated with the runway extension into Zone C-1 affects approximately 9-acres of land within Placer County that is currently zoned for agricultural use. There are no structures affected this increased noise contour extension. The ALUCP designates Zone B-1 as "Approach/Departure Zone" and Zone C-1 as " Extended Approach/Departure Zone and Primary Traffic Pattern" (Table 2A Primary Compatibility Criteria). The prohibited uses and development considerations are similar in both zones, although slightly more restrictive in Zone B-1. Noise contours to the south remain virtually unchanged.

The flight paths for the extended runway do not extend beyond their current zones of B-1, C-1 and C-2 and therefore do not impact land uses in other land use compatibility zones.

Based on this evaluation, no new land purchases, or avigation easements are necessary. The zoning for agricultural land and the ALUCP Zone C-1 designation ensure proper height restrictions for runway approach and departure.

The DEIR does not recommend changes to the current ALUCP (2000).

The impacts associated with the runway extension are considered less than significant (DEIR p. 3.5-13 and 3.5-14).

Response to Comment 4i:

The DEIR refers to the City of Lincoln Draft 2050 General Plan Update. However, zoning designations on the airport do not change from their current designations.

Response to Comment 4j:

Comment noted.

Response to Comment 4k:

DEIR Impact 3.7-1: Physically Divide an Established Community; the significance criteria were derived from CEQA Guidelines, Appendix G. The proposed project, the Airport Master Plan, is generally confined to the existing property boundaries of the Lincoln Regional Airport. Direct and indirect effects that could impact areas outside of the property boundaries include, noise, traffic, air quality and safety. All of these potential impacts are addressed in the DEIR. The Airport Master Plan projects do not, either directly or indirectly, physically divide an existing community, therefore, there are no impacts.

DEIR Impact 3.7-2: Introduce New Land Uses That Would Conflict with Established Uses Within the Vicinity of the Airport; the significance criteria were derived from CEQA Guidelines, Appendix G. The airport is not changing land uses. The proposed Airport Master Plan is consistent with the City of Lincoln's General Plan (2050) land use designations for light industrial uses and with the City's current zoning ordinances. The Airport Master Plan does not introduce new land use plans that would conflict with established uses within the vicinity of the Lincoln Regional Airport. All land uses proposed in the Airport Master Plan are aviation-related or aviation compatible and are within the physical property boundaries of the airport. Therefore, there are no impacts.

Response to Comment 4l:

Current airport noise conditions are depicted in the ALUCP, Section 6, Exhibit 6E, Noise Impacts, Exhibit 6H, Compatibility Factors Map and in the DEIR Section 3.9, Figures 3.9-1 and 3.9-2, and Appendix E. Future noise impacts and noise contours are depicted in the DEIR, Section 3.9, Figure 3.9-3 and 3.9-4 and Appendix E.

Response to Comment 4m:

To clarify, the following ALUCP Policy Numbers are added and correspond to the ALUCP policies in the DEIR p. 3.9-6 and 3.9-7:

4.1.1 Projected Noise Levels
4.1.2 Application of Noise Contours
4.1.3 Noise Exposure in Residential Areas
4.1.4 Noise Exposure for Other Lands Uses
4.1.5 Interior Noise Levels
4.1.6 Engine Run-Up and Testing Noise

ALUCP Policy Number 4.1.7 is added below for clarification.

4.1.7 Construction of New or Expanded Airports or Heliports — Any proposed construction of a new airport or heliport or expansion of facilities at an existing airport or heliport which would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant if:

> (a) In locations having an existing ambient noise level of less than 60 dB CNEL, the project would increase the noise level by 5.0 dB or more.
>
> (b) In locations having an existing ambient noise level of between 60 and 65 dB CNEL, the project would increase the noise level by 3.0 dB or more.
>
> (c) In locations having an existing ambient noise level of more than 65 dB CNEL, the project would increase the noise level by 1.5 dB or more.

ALUCP Exhibit is included by reference.

Response to Comment 4n:

Figure 3.9-1 illustrates existing and future flight tracks and shows slight changes with a parallel runway. The flight track changes are considered less than significant.

Response to Comment 4o:

DEIR Figure 3.9-2 illustrates existing noise contours, based on noise modeling produced for the DEIR by Brown-Buntin (DEIR Appendix E). ALUCP Exhibit 6E [nee 5E] illustrates noise contours in June 1999 at the Lincoln Regional Airport and includes the proposed parallel runway. Based on a comparison of the 60 CNEL contours and factoring out the parallel runway, the two models are nearly identical.

Response to Comment 4p:

DEIR Figure 3.9-3 illustrates noise contours, based on noise modeling produced for the DEIR by Brown-Buntin (DEIR Appendix E, 2007). ALUCP Exhibit 6E illustrates noise contours in June 1999 at the Lincoln Regional Airport and includes the proposed parallel runway. By evaluating the modeled noise contour extent in the DEIR of the 60 CNEL contour, this contour limit for the year 2030 aircraft operations matches with the ALUCP 55 CNEL, which indicates an increase in the extent of the 60 CNEL contour beyond existing conditions. However, the DEIR model matches nearly perfectly with the noise model created by Mead & Hunt (2004) for the City of Lincoln General Plan 2050 (Mead & Hunt Figure 8-7). Since the DEIR projected 60 CNEL contour depicted in the DEIR Figure 3.9-3 and the Mead & Hunt noise model contours nearly coincide, and since the ALUC has issued a consistency determination for the City's General Plan (2050), based at least in part on the Mead & Hunt noise models, the noise impacts associated with the Airport Master Plan are considered in this DEIR to have less than significant impacts.

Response to Comment 4q:

The noise modeling prepared by Brown-Buntin for the DEIR (Appendix E) used aircraft operation data for the year 2030 as contained in the Airport Master Plan (Table 3-6) of 138,000 annual aircraft operations. The 2030 aircraft operational forecasts are related to the Airport Layout Plan (ALP) (Airport Master Plan p. 3-11); the DEIR is written for the Airport Master Plan that includes specific projects shown on the ALP.

Response to Comment 4r:

The citation on Figure 3.9-5 references ALUCP, Appendix D.

Response to Comment 4s:

COUNTY OF PLACER
Community Development Resource Agency

John Marin, Agency Director

ENVIRONMENTAL COORDINATION SERVICES

Gina Langford, Coordinator

FACSIMILE COVER SHEET

COMMENT #5

TO: Dave Daly, Airport Manager **FAX #** 916-543-0208

FROM: Peg Rein, ECS Secretary **DATE:** January 11, 2008

SUBJECT: **City of Lincoln, Regional Airport Master Plan DEIR**

PAGE # INCLUDING THIS COVER SHEET 2

MESSAGE:

The ERC (Environmental Review Committee) finds that additional information and/or clarification is required in order to make the application complete and prior to making an environmental determination on this project. Comments from the ERC received to date are attached for your review. Additional comments are forthcoming and will be forwarded to you when available. A hard copy will follow when all comments have been received with further details on resubmittal requirements.

Engineering & Surveying Department, Phillip A. Frantz 1 page

COUNTY OF PLACER
Community Development Resource Agency

ENGINEERING & SURVEYING

MEMORANDUM

COMMENT #5

TO: PEG REIN, ECS DATE: JANUARY 11, 2008

FROM: PHILLIP A. FRANTZ, ESD ~ ENGINEERING & SURVEYING DEPARTMENT

SUBJECT: CITY OF LINCOLN ~ REGIONAL AIRPORT MASTER PLAN ~ DEIR

Thank you for the opportunity to review the above-mentioned project for concerns relating to Placer County. After reviewing the submitted information, the Community Development Resource Agency ~ Engineering & Surveying Department and the Department of Public Works offers the following comments for your consideration regarding the proposed project:

1. In the Year 2012 scenario, the Lincoln Bypass is expected to be in place. The Nelson Lane at-grade intersection will be the primary exit to the airport. In its current condition, Nelson Lane is not adequate as a main access to the airport and any additional traffic would be a significant impact to the roadway. It is our position that this roadway is impacted by any increased traffic in the area and mitigation should be identified.

   Specific language should be contained in the mitigation measure requiring the Lincoln Airport project to pay its fairshare for necessary improvements to mitigate the traffic impacts in unincorporated Placer County, specifically to Nelson Lane. The mitigation measure should define the fairshare percentage to be contributed by the project.

   The Preliminary Design Report for Reconstruction of Nelson Lane prepared in 2003 for Placer County by MHM Engineers and Surveyors estimates the cost of improvements to 3,900 feet of Nelson Lane from the new intersection with the Highway 65 Bypass to Nicolaus Road. Adjusted for inflation the estimated cost in $4.3 million.

5

   The traffic study for the Airport Master Plan shows that the 2030 Projected Daily Traffic Volume for this project is 1.2 % of the total increase in traffic volume. That leads to a fairshare contribution of $51,600 for Nelson Lane improvements in 2008 dollars.

   The County respectfully requests that the City of Lincoln include this mitigation measure in the EIR.

cc: Sue Grant, DPW ~ Transportation Division

Ref: city of Lincoln deir regional airport master plan.doc

Comment 5: Summary of Comment
Received from: Placer County Community Development Resource Agency

The agency noted that the proposed project increases traffic by 1.2% on Nelson Lane, south of the airport. Because of proposed improvements on Nelson Lane associated with the construction of SR 65 the agency requested that as mitigation the City of Lincoln pay its share of Nelson Lane improvements estimated to be $51,600.

Response to Comment 5:

The DEIR found that the 1.2% traffic increase on Nelson land resulting from the Airport Master Plan was less than significant (DEIR Section 3.10, Tables 3.10-9, 3.10-10 and 3.10-11). However, the City of Lincoln is prepared to provide its fair share of a financial investment to improve Nelson Lane.

TAYLOR & WILEY
A PROFESSIONAL CORPORATION
ATTORNEYS
2870 GATEWAY OAKS DRIVE, SUITE 200
SACRAMENTO, CALIFORNIA 95833
TELEPHONE: (916) 929-5545
TELEFAX: (916) 929-0283

COMMENT #6

TELEFACSIMILE TRANSMISSION
COVER SHEET

DATE: January 14, 2008 TIME: 4:16 PM

TOTAL NUMBER OF PAGES __3__, INCLUDING COVER SHEET.

TO: Dave Daly

FROM: James Mizell

RE: Draft EIR for Lincoln Regional Airport Master Plan

MESSAGE:

IF YOU DO NOT RECEIVE THE CORRECT NUMBER OF PAGES, PLEASE CALL 916/929-5545 AS SOON AS POSSIBLE.

Original will___will not __X__follow in mail. (916) 543-0208

WARNING TO RECIPIENT

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JOHN M. TAYLOR
JAMES B. WILEY
JESSE J. YANG
KATE A. WHEATLEY
MATTHEW S. KICASLING

OF COUNSEL
KATHLEEN R. MAKEL

COMMENT #6

January 14, 2008

City of Lincoln
Attention: Dave Daly
640 Fifth Street
Lincoln, CA 95648

Re: Draft EIR for Lincoln Regional Airport Master Plan

Dear Mr. Daly:

Taylor & Wiley represents Teichert Inc. with respect to property proximate to the Lincoln Regional Airport. The purpose of this letter is to provide comments on the Draft Environmental Impact Report ("DEIR") for the Lincoln Regional Airport Master Plan ("Project").

Our comments are brief and consist only of a request that certain information be confirmed as accurate. Specifically, it is our understanding that the new density and height restrictions resulting from the proposed airport land use compatibility zones, which are detailed in the Placer County Airport Land Use Compatibility Plan, are as follows:

Zone B1: 10 acre minimum residential parcel size; limitation of non-residential densities to 50 persons per acre; limits building heights to 35 feet, absent an airspace review by the Airport Land Use Commission.

Zone C1: 2 acre minimum residential parcel size; limitation of non-residential densities to 150 persons per acre; limits building heights to 70 feet, absent an airspace review by the Airport Land Use Commission.

Zone C2: limitation of non-residential densities to 300 persons per acre; limits building heights to 150 feet, absent an airspace review by the Airport Land Use Commission.

Zone D: limits building heights to 150 feet, absent an airspace review by the Airport Land Use Commission.

Thank you for the opportunity to provide our comments on the DEIR. If these are not the proper density and height restrictions for zones B1, C1, C2 and D, or in the case that further density and height restrictions apply, we would appreciate you contacting us and providing a copy of the appropriate restrictions.

Very truly yours,

James Mizell

cc: Randy Sater
John Taylor

Comment 6: Summary of Comment
Received from: Taylor & Wiley, attorneys for Teichert, Inc.

Commenter wants confirmation of the ALUCP's land use compatibility zones.

Response to Comment 6:

The Airport Master Plan does not change any land use designations identified in the ALUCP (2000). The ALUC has made a determination of consistency regarding the City's General Plan (2050) that includes the airport and property south of Nicolaus. The ALUC concluded that no new land use restrictions were required. The ALUC will also review the Airport Master Plan for a determination of consistency and it is anticipated that the ALUC will reach the same conclusion – that no new restrictions will be placed on current land uses. The ALUC will conduct a public hearing to review the potential effects of the proposed Airport Master Plan and to determine the Airport Master Plan's consistency with existing land uses.

VERBAL COMMENTS

Planning Commission Meeting
December 19, 2007

The meeting of the Lincoln Planning Commission was called to order by Chairman Michael Roberts at 6:30 PM.

ROLL CALL: Commissioners present: Dan Cross
Allen Cuenca
Vic Freeman
Michael "Mick" McCartney
Richard Wyatt
Michael Roberts

Commissioners absent: Kristel Herrera

ALSO PRESENT: George Dellwo, Assistant Community Development Director; Marianne Nockles-Lockwood, Senior Planner; Juanita Cano, Assistant Planner; Greg White, Planning Technician; Amanda Norton, Planning Technician; Gwen Scanlon, Secretary; and James McLeod, Senior Civil Engineer.

VARIOUS PUBLIC VISITORS WERE ALSO PRESENT AS SHOWN ON THE ATTACHED SIGN UP SHEET AND ARE MADE A PART OF THESE MINUTES BY REFERENCE THEREOF.

Pledge of Allegiance

The Pledge of Allegiance to the flag was led by Chairman Roberts.

Consent Agenda

Motioned by Commissioner McCartney seconded by Commissioner Cross to approve the *Consent Agenda*. Unanimously approved.

Those items approved were:

4A. APPROVAL OF MINUTES – ***October 17, 2007***

December 4, 2007 Special Meeting

Public Hearing

5A. Request for a Conditional Use Permit Allowing an Oversized Sign for the Ross Retail Store, Located in the Lincoln Crossing Marketplace North Site, Pad P, 113 Ferrari Ranch Road, APN 021-340-071 (Property Owner: JPS Development / Applicant: Capital Neon).

Greg White, Planning Technician, presented this staff report. The applicant met with Design Review Board and has revised their oversized sign request to a height more proportionate with the tower element and aligned the "dress for less" under the "Ross". The proposed sign is more in line with the TJ Maxx sign. With the conditions set forth in Exhibit A, staff recommends approval. The applicant is in attendance and is in agreement with the conditions of approval.

Chairman Roberts opened the public hearing at 6:40PM with the following comment:

1. Greg Schubert, with Saca Development the developer of Lincoln Crossing Marketplace, supports the proposed sign and thinks the applicant along with his firm have done a good job conforming to the Design Review Board's suggestions.

Chairman Roberts closed the public hearing at 6:41PM and called for a vote.

Motioned by Commissioner Wyatt seconded by Commissioner Freeman to approve Resolution No. 2007-052, *A Resolution Approving a Conditional Use Permit Allowing an Oversized Sign for the Ross Retail Store, located in the Lincoln Crossing Marketplace North Site, Pad P, 113 Ferrari Ranch Road, APN 021-340-071(Property Owner: JPS Development & DMS Investments, Applicant: Capitol Neon).*

AYES:	COMMISSIONER:	Wyatt, Freeman, Cross, Cuenca, McCartney, Roberts
NOES:	COMMISSIONER:	
ABSENT:	COMMISSIONER:	Herrera

Chairman Roberts called for the next agenda item.

5B. Public Hearing, Request for an Extension of Time for the Tentative Subdivision Map for the Clover Meadows Subdivision Project (South Valley Developers, APN's 008-290-079 and 008-290-080)

Marianne Nockles-Lockwood, Senior Planner, presented this staff report. The project has experienced delays for a number of reasons, a few of which are: the East Avenue Improvements have only recently been finalized, the City has transitioned from out-sourcing plan checks to having in-house staff plan checking, and the site has been a staging area for the recent public facility infrastructure projects in the area. The extension is consistent with others granted by the City of Lincoln and will not affect the conditions of approval.

Chairman Roberts opened the public hearing at 6:45PM with the following comment:

1. Scott Schilling, the applicant, is a proponent of the project and respectively requests an extension from the Planning Commission. Commissioner Freeman asks Mr. Schilling if the project is winterized. Mr. Schilling states no grading is being done on the site and it is in good shape.

Chairman Roberts closed the public hearing at 6:46PM and calls for a vote.

Motioned by Commissioner Cross seconded by Commissioner Cuenca to approve Resolution 2007-053, *Approving the Request for an Extension of Time for the Tentative Subdivision Map for the Clover Meadows Subdivision Project (South Valley Developers, APN's 008-290-079 and 008-290-080).*

AYES:	COMMISSIONER:	Cross, Cuenca, Freeman, McCartney, Wyatt, Roberts
NOES:	COMMISSIONER:	
ABSENT:	COMMISSIONER:	Herrera

5C. Public Hearing on the Lincoln Regional Airport Master Plan and Draft Environmental Impact Report (EIR).

Dave Daly, Lincoln Regional Airport Manager, presented this staff report and presented a powerpoint presentation, made a part of these minutes by mention thereof. This item is brought to Planning Commission to receive public comment on the Draft Environmental Impact Report, there is no action required by the Commissioners. The Lincoln Regional Airport was constructed in 1942 and is a general aviation airport. The Lincoln Regional Airport Master Plan is primarily an infrastructure plan with emphasis on capital improvement projects. The Plan allows for based aircraft and aircraft operations to essentially double by the year 2030. The runway would be extended from 6,000 ft. to 7,001 ft.

Chairman Roberts opens the discussion with the following Commissioner comments:

Commissioner McCartney asks if the 1,000 foot increase in the runway would be the maximum. Dave Daly states that if the runway were extended beyond 1,000 feet the City would have to purchase additional land which is not very probable.

Commissioner Cross asks if larger aircraft will be utilizing the airport once the runway is extended. Dave Daly responded that the airport will only support aircraft that is currently approved to use the airport and the increased length will provide for greater safety during the summer months when aircraft does not operate under optimum conditions.

Commissioner Cuenca asks if the airport will be adding fuel services. Dave Daly responds that the fuel facilities will be relocated from underground to above ground but it will be a replacement not an addition.

Dave Daly introduces, Jim Wallace, the environmental consultant that prepared the Draft Environmental Impact Report. Mr. Wallace states most of the environmental impacts are mitigated on-site but noise and air quality may have a minimal impact on surrounding residents.

Chairman Roberts opened the public hearing with the following comments:

V-1

1. Gary Ross, resides across the street from the airport, has lived near the airport for 42 years. He would like to be incorporated into City limits in order to have a vote in what is being done. Mr. Ross states that as a County resident there is nowhere for him to go for his concerns to be heard.

V-2

2. Robert Ross, also resides across the street from the airport, and he purchased his land 42 years ago as well. Mr. Ross continues that when he first moved into his home the airport flight pattern was east to west but that changed in 1970's to north/south which flies directly over his property. Mr. Ross states that last week he came down to City Hall to obtain a copy of the Master Plan and it wasn't available. He did receive a copy earlier in the week in the mail but has had time only to bring up a few points. On sheet 10 of 11 in section 6 of the Master Plan zone 1 is listed as residential land use prohibited but he and his neighbors reside in this zone and the current residents are concerned that the land use is prohibiting residential. On sheet 11 of 11, Mr. Ross would like an explanation of future avigation easement on the south side of Nicolaus Road. On the sketch map of the Airport Capital Improvement Program, sheet 1 of 1, Mr. Ross would like an explanation of project no. 19 – land acquisition south of Nicolaus. Mr. Ross concludes that the Planning Commissioners should make sure that the Master Plan is made available to all of the local people.

Commissioner Cross empathizes with Mr. Ross' remarks and asks that staff meet with both of the Ross brothers to make sure their concerns are addressed. He continues there is ample time for all of the local people to obtain the Master Plan.

New Business

No new business.

Commissioner Comments

Happy Holidays.

With no further business, the meeting adjourned at 7:15PM.

Submitted by:

Gwen Scanlon, Secretary

Verbal Comments

Verbal comments received during City of Lincoln Planning Commission Meeting, December 19, 2007.

Verbal Comment V-1:

Gary Ross: Mr. Ross stated that he has owned property across from the airport (south of Nicolaus Road) for 42 years and that he is frustrated by the environmental review process.

Response to Verbal Comment V-1:

Comment noted.

Verbal Comment V-2:

Robert Ross: Mr. Ross stated that he has owned property across from the airport (south of Nicolaus Road) for 42 years and that flight paths have changed since the 1970's. Mr. Ross noted that the Master Plan seemingly prohibited residential uses where there are residences and that the Master Plan proposed to acquire property south of Nicolaus Road.

Response to Verbal Comment V-2:

The Airport Master Plan does not change any land use designations identified in the ALUCP (2000). Rural residential housing is allowed south of Nicolaus Road. The ALUC has made a determination of consistency regarding the City's General Plan (2050) that includes the airport and property south of Nicolaus. The ALUC concluded that no new land use restrictions were required. The ALUC will also review the Airport Master Plan for a determination of consistency and it is anticipated that the ALUC will reach the same conclusion – that no new building restrictions will be placed on current land uses.

The City of Lincoln acknowledged that an error on the Master Plan indicated a property acquisition. No new property acquisition is proposed in the Airport Master Plan. The error, which appeared on the Airport Layout Plan, has been corrected.

CHAPTER 4
ERRATA

This section of the Final EIR identifies corrections made, and/or the addition of new or revised information, to the DEIR. These changes are made in response to specific comments received during the public and agency review period as described in FEIR Chapter 3. The errata may also include any relevant information that has become available to the City since publication of the RDEIR.

The errata are arranged in accordance with the chapter numbering system of the DEIR. The specific location of each correction, addition or other change is referenced to the page and paragraph of DEIR as published by City of Lincoln and dated November 2007.

Errata to Chapter 1.0 Introduction

There are no errata to this chapter.

Errata to Chapter 2.0 Project Description

The reference in the DEIR to "Sacramento Valley Regional Water Quality Control Board" on page 2-8 has been changed to "Central Valley Regional Water Quality Control Board."

The reference to Sacramento Valley Air Quality Management District" on page 2-8 has been changed to "Placer County Air Pollution Control District."

Errata to Chapter 3.0 Environmental Analysis

Mitigation Measure 3.9-2a on page 3.9-11 has been revised as follows:

> Mitigation Measure 3.9-2a: Limit Hours of Construction
>
> Construction activities will be prohibited <u>on Sundays, or anytime on City-observed holidays. Construction activities will be permitted between the hours of 7 a.m. and 7 p.m. Monday through Friday. The City, with prior approval, may allow construction activities on Saturdays.</u>

Errata to Chapter 4.0 Other CEQA Considerations

There are no errata to this chapter.

Errata to Chapter 5.0 References Cited

There are no errata to this chapter.

Errata to Chapter 6.0 List of Preparers

There are no errata to this chapter.

CHAPTER 5
PUBLIC REVIEW

NOTICE OF PREPARATION

To: _____ From: City of Lincoln, Lincoln Regional Airport

_____ _____

_____ _____

Notice of Preparation

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Project Title: Lincoln Regional Airport Master Plan

Project Location: Lincoln Regional Airport, City of Lincoln, Placer County, California

Project Description: The City of Lincoln proposes to develop the Lincoln Regional Airport in accordance with a new Airport Master Plan ("Project"). The Airport Master Plan will guide the development of Lincoln Regional Airport through 2030.

This is to inform you that the City of Lincoln will be the lead agency and will prepare an environmental impact report for the project described below. Your participation as a responsible agency is requested in the preparation and review of this document.

The City of Lincoln requests the views and comments of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by the City when considering permits or other approval for the project.

Scope of the EIR

The EIR will contain analysis of both the short- and long-term impacts of implementation of the Lincoln Regional Airport Master Plan and associated infrastructure improvements. Below is a preliminary listing of potential environmental issues to be addressed in the EIR. The issues to be addressed will be finalized after comments on the NOP are received. It is not yet known for which environmental issue areas significant impacts would occur. The analysis in the draft EIR will ultimately determine whether these impacts could actually occur, determine their level of significance, and propose feasible mitigation measures to reduce significant impacts. Thresholds for determining significant impacts will be based on applicable sections of the State CEQA Guidelines and regulatory agency standards, and the judgment of the City of Lincoln.

Aesthetics and Visual Resources
Air Quality
Threatened and Endangered Species
Biological Resources/Natural Communities
Wetlands
Cultural Resources
Historic Properties
Farmland/Agricultural Resources
Geology and Soils/Mineral Resources
Hazards and Hazardous Materials
Hydrology and Water Quality
Water Supply
Land Use
Noise
Population and Housing
Public Services and Utilities
Recreational Resources
Transportation
Cumulative and Growth-Related Impacts

Regional Context

The Lincoln Regional Airport serves the general aviation needs of the City of Lincoln, the southwestern portion of Placer County, and a portion of northern Sacramento County. The Lincoln Regional Airport is a public general aviation airport (the airport does not support commercial airline service) that serves regional general aviation requirements including piston-engine aircraft, privately owned business jets and helicopters.

Lincoln Regional Airport is designated a reliever airport for various airports in the Sacramento area and serves one of the fastest growing metropolitan areas in Northern California. Major airports within a 25-mile radius of the Lincoln Regional Airport that provide similar general aviation services include Auburn Municipal Airport, Yuba County Airport, Sutter County Airport, Sacramento Executive Airport, and McClellan Field and Mather Airfield. The Sacramento International Airport is a major commercial airline facility.

The Placer County Airport Land Use Commission has adopted the Placer County Land Use Compatibility Plan to ensure that land surrounding the Lincoln Regional Airport is zoned for airport-compatible uses. The City of Lincoln 2050 General Plan also reflects compatible land uses consistent with ALUCP requirements. Land uses adjacent and near the airport are compatible with airport activities. Except for the airport itself and the area to the east, lands in the airport environs are unincorporated and under the jurisdiction of Placer County. Most of this area is devoted to dry land farming and livestock grazing with residences widely scattered. The only concentration of residential development within county jurisdiction is immediately south of the runway where several dozen homes are situated in a long-established rural-residential subdivision comprised of five-acre lots.

Most of the new development occurring around Lincoln is taking place on the city's southern edge. Several major new projects are adding over 10 square miles to the city's size. Urbanization also is moving westward toward the airport. Already partially built, the Lincoln Air Center development occupies the adjoining square mile to the east. This project consists of an industrial park on the western half of the property and residential uses in the eastern portion about a mile from the airport runway. The future land use compatibility planning will assure that inappropriate development does not occur within the runway approaches and other critical areas around the airport.

Current Conditions at Lincoln Regional Airport

The Lincoln Regional Airport is located on about 775-acres three miles northwest of downtown Lincoln near the intersection of Nicolaus Road and Aviation Boulevard. As originally constructed by the U.S. Army Air Corps during World War II, the airport consisted of four runways — three in a triangular arrangement and a fourth running through the center — each about 4,000 feet long by 300 feet wide. By the early 1970s, all but the center runway (now designated Runway 15-33) were closed and abandoned. In the early 1980's, the City of Lincoln acquired additional property and Runway 15-33 was extended northward to its present length of 6,001 feet and width of 100 feet. A full-

length parallel taxiway (Taxiway A) east of the runway is connected by five cross taxiways.

The airport's building area, on the east side of the airport, is divided into two general uses: 1) the existing aviation-related businesses including an air charter service, self-service and full-service aircraft fueling, air craft repair and maintenance, flight instruction and aircraft painting, and 2) aircraft storage and parking. The airport's apron is approximately 107,600 square feet (2.47 acres) with space for 240 aircraft parking. The majority of the aircraft hangars are currently located north of the apron area. A helicopter landing area (helipad) with accommodations for three helicopters is located between the aircraft apron and Taxiway 'A'.

Currently there are 231 fixed wing aircraft based on the airport. Forecasts in the *Airport Master Plan* (2007) indicate that the total number of aircraft to be based at the Airport by the year 2008 will be 229. The majority of aircraft will be single-engine (*Airport Master Plan,* 2007). The same reports estimates that by the year 2013 there will be 262 based aircraft.

Annual operations in 2007 at the Airport, which include take-offs and landings, are currently 74,406. The projected operations are expected to increase to 80,000 by 2008 and are projected to increase to as many as 95,000 annually by the year 2013 and to 120,000 operations by 2023.

The Lincoln Regional Airport Master Plan

The development of a new Airport Master Plan was initiated by the City of Lincoln to:

1) Determine the potential for growth in demand for services in the airport's current market area through 2030;
2) Determine the potential for Lincoln Regional Airport to play a greater regional role by accommodating a larger share of the regional demand;
3) Determine how much of the regional demand for air travel Lincoln Regional Airport will reasonably be able to accommodate given physical and environmental limitations; and
4) Propose an airport facility development and improvement program to accommodate a manageable level of growth.

The Airport Master Plan developed several general planning goals for the master planning effort. These planning goals relate to various aspects of the physical layout, capacity, operations and development of Lincoln Regional Airport under development proposals considered for the master plan, including: development funding through the Federal Aviation Administration's Airport Capital Improvement Program; airport safety and reliability; adequacy of aviation-compatible commercial development; compatible land uses in currently undeveloped areas; minimizing environmental impacts and related community affects; enabling flexible airport development adaptable to changing conditions; meeting airport revenue generating goals; achieving consistency with applicable federal, state, regional and local plans; and maintaining public confidence and support.

Aircraft operational forecasts were developed to determine how much demand there might be for aircraft and commercial aviation-compatible services at the airport in 2030 assuming that there were no significant limitations on development and assuming that

regional and local demands remains consistent. The forecasts were used to determine what level of airport development would be necessary to accommodate these future demands and to provide the City of Lincoln and the airport with long-range planning goals and objectives. The following is a summary of the additional facilities needed to serve projected annual aircraft operations and infrastructure needs for 2030:

1) Construct a new runway (15L-33R, 3,350 feet long; 75 feet wide) parallel to existing runway (15R-33L);
2) Extend primary runway (15R-33L) 1,000 feet to the north for a total length of 7,001 feet;
3) Construct new runway safety area at north end of the extension of runway 15R-33L;
4) Relocate the existing helipad;
5) Construct West Side Taxiway System;
6) Extend existing taxiway 1,000 feet north and construct cross taxiway and aircraft holding area to service the extension of runway 15R-33L;
7) Construct a new jet center, arrival and departure building and parking on the east side of the airport;
8) Construct new hangars and aircraft parking areas south of the existing airport offices and on east side of the existing taxiway;
9) Construct new access road to service the west side commercial development area;
10) Construct new roads, taxilanes, hangars and aircraft parking and infrastructure to serve the west side aviation requirements and commercial development;
11) Construct extensions of the perimeter security fence, and
12) Construct west-bound lanes (2) on Nicolaus Road along the airport's southern property boundary, a distance of 5,200 feet.

Proposed Project Alternatives

The proposed Project includes two improvement concepts (Alternatives 1 and 2) that are currently being considered as alternative development scenarios for the Lincoln Regional Airport Master Plan. The EIR also will present a "No Project" Alternative that will study the conditions that would occur at Lincoln Regional Airport without the proposed master plan improvements. The "No Project" alternative will be used as a basis of comparison to the proposed Project.

Summary Description of Improvement Concepts -- Alternatives 1 and 2

Alternatives 1 and 2 propose airside, landside and roadway improvements. Either alternative would be built in phases keyed to increases in annual aircraft operations, the number of based aircraft and to available FAA and City of Lincoln funds. It is assumed that all improvements will be in place by 2030. Project phases may include demolition of existing facilities, site preparation and construction of new facilities. Reasonable and feasible mitigation measures for either alternative may be phased to correspond to the phases of project development. Alternatives 1 and 2 would include additional commercial non-aviation development areas; additional aircraft hangars; construction and/or expansion of parking lots; construction and/or expansion of access roads, and construction, expansion and/or relocation of general aviation facilities.

Alternative 1

The following are the major components of Alternative 1 (See Figure 3):

- Airfield improvements: Construct new runway; extend existing runway and taxiway; construct cross taxiways, and designate and construct extended runway safety zones.
- East Side Improvements: Construct new aircraft hangars and aircraft parking, construct new airport arrivals and departures building; designate 24-acres for non-aviation commercial development
- West Side Improvements: Construct new west side taxiway parallel to Runway 15-33; construct taxiway system to serve west side hangars and aircraft parking; construct connector roadways from Nicolaus Road and Airport Road; designate and prepare infrastructure for 90-acres of non-aviation commercial (revenue generating) areas.

Alternative 2

The following are the major components of Alternative 2 (See Figure 4):

- To meet the goals and objectives of the master plan, and to serve the aviation needs until 2030, the City has determined that the only reasonable alternative (2) is to eliminate from consideration the construction of three roads from the airport into the West Side development area and eliminate designating and preparing the 90-acre non-aviation commercial area.

Summary Description of the "No Project" Alternative

The No Project Alternative represents the conditions that occur at Lincoln Regional Airport without comprehensive master plan improvements. This alternative would not include any new facilities or improvements to existing facilities other than those that have independent utility, are unconnected actions to comprehensive master plan improvements and have undergone or are undergoing separate environmental review. When forecasted operations are realized, current facilities would not provide an acceptable level of service to accommodate this increased annual aircraft operations.

Initial Study Checklist

No Initial Study Checklist has been prepared for the proposed Project. Based on a preliminary review of the Project site and in consideration of the proposed Project activities, the City has determined that potentially adverse effects may occur to, air quality, noise, land use, water quality/drainage, historical resources and biological resources. These topics will be addressed in detail in the Draft EIR.

Preparation of an Environmental Assessment (NEPA)

The FAA is preparing an environmental assessment (EA) in accordance with NEPA and FAA NEPA implementation guidelines. The EA addresses projects identified in the master plan that have the greatest likelihood of being implemented within five years. Those projects include:

1) Construct a new arrival and departure building and the accompanying vehicle parking lot;
2) Install new taxiway lights;
3) Construct a new aircraft hanger site for four hangars;

4) West Side Development – Phase I: Grade and construct drainage and utility infrastructure;
5) Construct west side taxiway system;
6) Construct west side service road, and
7) Construct extensions of the perimeter security fence.

The FAA will prepare additional appropriate NEPA documents for all projects identified in the master plan when those projects are funded, and/or when the FAA identifies a federal nexus with the proposed action.

Comments and Next Steps

Comments regarding the scope and content of the Draft EIR will be accepted up until 5:00 p.m. Pacific Daylight Time on ***July 6, 2007***. The Draft EIR is scheduled for completion by September/October 2007. At that time, a Draft EIR Notice of Completion will be filed with the City of Lincoln City Clerk and the document will be circulated for a 45-day public review period.

The City will prepare responses to comments received during the public review period regarding the adequacy of the Draft EIR. The comments and responses, together with the Draft EIR and its appendices, will comprise the Final EIR. In arriving at a decision on whether to proceed with the proposed Project, the Lincoln City Council will consider, among other things, the information in the Final EIR and will determine the adequacy of the environmental documentation under CEQA.

Required Permits and Approvals

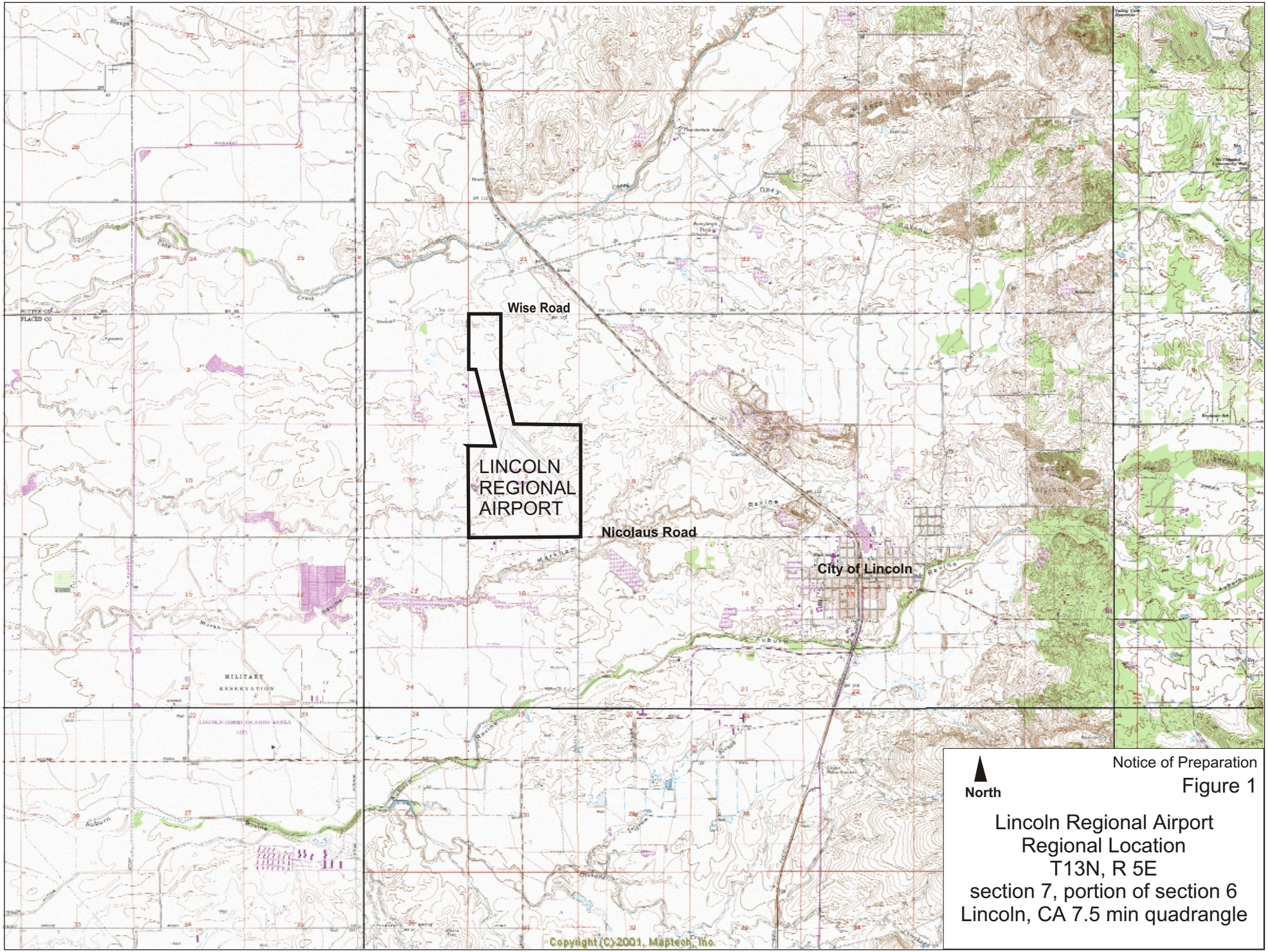
Table 1 lists the permits and other approvals that may be necessary for the various project elements.

* All quantities presented are approximate, preliminary and subject to change as a result of continued planning efforts and the environmental review process.

Signature: _____
Dave Daly
Title: Lincoln Airport Regional Manager
Telephone: (916) 645-3443
Date: May 31, 2007

Table 1. Required Permits and Approvals

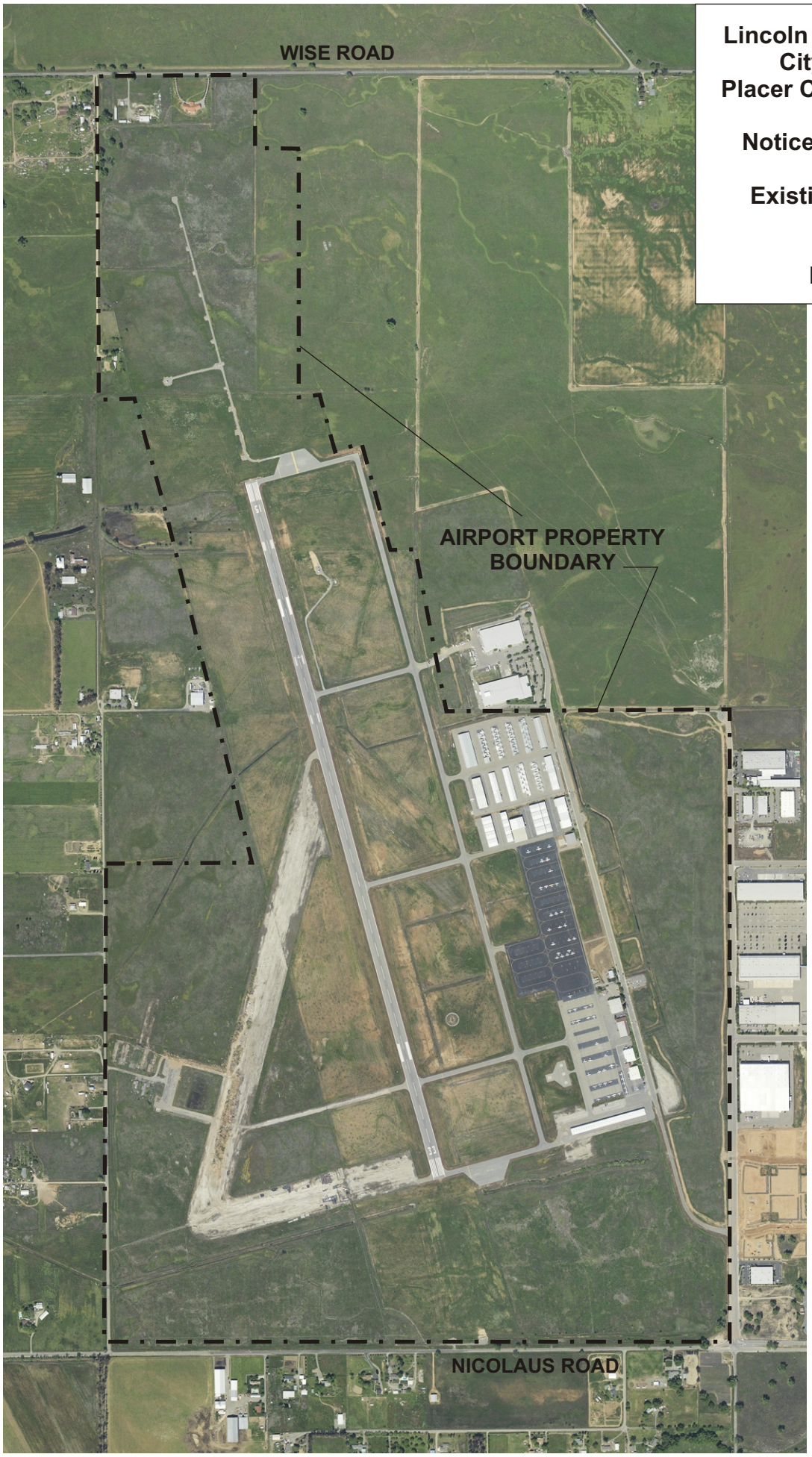
Agency	Permit, Approval or Consultation
U.S. Department of Transportation, Federal Aviation Administration	Approval of annual aircraft operations forecast; approval of the airport layout plan; lead federal agency on all federally obligated airport property
U.S. Army Corps of Engineers	Authorization under Section 404 of the Clean Water Act for placement of fill within waters of the United States
U.S. Fish and Wildlife Service	Consultation under Section 7 or Section 10 of the federal Endangered Species Act
California Department of Fish and Game	Section 1600 Streambed Alteration Agreement for water of the State; potential consultation under Section 2081 of the state Endangered Species Act
California Department of Transportation, Division of Aeronautics	Funding agency with permit authority on public use airports
Office of Historic Preservation California Department of Parks and Recreation	The Office of Historic Preservation is responsible for administering federal and state mandated historic preservation programs in California
Sacramento Valley Regional Water Quality Control Board	Section 401 Water Quality Certification or waste discharge requirements
Placer County Air Pollution Control District	Permit for air emission generating equipment
Placer County Transportation Planning Agency	PCTPA is involved in land-use planning for the areas around the airports within the County. In this function, PCTPA is known as the Airport Land Use Commission and is responsible for land use compatibility plans.
Placer County Public Works	Consultation concerning the improvements on Nicolaus Road
City of Lincoln	Lead agency under CEQA; Airport Master Plan approval; approval of grading and building permits and infrastructure improvements; acceptance and compliance with FAA airport grant assurances



Notice of Preparation

Figure 1

Lincoln Regional Airport
Regional Location
T13N, R 5E
section 7, portion of section 6
Lincoln, CA 7.5 min quadrangle



Lincoln Regional Airport
City of Lincoln
Placer County, California

Notice of Preparation

Existing Conditions
Figure 2

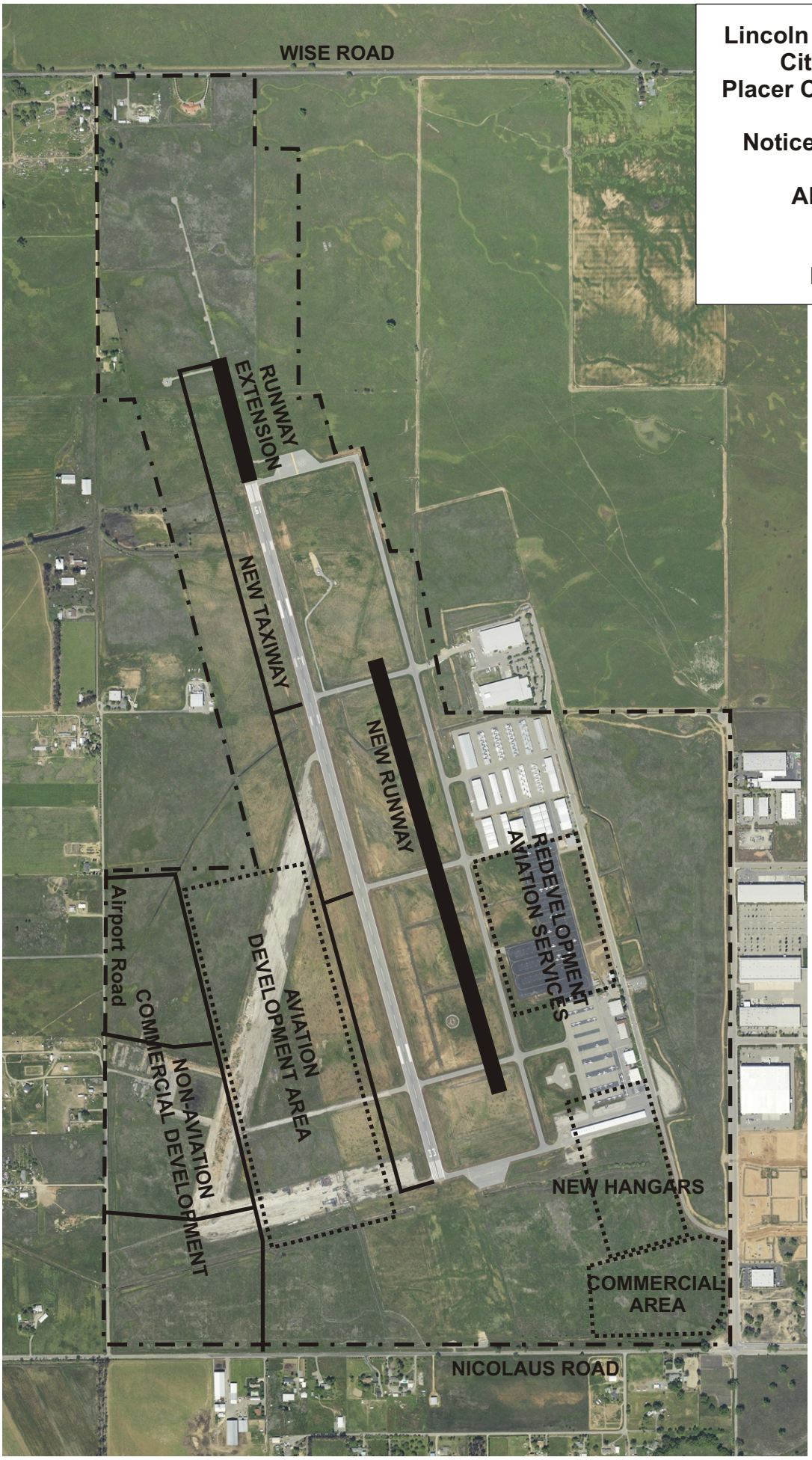
May 2007

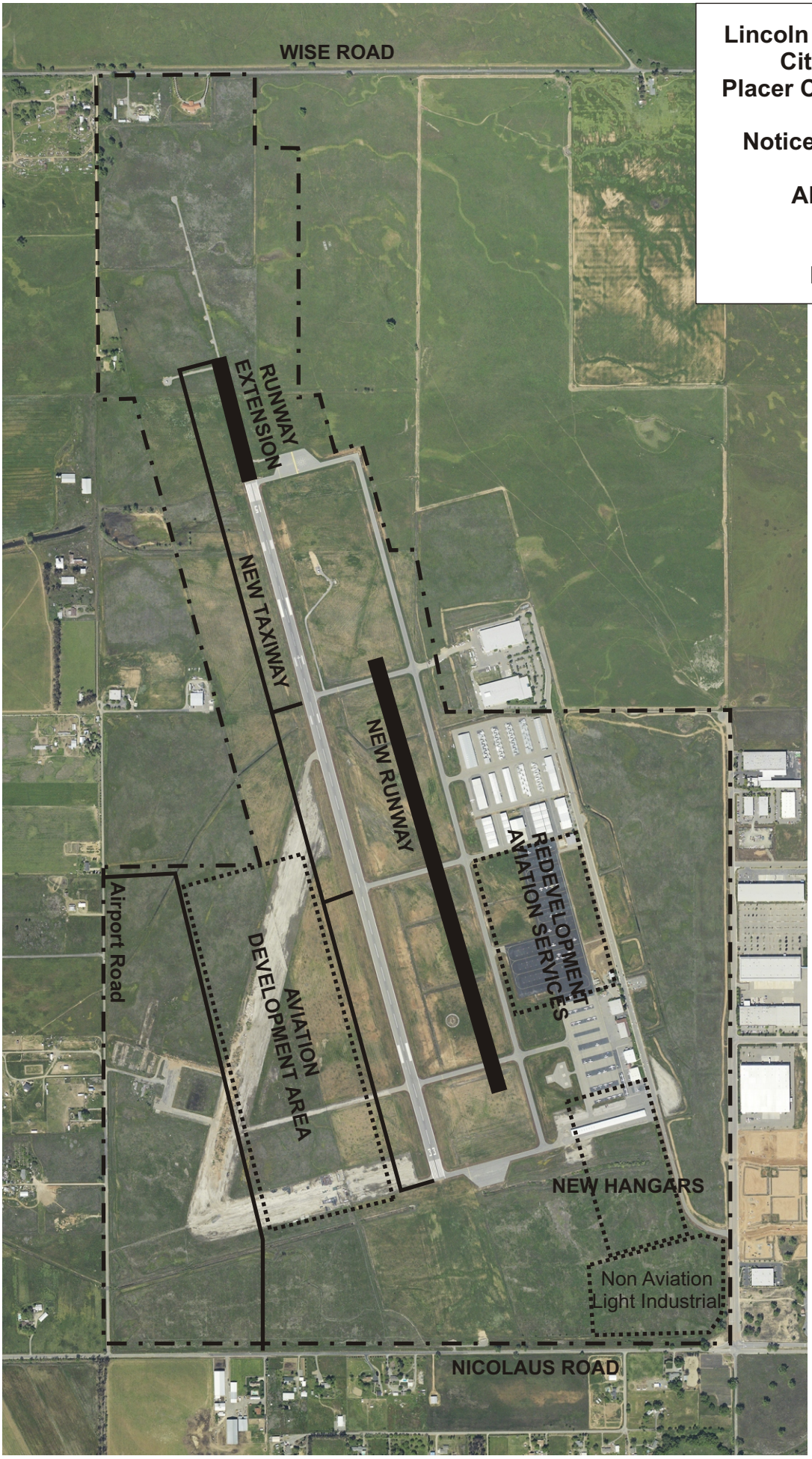
Lincoln Regional Airport
City of Lincoln
Placer County, California

Notice of Preparation

Alternative 1
Figure 3

May 2007





Lincoln Regional Airport
City of Lincoln
Placer County, California

Notice of Preparation

Alternative 2
Figure 4

May 2007

Lincoln Regional Airport
NOP Distribution List

Federal Aviation Administration
San Francisco Airports Districts Office
831 Mitten Road
Suite 210
Burlingame, CA 94010-1300

U.S. Fish and Wildlife Service
2800 Cottage way
Sacramento, CA 95825

U.S. Army Corps of Engineers
1325 'J' Street
Sacramento, CA 95814-2922

California Department of Transportation
Division of Aeronautics
P.O. Box 942873
Sacramento, CA 94273-0001

California Department of Fish and Game
1701 Nimbus Road
Rancho Cordova, CA 95670

Placer County Planning Department
3091 County Center Drive
Auburn, CA 95603

Placer County
Department of Public Works
3091 County Center Drive
Suite 220
Auburn, CA 95603

Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

Placer County Air Pollution Control District
3091 County Center Drive
Suite 240
Auburn, CA 95603

Placer County Flood Control & Water Conservation District
3091 County Center Drive
Suite 220, Auburn CA 95603

Local Agency Formation Commission
145 Fulweiler Ave.
Suite 110
Auburn CA 95603

NOTICE OF PUBLIC HEARING
NOTICE OF PREPARATION
LINCOLN REGIONAL AIRPORT MASTER PLAN EIR

The Planning Commission of the City of Lincoln will hold a public hearing on Wednesday**, June 20, 2007, at 6:30 p.m**. at the McBean Park Pavilion, located at 65 McBean Park Drive, Lincoln, California.

The purpose of the public hearing will be to receive public comment regarding a Notice of Preparation (NOP) for the Lincoln Regional Airport Master Plan Environmental Impact Report (EIR). Pursuant to the requirements of the California Environmental Quality Act (CEQA) notice is hereby given that the City of Lincoln will prepare an EIR for the above noted master plan in accordance with the California Public Resources Code §§21000 et. seq.. Inquiries regarding the master plan project or NOP may be directed to Dave Daly, Airport Manager, Lincoln Regional Airport, at 916-645-3443. The documents sited herein can be obtained from www.lincoln.ca.us under the *"What's New"* section. Comments on the NOP must be submitted in written form to the Lincoln Regional Airport at 1480 Flightline Drive, Lincoln, California, 95648. Comments on the NOP must be post-marked no later than July 6, 2007.

Administrative remedies must be exhausted prior to action being initiated in a court of law. If you challenge these actions in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City of Lincoln Community Development Department at, or prior to, the public hearing (Government Code Section 65009). The Community Development Department is located at 640 5th Street, Lincoln, CA.

The City of Lincoln and the State of California do not discriminate in housing nor employment on the basis of race, religion, sex age, national origin, or handicap. The location of the public hearing is fully accessible to mobility impaired individuals and in compliance with the Americans with Disabilities Act. The City of Lincoln encourages those persons with disabilities to participate fully in the public hearing process. If you have special needs to allow you to attend or participate in this public hearing process, please contact our office prior to the public hearing, so that we may accommodate you.

Pat Avila
CITY CLERK

Date: June 1, 2007
Publish: June 7, 2007

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

BOB SNYDER
City of Auburn
SHERRIE BLACKMUN
City of Colfax
TOM COSGROVE
City of Lincoln
RUSS KELLEY
Town of Loomis
KATHY LUND
City of Rocklin
GINA GARBOLINO
City of Roseville
JIM HOLMES
KIRK UHLER
Placer County
RON McINTYRE
Citizen Representative
CELIA McADAM
Executive Director

July 3, 2007

Dave Daly, Airport Manager
Lincoln Regional Airport
1480 Flightline Drive
Lincoln, CA 95648

Subject: Notice of Preparation --
Proposed Lincoln Regional Airport Master Plan

Dear Mr. Daly:

Placer County Transportation Planning Agency (PCTPA) is the regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin. Member jurisdictions consist of Placer County; the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, and the Town of Loomis.

PCTPA also acts as the Airport Land Use Commission (ALUC) for Placer County's three public use airports – Auburn Municipal, Blue Canyon, and Lincoln Regional. An ALUC's fundamental purpose is to protect public health, safety, and welfare by ensuring 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 use airports to the extent that these areas are not already devoted to incompatible uses. An ALUC accomplishes this purpose by: 1) preparing and adopting airport land use compatibility plans and 2) reviewing the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

The ALUC adopted the Placer County Airport Land Use Compatibility Plan (ALUCP) in October 2000 (see PCTPA's web site – www.pctpa.org – Project Library). The ALUCP establishes land use compatibility criteria and zones based on noise, safety, airspace protection, and overflight provisions.

ALUCP & Proposed Master Plan

1. An ALUCP consistency determination must be completed for the proposed master plan. This consistency determination is required *before* the City Council takes action on the proposed project.

299 Nevada Street · Auburn, CA 95603 · (530) 823-4030 · FAX 823-4036

2. The ALUC, via a noticed public hearing, will base the consistency determination on any differences between the ALUCP and the proposed master plan – specifically differences that would result in greater noise, overflight, safety impacts or height restrictions on surrounding land uses. The ALUC's determination will focus on the following.

   - Activity forecasts that are: 1) significantly higher than those in the ALUCP; or which 2) include a higher proportion of larger or noisier aircraft.

   - Proposals to: 1) construct a new runway or helicopter takeoff/landing area; 2) change the length, width, or landing threshold of an existing runway; or 3) establish an instrument approach procedure.

   See ALUCP Policies 3.2.1 and 3.2.2 for detail. An appropriate time for this ALUC action may be after the DEIR's responses to comments have been prepared.

3. The Draft Master Plan will be referred to our airport land use compatibility consultant, Mead & Hunt, to assist the ALUC in the consistency determination.

4. The ALUCP will probably have to be amended to reflect updated information in the future Master Plan. It would be helpful for this work, if the Master Plan EIR documented and clarified any differences that would result in greater noise, overflight, safety impacts or height restrictions than contained in the existing ALUCP.

Thank you for the City's continuing interest in promoting compatible land uses around the Lincoln Regional Airport. If you have any questions, please call Celia McAdam at 530.823.4030 or me at 530.823.4033.

Sincerely,

Stan Tidman

Stan Tidman, Senior Planner

Copies:

Celia McAdam, PCTPA Executive Director and ALUC Secretary
Michael Johnson. Placer County Planning Director
Sandy Hesnard, Aviation Environmental Specialist, Caltrans – Division of Aeronautics
Ken Brody, Mead & Hunt

STATE OF CALIFORNIA Arnold Schwarzenegger, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

June 27, 2007

Dave Daly
City of Lincoln
1480 Flightline Drive
Lincoln, CA 95648

RE: SCH# 2007062027,Lincoln Regional Airport Master Plan; Placer County.

Dear Mr. Daly:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required.**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Katy Sanchez
Program Analyst

CC: State Clearinghouse

Native American Contacts
Placer County
June 27, 2007

Shingle Springs Band of Miwok Indians
Jeff Murray, Cultural Resources Manager
P.O. Box 1340 Miwok
Shingle , CA 95682 Maidu
jmurray@ssband.org
(530) 676-8010
(530) 676-8033 Fax

Shingle Springs Band of Miwok Indians
Nicholas Fonseca, Chairperson
P.O. Box 1340 Miwok
Shingle , CA 95682 Maidu
nfonseca@ssband.org
(530) 676-8010
(530) 676-8033 Fax

Rose Enos
15310 Bancroft Road Maidu
Auburn , CA 95603 Washoe
(530) 878-2378

United Auburn Indian Community of the Auburn
Tribal Preservation Committe
575 Menlo Drive, Suite 2 Maidu
Rocklin , CA 95765 Miwok
916 663-3720
916 663-3727 - Fax

United Auburn Indian Community of the Auburn
Jessica Tavares, Chairperson
575 Menlo Drive, Suite 2 Maidu
Rocklin , CA 95765 Miwok
916 663-3720
916 663-3727 - Fax

Todd Valley Miwok-Maidu Cultural Foundation
Christopher Suehead, Cultural Representative
PO Box 1490 Miwok
Foresthill , CA 95631 Maidu
tvmmcf@foothill.net
(530) 367-3893 - Voice / Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007062027, Lincoln Regional Airport Master Plan; Placer County.

Lincoln
All-America City
2006

City of
Lincoln

Lincoln Regional Airport

Dave Daly,
Airport Manager
1480 Flightline Drive
Lincoln CA 95648
916-645-3443
Fax: 916-543-0208

June 22, 2007

Mr. Gary Ross
3761 Nicolaus Road
Lincoln CA 95648

Re. Notice of Preparation – Lincoln Regional Airport Master Plan Environmental Impact Report.

Dear Mr. Ross:

Thank you for attending the City of Lincoln Planning Commission public hearing (June 21, 2007) on the Notice of Preparation (NOP). The NOP and the Commission hearing are the first steps in the Environmental Impact Report (EIR) and Master Plan processes. The purpose of this letter is to provide you with further access to City staff, the NOP, the Master Plan, and the future draft EIR.

- The NOP that was provided to you during the Commission meeting is available for your review and written comment thru July 6, 2007. The NOP has also been re-enclosed with this letter for your use. The NOP can also be accessed on the internet at: www.ci.lincoln.ca.us . Please check the *"What's New"* section on the City's Homepage under the heading: "Airport Master Plan & Environmental Impact Report".
- The Lincoln Regional Airport Master Plan is also available at the same internet location as the NOP indicated above. A copy of the Master Plan can also be obtained from the Airport Office at the address noted in the letterhead above. Please call ahead to 916-645-3443 to coordinate staff availability. A copy of the NOP and Master Plan can also be reviewed at the Lincoln Library located at 590 5th Street, Lincoln, CA, in downtown Lincoln.
- Upon completion of the draft EIR, within the next several months, additional notices will also be provided to you regarding the draft EIR. Notices will also be provided regarding any future meetings and hearings on the draft EIR and the Master Plan.

Thank you for your participation, and if you have any questions I can be contacted at 916-645-3443. If you must leave a message please leave your name and phone number and your call will be returned as soon as possible.

Thank you,

Dave Daly, Manager
Lincoln Regional Airport

Lincoln
All-America City
2006

City of
Lincoln

Lincoln Regional Airport

Dave Daly,
Airport Manager
1480 Flightline Drive
Lincoln CA 95648
916-645-3443
Fax: 916-543-0208

June 22, 2007

Mr. Robert Ross
4517 Crestridge Road
Fair Oaks, CA 95628

Re. Notice of Preparation – Lincoln Regional Airport Master Plan Environmental Impact Report.

Dear Mr. Ross:

Thank you for attending the City of Lincoln Planning Commission public hearing (June 21, 2007) on the Notice of Preparation (NOP). The NOP and the Commission hearing are the first steps in the Environmental Impact Report (EIR) and Master Plan processes. The purpose of this letter is to provide you with further access to City staff, the NOP, the Master Plan, and the future draft EIR.

- The NOP that was provided to you and Mr. Gary Ross during the Commission meeting is available for your review and written comment thru July 6, 2007. The NOP has also been re-enclosed with this letter for your use. The NOP can also be accessed on the internet at: www.ci.lincoln.ca.us . Please check the *"What's New"* section on the City's Homepage under the heading: "Airport Master Plan & Environmental Impact Report".
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Thank you for your participation, and if you have any questions I can be contacted at 916-645-3443. If you must leave a message please leave your name and phone number and your call will be returned as soon as possible.

Thank you,

Dave Daly, Manager
Lincoln Regional Airport

NOTICE OF PUBLIC REVIEW PERIOD
AND PUBLIC HEARING

DRAFT ENVIRONMENTAL IMPACT REPORT
LINCOLN REGIONAL AIRPORT MASTER PLAN

The Planning Commission of the City of Lincoln will hold a public hearing on Wednesday, **December 19, 2007, at 6:30 p.m.** at the McBean Park Pavilion, located at 65 McBean Park Drive, Lincoln, California.

The purpose of the public hearing will be to receive public comment regarding the Draft Environmental Impact Report (DEIR) for the Lincoln Regional Airport Master Plan. Pursuant to the requirements of the California Environmental Quality Act (CEQA) notice is hereby given that the subject DEIR has been prepared in accordance with the California Public Resources Code §§21000 et. seq., and is available for 45 days for public review and comment beginning November 29, 2007. Comments on the DEIR must be submitted in written form to the Lincoln Regional Airport, City of Lincoln, 1480 Flightline Drive, Lincoln, California, 95648. Comments on the DEIR must be post-marked by no later than **January 14, 2008**.

A copy of the DEIR may be obtained from the City of Lincoln, Public Works Department located at 640 5th Street, Lincoln, CA, 95648, or by calling 916-645-8576. A copy of the DEIR may also be obtained through the City of Lincoln Web Site under the *"What's New"* section at: www.lincoln.ca.us.

Administrative remedies must be exhausted prior to action being initiated in a court of law. If you challenge these actions in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City of Lincoln Community Development Department at, or prior to, the public hearing (Government Code Section 65009). The Community Development Department is located at 640 5th Street, Lincoln, CA.

The City of Lincoln and the State of California do not discriminate in housing nor employment on the basis of race, religion, sex age, national origin, or handicap. The location of the public hearing is fully accessible to mobility impaired individuals and in compliance with the Americans with Disabilities Act. The City of Lincoln encourages those persons with disabilities to participate fully in the public hearing process. If you have special needs to allow you to attend or participate in this public hearing process, please contact our office prior to the public hearing, so that we may accommodate you.

Date: November 21, 2007
Publish: November 29, 2007

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # _____

Project Title: _____

Lead Agency: _____ Contact Person: _____

Mailing Address: _____ Phone: _____

City: _____ Zip: _____ County: _____

Project Location: County: _____ City/Nearest Community: _____

Cross Streets: _____ Zip Code: _____

Lat. / Long.: ____° ____′ ____″ N/ ____° ____′ ____″ W Total Acres: _____

Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: _____ Waterways: _____

Airports: _____ Railways: _____ Schools: _____

Document Type:

CEQA: ☐ NOP ☐ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) _____ ☐ Draft EIS ☐ Other _____
☐ Mit Neg Dec Other _____ ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other _____

Development Type:

☐ Residential: Units _____ Acres _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____
☐ Educational _____
☐ Recreational _____

☐ Water Facilities: Type _____ MGD _____
☐ Transportation: Type _____
☐ Mining: Mineral _____
☐ Power: Type _____ MW _____
☐ Waste Treatment: Type _____ MGD _____
☐ Hazardous Waste: Type _____
☐ Other: _____

Project Issues Discussed in Document:

☐ Aesthetic/Visual ☐ Fiscal ☐ Recreation/Parks ☐ Vegetation
☐ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☐ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☐ Archeological/Historical ☐ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☐ Biological Resources ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☐ Wildlife
☐ Coastal Zone ☐ Noise ☐ Solid Waste ☐ Growth Inducing
☐ Drainage/Absorption ☐ Population/Housing Balance ☐ Toxic/Hazardous ☐ Land Use
☐ Economic/Jobs ☐ Public Services/Facilities ☐ Traffic/Circulation ☐ Cumulative Effects
☐ Other _____

Present Land Use/Zoning/General Plan Designation:

Project Description: *(please use a separate page if necessary)*

Note: The state Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

January 2008

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

_____ Air Resources Board
_____ Boating & Waterways, Department of
_____ California Highway Patrol
_____ Caltrans District # _____
_____ Caltrans Division of Aeronautics
_____ Caltrans Planning (Headquarters)
_____ Coachella Valley Mountains Conservancy
_____ Coastal Commission
_____ Colorado River Board
_____ Conservation, Department of
_____ Corrections, Department of
_____ Delta Protection Commission
_____ Education, Department of
_____ Energy Commission
_____ Fish & Game Region # _____
_____ Food & Agriculture, Department of
_____ Forestry & Fire Protection
_____ General Services, Department of
_____ Health Services, Department of
_____ Housing & Community Development
_____ Integrated Waste Management Board
_____ Native American Heritage Commission
_____ Office of Emergency Services
_____ Office of Historic Preservation
_____ Office of Public School Construction
_____ Parks & Recreation
_____ Pesticide Regulation, Department of
_____ Public Utilities Commission
_____ Reclamation Board
_____ Regional WQCB # _____
_____ Resources Agency
_____ S.F. Bay Conservation & Development Commission
_____ San Gabriel & Lower L.A. Rivers and Mtns Conservancy
_____ San Joaquin River Conservancy
_____ Santa Monica Mountains Conservancy
_____ State Lands Commission
_____ SWRCB: Clean Water Grants
_____ SWRCB: Water Quality
_____ SWRCB: Water Rights
_____ Tahoe Regional Planning Agency
_____ Toxic Substances Control, Department of
_____ Water Resources, Department of

_____ Other _____
_____ Other _____

Local Public Review Period (to be filled in by lead agency)

Starting Date _____ Ending Date _____

Lead Agency (Complete if applicable):

Consulting Firm: _____
Address: _____
City/State/Zip: _____
Contact: _____
Phone: _____

Applicant: _____
Address: _____
City/State/Zip: _____
Phone: _____

Signature of Lead Agency Representative: _____ **Date:** _____

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

CHAPTER 6
MITIGATION MONITORING PROGRAM

Introduction

In order to ensure compliance with the proposed revisions or mitigations during implementation of project development, as required by Section 21081.6 of the Public Resources Code, a Lead Agency must adopt a reporting or monitoring program for project revisions or required provisions intended to reduce or mitigate potential environmental effects. This MMP has been prepared to provide monitoring and reporting for mitigation measures required by the City of Lincoln as the Lead Agency for the Lincoln Regional Airport Master Plan.

Section 15097(d) of the California Environmental Quality Act (CEQA) Guidelines specifies that the Lead Agency may exercise discretion in approach to fulfilling the requirements for monitoring and reporting of mitigation measures. The City of Lincoln identifies the following program as the formal MMP for the proposed Project. A copy of this document is available to the public at the City of Lincoln, located at 600 Sixth Street, Lincoln, California.

Mitigation Monitoring Program

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

Impacts and Mitigation Measures
Impacts are summarized by resource area. Mitigation measures have been taken verbatim from the DEIR, except for Mitigation Measures 3.2-1a through 3.2-7, which were modified and recirculated in response to comments received on the DEIR. The final, modified versions of Mitigation Measures 3.2-1a through 3.2-7 are included in the MMP.

Monitoring and Enforcement Actions
Each Mitigation Measure requires the implementation of some action. This column summarizes the necessary actions to be taken and, in many cases, identifies the criteria for compliance.

Implementation and Timing of Activity
This column first identifies the entity responsible for implementing the Monitoring and Enforcement Actions, and secondarily identifies the timing for implementation of these actions. The timing for implementation can be found below the responsible entity. A key to abbreviations used for responsible entities follows below.

Key for Responsible Entities
• DPW - Department of Public Works

- LHM - Lincoln Regional Airport
- USFWS - United States Fish and Wildlife Service
- USACOE - United States Army Corps of Engineers
- CDFG - California Department of Fish and Game
- RWQCB - Regional Water Quality Control Board

Party Responsible for Verifying Compliance

The City of Lincoln is responsible for implementing all of the Mitigation Measures identified by this MMP. This column identifies which City Department will be responsible for verifying compliance, as well as for initiating corrective actions. As indicated by this column, DPW and LHM share these responsibilities.

Table 6-1 – Mitigation Monitoring Plan

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
Biological Resources				
Impact	**Mitigation Measure**			
Impact 3.2-1a: Loss or Disturbance of Swainson's Hawk Foraging Habitat	Mitigation Measure 3.2-1a: *The annual grassland habitat on the airport may provide foraging habitat for Swainson's hawk. The project creates a loss of 99.81 acres of Swainson's hawk foraging habitat. To address the potential loss of Swainson's hawk foraging habitat, the City of Lincoln will compensate for the permanent loss of annual grassland at a ratio 1:1. Mitigation for the loss of Swainson's hawk foraging habitat would occur by the City of Lincoln, Lincoln Regional Airport, in one or more of the following ways:* *1. Through setting aside grassland acreage on the Airport through establishment of a designated habitat conservation area or combination of conservation areas for Swainson's Hawk habitat; or,* *2. Through establishment on City-owned or entitled property of a permanent Swainson's Hawk habitat conservation easement; or,* *3. Through the payment of In-Lieu fees for Swainson's Hawk habitat conservation; or,* *4. Through a combination of No. 1), 2) and/or 3) above.*	Contract with a qualified professional to conduct protocol level surveys for Swainson's hawk foraging habitat. Verify survey results. Provide compensatory mitigation for impacts to habitat for Swainson's hawk foraging habitat at a ratio of 1:1. Verify compensatory mitigation requirements have been met.	Prior to commencement of construction activities potentially impacting Swainson's Hawk foraging habitat.	DPW LHM CDFG

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
Impact 3.2-1b: Loss or Disturbance of Swainson's Hawk Nesting Habitat	Mitigation Measure 3.2-1b: *To address the loss of Swainson's hawk nesting habitat, the City of Lincoln will compensate for the permanent loss of riparian habitat at a ratio 1:1. Mitigation for the loss of Swainson's hawk riparian nesting habitat would occur by the City of Lincoln, Lincoln Regional Airport, in one or more of the following ways:* *1. Through setting aside riparian acreage on the Airport through establishment of a designated nesting habitat conservation area or combination of conservation areas for Swainson's Hawk nesting habitat; or,* *2. Through establishment on City-owned or entitled property of a permanent Swainson's Hawk nesting habitat conservation easement; or,* *3. Through the payment of In-Lieu fees for Swainson's Hawk nesting habitat conservation; or,* *4. Through a combination of No. 1), 2) and/or 3) above.*	Contract with a qualified professional to conduct protocol level surveys for Swainson's hawk nesting habitat. Verify survey results. Provide compensatory mitigation for impacts to habitat for Swainson's hawk foraging habitat at a ratio of 1:1. Verify compensatory mitigation requirements have been met.	Prior to commencement of construction activities potentially impacting Swainson's Hawk nesting habitat.	DPW LHM CDFG
Impact 3.2-2: Loss or Disturbance of Special-Status Plants	Mitigation Measure 3.2-2: *Not more than three years prior to disturbance of undisturbed areas within the footprint of a proposed Project, surveys for special-status plants shall be conducted by a qualified biologist. The surveys shall follow the Department of Fish and Game's Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities (revised May 8, 2000). If the presence of special status plants is confirmed, the City would set aside and preserve areas within the airport to construct and manage conservation areas for special status plant species at a ratio of 1:1.*	Contract with a qualified biologist to conduct protocol level surveys for special-status plants. Verify survey results. Provide compensatory mitigation for impacts to special status plant	Prior to commencement of construction activities potentially impacting special-status plants.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	Special status species, and CNPS List 3 and 4 plants, and sensitive habitats shall be shown on all plans for each future Airport Master Plan project. All construction or site activities that could result in disturbance to special status species (and CNPS List 3 and 4 plants) and sensitive habitats shall be shown on construction and development plans. A qualified biologist shall review plans and proposed construction activities for consistency with special status mapped locations.	species at a ratio of 1:1. Verify compensatory mitigation requirements have been met.		
Impact 3.2-3: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Vernal Pool Fairy Shrimp	Mitigation Measure 3.2-3a: Complete protocol level surveys by a qualified biologist. *A qualified biologist with authorization from the USFWS will complete protocol-level surveys for special status fairy shrimp.*	Contract with a qualified biologist to conduct protocol level surveys for special status fairy shrimp.	Prior to commencement of construction activities potentially impacting special-status fairy shrimp.	DPW LHM
	Mitigation Measure 3.2-3b: Compensate for impacts on Vernal pool fairy shrimp. *To compensate for the permanent loss of about 1.56 acres and the temporary disturbance of about 2.23 acres of non-native grasslands for the vernal pool fairy shrimp, the City, in coordination with the FAA, would set aside and preserve areas within the airport to construct and manage new vernal pool fairy shrimp habitat. To determine the mitigation acreage (mitigation ratio) the FAA will prepare a Biological Assessment (BA) that includes mitigation and conservation measures in accordance with Section 7 of the U.S. Endangered Species Act. The FAA will submit the BA to the USFWS for consultation and to request a Biological Opinion. The final mitigation ratios and conservation measures would be determined through consultation between the FAA and USFWS. The City would construct and maintain habitat within the airport for vernal pool fairy shrimp.*	Contract with a qualified biologist to prepare a Biological Assessment (BA) to determine mitigation and conservation measures. Submit BA to USFWS for consultation. Provide compensatory mitigation for impacts to special status fairy shrimp.		DPW LHM USFWS

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
Impact 3.2-4: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Western spadefoot toad	Mitigation Measure 3.2-4a: Complete protocol level surveys by a qualified biologist *A qualified biologist will complete surveys for the special status Western spadefoot toad.* Mitigation Measure 3.2-4b: Compensate for impacts on the Western spadefoot toad habitat *If the species is identified as occurring on the airport, to compensate for the permanent loss or temporary disturbance of habitat the City would set aside and preserve areas within the airport to construct and manage new toad habitat. It is likely, that toad habitat will correspond closely with fairy shrimp habitat and that habitat creation and maintenance could be combined. However, if necessary, the City will create and maintain additional toad habitat on the airport to replace the loss of habitat. This would reduce the impact to less-than significant.*	Contract with a qualified biologist to conduct protocol level surveys for special status Western spadefoot toad. Provide compensatory mitigation for impacts to habitat for Western spadefoot toad.	Prior to commencement of construction activities potentially impacting special-status Western.	DPW LHM
Impact 3.2-5: Filling Waters of the United States	Mitigation Measure 3.2-5: Filling the waters of the U.S. *The City of Lincoln shall obtain authorization from Corps for the placement of fill in Waters of the U.S., required to implement the proposed Project under any alternative (except the No Action Alternative). Depending on the total amount of fill, mitigation to offset impacts to waters of the U.S. may be attached to the Corps permit. The City shall abide by all conditions attached to the Section 404 permit. The City shall also obtain Water Quality Certification (or a waiver) from the Regional Water Quality Control Board (RWQCB), as it will be required to make the Corps permit valid.*	If project-related activities would result in the placement of fill in waters of the U.S., a federal Clean Water Act Section 404 Permit shall be obtained and a Wetland Mitigation Plan shall be prepared and approved by the USACOE.	Prior to commencement of activities involving the placement of fill in jurisdictional waters of the U.S.	DPW LHM USACOE RWQCB

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	The need for mitigation to offset impacts to jurisdictional wetlands (if any) will be determined in consultation with Corps during the permitting process. If deemed necessary, mitigation would be attached as a condition of the 404 permit. The amount and type of mitigation will be largely dependent on the selected alternative and the extent of jurisdictional waters of the U.S. as determined by Corps when they verify the wetland delineation (North Fork Associates 2007) as the first step in the permitting process. Depending on the conditions of the permit, mitigation may be accomplished through on- site creation. *By securing and abiding by the conditions of Section 404 of the Clean Water Act permit, including providing mitigation and obtaining Section 401 Water Quality Certification from the RWQCB, impacts to jurisdictional Waters of the U.S. and wetlands would be below the threshold of significance.*	Verify USACOE permit authorization and approval of mitigation plan.		
Impact 3.2-7: Bird Aircraft Strike Hazard (BASH)	Mitigation Measure 3.2-7: Biological Assessment and Wildlife Management Plan *As part of the FAA review of the Lincoln Regional Airport Master Plan process the FAA is preparing a Biological Assessment to be used in formal consultation with the USFWS in accordance with Section 7 of the ESA. Included in the BA, and ultimately in the negotiated Biological Opinion between the two federal agencies, the FAA is including a Wildlife Hazard Management Plan (Plan). The Plan will include measures to manage bird strikes that protect the aviation and human safety in accordance with a federal multi-agency MOA. The Plan will take into account airport habitat and wildlife diversity, the reduction in grassland habitat due to project construction, wetland restoration and wildlife incursion prevention.*	Contract with a qualified biologist to prepare a Biological Assessment (BA) to determine mitigation and conservation measures. Submit BA to USFWS for consultation.	Before construction.	DPW LHM USFWS FAA

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
Cultural Resources				
Impact	**Mitigation Measures**			
Impact 3.3-1: Disturbance or Destruction of Undiscovered Buried Resources during Ground-Disturbing Activities	Mitigation Measure 3.3-1: Stop Work if Buried Cultural Deposits are Encountered during Construction Activities *If any additional archaeological discoveries (human skeletal remains, culturally modified lithic materials, structural features, or historic artifacts) are encountered during ground disturbing activities, all such activities should halt within a 100-foot radius of the discovery, and a qualified archaeologist should be contacted to determine the nature of the find, evaluate its significance, and, if necessary, suggest preservation or mitigation measures.* *If human remains of Native American origin are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the NAHC (PRC 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:* • *The County coroner has been informed and has determined that no investigation of the cause of death is required; and* • *If the remains are of Native American origin:* • *The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in*	Cease work and contact qualified archaeologist if archaeological deposits or artifacts are inadvertently exposed. Cease work and contact Placer County Coroner and Native American Heritage Commission if human remains or associated funerary objects are encountered.	During all construction.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	PRC 5097.98; or • *The NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the NAHC.* *According to the California Health and Safety Code (CHSC), six or more human burials at one location constitute a cemetery (CHSC 8100), and disturbance of Native American cemeteries is a felony (CHSC 7052). CHSC 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California NAHC.*			
Impact 3.3-2: Potential Impacts on Buried or Unknown Archaeological Resources	Mitigation Measure 3.3-2: Refer to Mitigation Measure 3.3-1	Refer to Mitigation Measure 3.3-1	During all construction.	DPW LHM
Geology; Soils; and Paleontology				
Impacts	**Mitigation Measures**			
Impact 3.4-5: Potential Impact to Paleontological Resources	Mitigation Measure 3.4-5: Stop Work if Substantial Fossil Remains are Encountered During Construction *If substantial fossil remains (particularly vertebrate remains) are discovered during earth-disturbing activities on the airport, activities will stop immediately until a state-registered professional geologist or qualified professional paleontologist can assess the nature and importance of the find and a qualified professional paleontologist can recommend appropriate*	Cease work and contact qualified geologist or professional paleontologist if fossil remains are inadvertently exposed.	During all construction.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	treatment. The City will be responsible for ensuring that recommendations regarding treatment and reporting are implemented.			
Hazards and Hazardous Materials				
Impacts	**Mitigation Measures**			
Impact 3.5-1: Creation of Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials	Mitigation Measure 3.5-1: Prepare and Implement a Hazardous Materials Spill Prevention Control and Countermeasure Plan During Construction *As part of compliance with the NPDES General Construction Permit, a Hazardous Material Spill Prevention Control and Countermeasure Plan will be prepared for the use of construction equipment for the proposed Project and will minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and identifies the parties responsible for monitoring and spill response. The measures and monitoring procedures required under the General Construction Permit will minimize the potential for the release of hazardous materials to the environment. The City will review and approve the Hazardous Materials Spill Prevention Control and Countermeasure Plan before allowing construction to begin.* *The City will routinely inspect active portions of the Project Area to verify that the BMPs specified in the plan are properly implemented and maintained, and will immediately notify the contractor if there is a noncompliance issue and will require compliance. The federal reportable spill quantity for petroleum products, as defined in the EPA's CFR (40 CFR 110) is any oil spill that: (1) violates applicable water quality standards; (2)*	Prepare a Hazardous Material Spill Prevention Control and Countermeasure Plan. Verify implementation of Plan.	Before and during all construction.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	causes a film or sheen upon or discoloration of the water surface or adjoining shoreline; or (3) causes a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines. *If a spill is reportable, the contractor's superintendent will immediately notify the City of Lincoln, Placer County Department of Environmental Health and the DTSC, which have spill response and cleanup ordinances to govern emergency spill response. A written description of reportable releases will be submitted to the SVRWQCB. This submittal will include a description of the release, including the type of material and an estimate of the amount spilled, the date of the release, an explanation of why the spill occurred, and a description of the steps taken to prevent and control future releases. The releases will be documented on a spill report form.* *If a reportable spill has occurred, and results determine that project activities have adversely affected surface or groundwater quality in excess of water quality standards, a detailed analysis shall be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City and its contractors will select and implement measures to control contamination, with a performance standard that water quality will be returned to baseline conditions. These measures will be subject to approval by the Placer County Department of Environmental Health and DTSC.*			

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
Impact 3.5-2: Location on a Site that is Listed as Hazardous by the California Environmental Protection Agency or Other Government Agencies and, as a Result, Would Create a Significant Hazard to the Public or the Environment	Mitigation Measure 3.5-2: Prepare a Health and Safety Plan (HSP) for Construction Activities on Known Hazardous Materials Sites *If construction is anticipated to take place on a known hazardous materials site, as required by Cal-OSHA standards, a hazardous operation site-specific HSP for construction activities that take place on this site will be prepared and implemented. The site-specific HSP will be developed, as necessary, by an environmental contractor before any investigation or cleanup activities or construction activities begin in the area. Workers who could directly contact soil, vapors, or groundwater containing hazardous levels of constituents will perform all activities in accordance with the HSP.*	Contract qualified environmental contractor to develop site-specific Health and Safety Plan.	Before construction.	DPW LHM
Impact 3.5-3: Creation of a Hazard through the Accidental Exposure or Mobilization of Hazardous Materials during Construction	Mitigation Measure 3.5-3: Stop Work and Implement Hazardous Materials Investigations/Remediation *Prior to the onset of construction, all construction workers will be trained in the identification of potentially contaminated soil and water, including information on the characteristics of potential contamination, such as discolored soil, oils or sheens on water, and unusual odors. In the event that hazardous materials are encountered during construction, all construction activities in the area of the discovery will stop, and the project owner will conduct hazardous materials investigations to identify the nature and extent of contamination and evaluate potential impacts on project construction. If necessary, the City will implement remediation measures consistent with all applicable local, state, and federal codes and regulations. Construction will not resume until remediation is complete.*	Train construction workers in identification of potentially contaminated soil and water. Stop work if contamination is identified.	Before and during all construction.	DPW LHM Contractors

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	If waste disposal is necessary, the City will ensure that all hazardous materials removed during construction are handled and disposed of by a licensed waste-disposal contractor and transported by a licensed hauler to an appropriately licensed and permitted disposal or recycling facility, in accordance with local, state, and federal requirements.			
Hydrology and Water Quality				
Impacts	**Mitigation Measures**			
Impact 3.6-1: Potential for Increased Erosion and Sedimentation and Decreased Surface Water Quality during Construction	Mitigation Measure 3.6-1: Comply with National Pollutant Discharge Elimination System General Construction Permit *All construction activities will comply with the NPDES General Construction Permit, which contains standards to ensure that water quality is not degraded. As part of this permit, standard erosion control measures and BMPs will be identified in a Storm Water Pollution Prevention Plan (SWPPP) and will be implemented during construction to reduce sedimentation of waterways and loss of topsoil. As a performance standard, BMPs to be selected will represent the best available technology (BAT) that is economically achievable and the best conventional pollutant control technology (BCT) to reduce pollutants.* *Commonly practiced BMPs may consist of a wide variety of measures taken to reduce pollutants in storm water and other non-point-source runoff. Measures range from source control to treatment of polluted runoff. BMPs can include watering active construction areas to control dust generation during earthmoving activities; using water sweepers to sweep streets and haul routes; and installing erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, and sandbag dykes) to prevent silt runoff to public roadways, storm drains or*	Identify and implement BMPs in a SWPPP.	Before and during construction.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	waterways. Topsoil will be stockpiled and replaced at the conclusion of construction activities. If appropriate for the development site, disturbed soil will be revegetated as soon as possible with the appropriate selection and schedule of plants. No disturbed surfaces will be left without erosion control measures in place between the rainy season, which generally occurs between October 15 and April 15.			
Impact 3.6-2: Increase in Surface Runoff and Associated Water Quality Impacts on Local Waterways	Mitigation Measure 3.6-2: Construct the Proposed Stormwater Detention Swale Between Runway 15R-33L and Runway 15L-33R Prior to Significantly Increasing the Amount of Impermeable Surfaces *In consideration of the Project buildout scenario, the addition of the stormwater swale between Runway 15R-33L (existing) and Runway 15L-33R (proposed) will help to detain storm water flows from flowing unimpeded into Dutch Ravine and Markham Ravine. The swale will be constructed, and the vegetation established as erosion protection, before significantly increasing the amount of impermeable surfaces so that the detention swale can effectively detain runoff in such as way that they can match the pre-project runoff conditions.*	Verify construction of stormwater swale will be conducted by the Department of Public Works.	Before construction. After construction of swale.	DPW LHM
Impact 3.6-3: Potential for Degradation of Water Quality through the Accidental Release of Hazardous Materials	Mitigation Measure 3.6-3a: Develop Hazardous Material Spill Prevention Control and Countermeasure Plan for Construction *The Project applicants or their contractors will prepare a Hazardous Material Spill Prevention Control and Countermeasure Plan as part of the NPDES General Construction Permit to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and*	Prepare and implement Hazardous Material Spill Prevention Control and Countermeasure Plan.	Before construction.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	identify the parties responsible for monitoring and spill response. Routine inspections and monitoring of BMPs by the City will ensure that minimal impacts to the environment occur. Commonly practiced BMPs include the use of containment devices for hazardous materials, the training of construction staff regarding safety practices to reduce the chance for spills or accidents, and the use of nontoxic substances where feasible. The plan also will describe actions required if a reportable spill occurs, such as which authorities to notify and the proper cleanup procedures. The Hazardous Material Spill Prevention Control and Countermeasure Plan will contain standards considered sufficiently protective such that significant adverse impacts on surface and groundwater quality will be avoided.			
	Mitigation Measure 3.6-3b: Implement Measures to Maintain Groundwater or Surface Water Quality *If an appreciable spill has occurred, and results determine that Project activities have adversely affected surface water or groundwater quality, the City shall be responsible for ensuring that a detailed analysis will be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City, its contractors, and applicants for specific development projects within the airport will select and implement measures to control contamination, with a performance standard that surface water or groundwater quality must be returned to baseline conditions. These measures will be subject to approval by the City.*	Contract RWQCB if spill has occurred. Implement measures to control contamination.	In the event of a spill.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
Public Services and Utilities				
Impacts	**Mitigation Measures**			
Impact 3.8-2: Exposure of People or Structures to Increased Risk of Loss, Injury, or Death Involving Urban or Wildland Fires	Mitigation Measure 3.8-2: Implement Procedures to Reduce Fire Risk During Construction *During construction, all staging areas or areas slated for development using spark-producing equipment will be cleared of dried vegetation or other materials that could serve as fire fuel. Any construction equipment that normally includes a spark arrester will be equipped with an arrester in good working order. In addition, during construction, adequate water will be made available for fire protection.*	The Airport will monitor the construction area.	Before and during construction.	DPW LHM
Impact 3.8-5: Construction-Related Water Service Interruptions	Mitigation Measure 3.8-5: Conduct an Investigation of Utility Line Locations and maintain Utility Services *A detailed study identifying the locations of utilities along the proposed Project alignment will be conducted during the design phase of the Project. For areas with the potential for adverse impacts on utility services, the following measures will be implemented.* • *Utility excavation or encroachment permits will be required from the appropriate agencies. These permits include measures to minimize utility disruption. The City and its contractors will comply with permit conditions. Such conditions will be included in construction contract specifications.* • *Utility locations will be verified through a field survey (potholing) and use of the Underground Service Alert services.* • *Detailed specifications will be prepared as part of the design plans to include procedures for the excavation,*	The Airport will verify that the utility survey is completed.	Before construction	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	support, and fill of areas around utility cables and pipelines. All affected utility services will be notified of the City's construction plans and schedule. Arrangements will be made with these entities regarding the protection, relocation, or temporary disconnection of services. • *Residents and businesses in the Project Area will be notified of planned utility service disruption 2 to 4 days in advance, in conformance with County and state standards.* • *Disconnected cables and lines will be reconnected promptly.* • *The City will observe California Department of Health Services (DHS) standards, which require:* • *A 10-foot horizontal separation between parallel sewer and water mains, and* • *A 1-foot vertical separation between perpendicular water and sewer line crossings. In the event that separation requirements cannot be maintained, the City will obtain a DHS variance through provisions of water encasement or other means deemed suitable by the department.*			
Noise				
Impacts	**Mitigation Measures**			
Impact 3.9-1: Exposure of Noise-Sensitive Land Uses to Excessive Aircraft Noise	Mitigation Measure 3.9-1: Implement Airport Land Use Compatibility Guidelines *Placer County Airport Land Use Compatibility Plan establishes land use practices within the CNEL 60 dBA contour, the approach and departure zones, to reduce impacts of noise on sensitive receptors:* *(1) Locate new structures a maximum distance from the*	Implement Placer County Airport Land Use Compatibility Plan.	Before, during and after construction.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	extended runway centerlines; *(2) As necessary, construct new residential units with a minimum noise limit reduction of 20 dBA; and* *(3) Do not allow construction of schools, day care centers, libraries, hospitals, nursing homes or outdoor theaters.*			
Impact 3.9-2: Noise During Construction Activities	Mitigation Measure 3.9-2a: Limit Hours of Construction *Construction activities will be prohibited on Sundays, or anytime on City-observed holidays. Construction activities will be permitted between the hours of 7 a.m. and 7 p.m. Monday through Friday. The City, with prior approval, may allow construction activities on Saturdays.*	The City will monitor the construction site.	During construction.	DPW LHM
	Mitigation Measure 3.9-2b: Employ Noise-Reducing Construction Practices *The construction contractor will employ noise-reducing construction practices such that City noise ordinance standards are not exceeded. Measures that will be used to limit noise include:* • *Locating equipment as far as practical from noise-sensitive uses;* • *Not using equipment that is louder than standard equipment;* • *Selecting haul routes that affect the fewest number of people;* • *Using noise-reducing enclosures around noise-generating equipment; and* • *Constructing barriers between noise sources and noise-sensitive land uses to block sound transmission.*		During construction.	DPW LHM Contractor
	Mitigation Measure 3.9-2c: Prepare a Noise Control Plan *The construction contractor will prepare a detailed noise*	City will review Noise Control Plan.	Before and during construction.	DPW LHM

Impacts and Mitigation Measures		Monitoring and Enforcement Action	Implementation/ Timing	Party Responsible for Verifying Compliance
	control plan based on the construction methods proposed. This plan will identify specific measures that will be taken to ensure compliance with the noise limits specified above. The noise control plan will be reviewed and approved by City staff before any noise-generating construction activity begins.			
Transportation and Circulation				
Impacts	**Mitigation Measures**			
Impact 3.10-1: Existing Traffic Conditions Plus Project Conditions	Mitigation Measure 3.10-1: Impact would be Temporary in Nature Until the Bypass is Opened *Construction of the approved and funded State Route 65 Lincoln Bypass would divert much of the traffic currently using State Route 65 from downtown Lincoln to the Bypass. This would improve the level of service at this intersection to "D" or better. Therefore this impact would be temporary in nature until the Bypass is opened and less than significant.*	City will monitor traffic	This impact is temporary.	DPW

Draft Environmental Impact Report
for the
Lincoln Regional Airport Master Plan

Volume 1 of 2

State Clearinghouse #2007062027

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Acronyms

$\mu g/m^3$	micrograms per cubic meter
AB 939	Integrated Waste Management Act
AB 970	Standards to Reduce California's Electricity Demand
AB 1807	Toxic Air Contaminant Identification and Control Act
AB 2588	Air Toxic "Hot Spots" Information and Assessment Act
ADT	Average Daily Traffic Volumes
AG	Agriculture
AIP	Airport Improvement Program
ALP	airport layout plan
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APCD	Placer County Air Pollution Control District
APU	auxiliary power units
AQAP	Quality Attainment Plan
ARB	California Air Resources Board
ARC B 1	
ASTM	American Society for Testing and Materials
BAT	best available technology
BCT	Business and Commercial Park
BMO	
BMP	Best Management Practices
CAA	federal Clean Air Act
Cal-EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CBSC	California Building Standards Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act/ Superfund Act
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHSC	California Health and Safety Code
CIWMP	California Integrated Waste Management Board
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon monoxide
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CWA	Clean Water Act

dB	decibel
dBA	A-weighted decibel
DFG	Department of Fish and Game
DHS	Department of Health Services
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EA	environmental assessment
EDMS	Emissions and Dispersion Modeling System
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FTA	Federal Transit Administration
GMP	groundwater management plan
GSE	ground support equipment
HEC	Huang Engineering & Consulting
HUD	Housing and Urban Development
(I)PD	Industrial Planned Development
ISO	Insurance Services Office
KV	kilovolt
LAFCO	Local Agency Formation Commission
L_{dn}	Day-Night Level
L_{eq}	Equivalent Sound Level
LI	Light Industrial
LOS	Level of Service
LOS A through E	generally represents traffic volumes at less than roadway capacity
LOS F	represents over capacity and/or forced conditions
L_{xx}	Exceedance Sound Level
MBTA	Migratory Bird Treaty Act
mg	million gallons
mgd	million gallons per day
MRF	Material Recovery Facility
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NID	Nevada Irrigation District
NO_2	nitrogen dioxide
NOA	naturally-occurring asbestos
NOP	notice of preparation
NO_x	oxides of nitrogen
NPL	National Priorities List
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NWP	Nationwide permits

OLE	Outdoor Learning Environment
PCWA	Placer County Water Agency
PFE	Public Facilities Element
PG&E	Pacific Gas and Electric
PM_{10}	inhalable particulate matter 10 microns or less in diameter
$PM_{2.5}$	inhalable particulate matter 2.5 microns or less in diameter
PNWA	Placer Nevada Wastewater Authority
Ppd	pounds per day
PPM	parts per million
PRC	Public Resource Code
PRPA	Paleontological Resources Preservation Act
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gases
RSA	Runway Safety Area
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
SACOG	Sacramento Area Council of Governments
SHPO	State Office of Historic Preservation
SIP	State Implementation Plans
SO_2	sulfur dioxide
SOI	sphere of influence
SVAB	Sacramento Valley Air Basin
SVP	Society of Vertebrate Paleontology
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	toxic air contaminants
TCMs	traffic control measures
TMDL	total maximum daily load
UBC	Uniform Building Code
USACE	
USD	Unified School District
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UV	ultraviolet
VFR	visual flight rules
VOC	volatile organic compound
WPWMA	Western Placer Waste Management Authority
WRSL	Western Regional Sanitary Landfill
WTP	Water treatment plant
WWTRF	Wastewater Treatment and Reclamation Facility

Executive Summary

Introduction

This environmental impact report (EIR) analyzes the environmental effects of the proposed project (Project), indicates ways to reduce or avoid potential environmental damage resulting from the Project, and identifies alternatives to the proposed Project. This EIR also discloses the proposed Project's significant environmental effects that cannot be avoided, growth-inducing effects, effects found not to be significant, and significant cumulative impacts.

An EIR is a public, informational document used in the planning and decisionmaking process. The purpose of an EIR is not to recommend either approval or denial of a project, but to provide information to aid in the decision-making process. Although the EIR does not control the ultimate decision on the proposed Project, the City of Livermore (City), as lead agency, must consider the information in the EIR and respond to any significant effect identified in the EIR.

The California Environmental Quality Act (CEQA) requires the City to prepare an EIR that reflects the independent judgment of the City regarding the impacts of the project, the level of significance of the impacts both before and after mitigation, and mitigation measures proposed to avoid or reduce the impacts.

Project Description

Background

Lincoln Regional Airport serves the general aviation needs of the City of Lincoln, the southwestern portion of Placer County, and a portion of northern Sacramento County and is designated a reliever airport for various airports in the region. The City of Lincoln owns and operates the Lincoln Regional Airport, a public general aviation airport (the airport does not support commercial airline service) that serves regional general aviation requirements including piston-engine aircraft, privately owned business jets and helicopters.

The project evaluated in this EIR is the implementation of the Lincoln Regional Airport Master Plan. The Airport Master Plan describes in detail the proposed specific projects and improvements that comprise updates to the existing airport layout plan (ALP), estimated annual aircraft operations, land uses, circulation and other infrastructure improvements.

The Master Plan identifies the updates to the existing ALP, its phasing, and the funding sources necessary to serve anticipated general aviation and other identified needs of the Lincoln Regional Airport. The Airport Master Plan includes an evaluation of historical and forecasted aircraft operations and identifies facilities and improvements necessary to meet future demands.

The Airport Master Plan developed several general planning goals for the master planning effort. These planning goals relate to various aspects of the physical layout, capacity, operations and development of Lincoln Regional Airport under development

proposals considered for the master plan, including: development funding through the Federal Aviation Administration's Airport Capital Improvement Program; airport safety and reliability; adequacy of aviation-compatible commercial development; compatible land uses in currently undeveloped areas; minimizing environmental impacts and related community affects; enabling flexible airport development adaptable to changing conditions; meeting airport revenue generating goals; achieving consistency with applicable federal, state, regional and local plans; and maintaining public confidence and support.

Purpose and Objectives

The **purpose** of the Lincoln Regional Airport Master Plan is to provide details and plans that guide the development of aviation related improvements and compatible land uses within the airport property. The **objectives** of the Airport Master Plan are to:

- Determine the potential for growth in demand for services in the airport's current market area through 2030;
- Determine the potential for Lincoln Regional Airport to play a greater regional role by accommodating a larger share of the regional demand;
- Determine how much of the regional demand for air travel Lincoln Regional Airport will reasonably be able to accommodate given physical and environmental limitations; and
- Propose an airport facility development and improvement program to accommodate a manageable level of growth that is compatible with community values.

Project Elements

The following is a summary of the specific airport facilities evaluated in this EIR and needed to serve projected annual aircraft operations and infrastructure needs for the year 2030:

- Extend primary runway (15R-33L) 1,000 feet to the north for a total length of 7,001 feet;
- Construct new runway safety area at north end of the extension of runway 15R-33L;
- Extend existing taxiway 1,000 feet north and construct cross taxiway and aircraft holding area to service the extension of runway 15R-33L;
- Construct a new runway (15L-33R, 3,350 feet long; 75 feet wide) parallel to existing runway (15R-33L);
- Relocate the existing helipad;
- Construct West Side Taxiway System;
- Construct a new jet center, arrival and departure building and parking on the east side of the airport;
- Construct new hangars and aircraft parking areas south of the existing airport offices and on east side of the existing taxiway;
- Construct new roads, taxilanes, hangars and aircraft parking and infrastructure to serve the west side aviation requirements;
- Construct new access road to service the west side aviation development; and
- Construct extensions of the perimeter security fence.

Alternatives

In addition to the proposed Project, this draft EIR analyzes the potential impacts of a reasonable range of alternatives. The following alternatives were analyzed. The impacts of these alternatives are presented in Chapter 4, "Other CEQA Considerations."

No-Project Alternative

This alternative would result in no changes to the airport layout plan, no new aviation-related developments and no new infrastructure. This would result in no new impacts to the environment, but would not meet the purpose and objectives of the Airport Master Plan.

Alternative 1: Eliminate Westside Aviation Development

This alternative eliminates aviation–related development on the Westside of the airport. All other proposed aviation development on the airport would be retained. The interconnectivity of aviation-related projects and FAA design standards require that the following individual projects be eliminated as part of this alternative:

- Construction of the west side taxiway system;
- Construction of new roads, taxilanes, hangars and aircraft parking and infrastructure to serve the west side aviation requirements, and
- Construction of the new access road (loop) to service the west side aviation development

Alternative 1 would reduce the direct impacts on waters of the United States, the loss or disturbance of annual grassland habitat and the loss or disturbance of fairy shrimp habitat. There would be minor impact reductions on air quality and noise related to construction activities.

Alternative 1 does not meet the purpose or objectives of the Airport Master Plan.

Alternative 2: Eliminate the Runway 15-33 Extension

This alternative eliminates runway and taxiway improvements including the following individual projects.

- Extending primary runway (15R-33L) 1,000 feet to the north for a total length of 7,001 feet;
- Constructing new runway safety area at north end of the extension of runway 15R-33L;
- Extending existing taxiway 1,000 feet north and construct cross taxiway and aircraft holding area to service the northern extension of runway 15R-33L.

This alternative eliminates the extension of existing Runway 15-33 and the associated taxiway and runway safety area improvements. The runway and taxiway extensions create approximately 3.5 acres of new impermeable surfaces and extend the 60 CNEL noise contour slightly north of Wise Road, but would not impact noise contours south of

Nicolaus Road. Construction of the new runway safety area would temporarily impact wetland swales.

Alternative 2 does not meet the goal or objectives of the Airport Master Plan.

Alternative 3: Eliminate Construction of New Runway 15L-33R

This alternative would eliminate:

- Construction of a new runway (15L-33R, 3,350 feet long; 75 feet wide) parallel to existing runway (15R-33L).

Runway 15L-33R would create approximately 5.8 acres of new impermeable surfaces and extend the 60 CNEL noise contour slightly east, although, it would largely remain within airport property. It would also impact three vernal pools and three drainage ditches.

Alternative 3 does not meet the goal or objectives of the Airport Master Plan.

Alternative 4: Eliminate Eastside Improvements

Most of the projects in this alternative are proposed to be constructed on existing paved surfaces and are improvements or alterations to existing aviation facilities.

This alternative would eliminate:

- Relocation of the existing helipad;
- Construction of a new jet center, arrival and departure building and parking on the east side of the airport; and
- Construction of new hangars and aircraft parking areas south of the existing airport offices and on east side of the existing taxiway.

New hangars and aircraft parking south of existing hangars would create approximately 8.3 acres of new impermeable surfaces and impact a vernal pool and drainage channel.

Alternative 4 does not meet the goal or objectives of the Airport Master Plan.

Impacts and Mitigation Measures

Sections 3.1 to 3.11 of this document analyze the potential impacts of the proposed Project for each of the resource subjects required by CEQA. Growth inducing and cumulative impacts are analyzed in Chapter 4. A summary of the environmental impacts of the proposed Project is presented in Table ES-1. The table indicates the significance of each impact before mitigation, identifies appropriate mitigation measures, and lists the significance of each impact assuming implementation of the mitigation measures.

Areas of Known Controversy

Based on input received during the comment period of the Notice of Preparation and during previous coordination with adjacent landowners, at the time of the printing of this EIR the following are areas of known controversy.

- Some property owners south of Nicolaus Road with property in either the flightline tracks or within the 60 dB noise contour would like to rezone their property for greater residential density. Those properties are within Placer County and are administered under the Placer County Airport Land Use Compatibility Plan for the Lincoln Regional Airport.

There are no other areas of known controversy associated with the proposed Project.

Unresolved Issues

At the time of printing of this draft EIR there were no unresolved issues. The Airport Master Plan identifies specific aviation-related projects to guide airport development until the year 2030. There are no unresolved design or airport layout plan issues.

Table ES-1. Summary of Environmental Impacts-Proposed Project

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Air Quality			
Impact 3.1-1: Generation of Emissions from Construction of Building Facilities and Taxiways	LS	n/a	n/a
Impact 3.1-2: Entrainment of Naturally Occurring Asbestos Emissions	LS	n/a	n/a
Impact 3.1-3: Generation of Emissions from Aircraft Activity	LS	n/a	n/a
Impact 3.1-4: Generation of Mobile Source and Area Source Emissions from Project Operations	LS	n/a	n/a
Impact 3.1-5: Exposure of Sensitive Receptors to Substantial Concentrations of Carbon Monoxide	LS	n/a	n/a
Impact 3.1-6: Emissions from Concurrent Project Construction and Operations	LS	n/a	n/a
Biological Resources			
Impact 3.2-1: Loss or Disturbance of Annual Grassland Habitat	LS	n/a	n/a
Impact 3.2-2: Loss or Disturbance of Special-Status Plants	LS	n/a	n/a
Impact 3.2-3: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Vernal Pool Fairy Shrimp	PS	Mitigation Measure 3.2-3a: Complete protocol level surveys by a qualified biologist	LS
		Mitigation Measure 3.2-3b: Compensate for impacts on Vernal pool fairy shrimp by setting aside areas on the airport for creation and maintenance of fairy shrimp habitat	LS

Notes:

a. Significance is defined as follows:

LS = less than significant
PS = potentially significant
S = significant
SU = significant and unavoidable
NI = no impact
n/a = not applicable
B = beneficial
CC = cumulatively considerable
CCU = cumulatively considerable and unavoidable

Table ES-1. Summary of Environmental Impacts-Proposed Project

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Biological Resources (continued)			
Impact 3.2-4: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Western spadefoot toad	PS	Mitigation Measure 3.2-4a: Complete protocol level surveys by a qualified biologist	LS
		Mitigation Measure 3.2-4b: Compensate for impacts on the Western spadefoot toad by setting aside areas on the airport for creation and maintenance of fairy shrimp habitat	LS
Impact 3.2-5: Filling Waters of the United States	PS	Mitigation Measure 3.2-5: The Corps of Engineers will verify the wetland delineation map and the City will mitigate impacts by creating and maintaining wetlands on the airport.	LS
Cultural Resources			
Impact 3.3-1: Disturbance or Destruction of Undiscovered Buried Resources during Ground-Disturbing Activities	PS	Mitigation Measure 3.3-1: Reduce to a less-than-significant level by implementing Mitigation Measure 3.3-1	n/a
Impact 3.3-2: Potential Impacts on Buried or Unknown Archaeological Resources	PS	Mitigation Measure 3.3-2: Refer to Mitigation Measure 3.3-1	n/a
Geology, Soils, and Paleontology			
Impact 3.4-1: Potential Structural Damage and Injury Caused by Fault Rupture	LS	n/a	n/a
Impact 3.4-2: The Proposed Project Would Not Be Located On A Geologic Unit Or Soil That Is Unstable, Or That Would Become Unstable As A Result Of The Project, And Potentially Result In On-Or-Off-Site Landslide, Lateral Spreading, Subsidence, Liquefaction, Or Collapse	LS	n/a	n/a

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Table ES-1. Summary of Environmental Impacts-Proposed Project

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Geology, Soils, and Paleontology (continued)			
Impact 3.4-3: Potential Structural Damage As A Result Of Development On Expansive Soils	LS	n/a	n/a
Impact 3.4-4: Potential Accelerated Runoff, Erosion, And Sedimentation From Grading Activities	LS	n/a	n/a
Impact 3.4-5: Potential Impact to Paleontological Resources	PS	Mitigation Measure 3.4-5: Stop Work if Substantial Fossil Remains are Encountered During Construction	LS
Hazards and Hazardous Materials			
Impact 3.5-1: Creation of Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials	PS	Mitigation Measure 3.5-1: Prepare and Implement a Hazardous Materials Spill Prevention Control and Countermeasure Plan During Construction	LS
Impact 3.5-2: Location on a Site that is Listed as Hazardous by the California Environmental Protection Agency or Other Government Agencies and, as a Result, Would Create a Significant Hazard to the Public or the Environment	PS	Mitigation Measure 3.5-2: Prepare a Health and Safety Plan (HSP) for Construction Activities on Known Hazardous Materials Sites	LS
Impact 3.5-3: Creation of a Hazard through the Accidental Exposure or Mobilization of Hazardous Materials during Construction	PS	Mitigation Measure 3.5-3: Stop Work and Implement Hazardous Materials Investigations/Remediation	LS
Impact 3.5-4: Safety Hazards Near a Public or Public-Use Airport	LS	n/a	n/a

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Table ES-1. Summary of Environmental Impacts-Proposed Project

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Hydrology and Water Quality			
Impact 3.6-1: Potential for Increased Erosion and Sedimentation and Decreased Surface Water Quality during Construction	PS	Mitigation Measure 3.6-1: Comply with National Pollutant Discharge Elimination System General Construction Permit	LS
Impact 3.6-2: Increase in Surface Runoff and Associated Water Quality Impacts on Local Waterways	PS	Mitigation Measure 3.6-2: Construct the Proposed Stormwater Detention Swale Between Runway 15R-33L and Runway 15L-33R Prior to Significantly Increasing the Amount of Impermeable Surfaces	LS
Impact 3.6-3: Potential for Degradation of Water Quality through the Accidental Release of Hazardous Materials	PS	Mitigation Measure 3.6-3a: Develop Hazardous Material Spill Prevention Control and Countermeasure Plan for Construction	LS
		Mitigation Measure 3.6-3b: Implement Measures to Maintain Groundwater or Surface Water Quality	LS
Impact 3.6-4: Substantial Depletion of Groundwater Supplies or Interference with Groundwater Recharge	LS	n/a	n/a
Land Use and Planning			
Impact 3.7-1: Physically Divide an Established Community	NI	n/a	n/a
Impact 3.7-2: Introduce New Land Uses That Would Conflict with Established Uses Within the Vicinity of the Airport	NI	n/a	n/a
Impact 3.7-3: Development Proposed by the Airport Master Plan Could Conflict with an Adopted Applicable Land Use Plan, Policy or Regulation of an Agency with Jurisdiction Over the Project Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect	LS	n/a	n/a

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Table ES-1. Summary of Environmental Impacts-Proposed Project

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Public Services and Utilities			
Impact 3.8-1: Increased Demand for Fire Protection Services	LS	n/a	n/a
Impact 3.8-2: Exposure of People or Structures to Increased Risk of Loss, Injury, or Death Involving Urban or Wildland Fires	LS	Mitigation Measure 3.8-2: Implement Procedures to Reduce Fire Risk During Construction	n/a
Impact 3.8-3: Potential Increased Need for or Adverse Effects on Police Services (Response Times or Facilities)	LS	n/a	n/a
Impact 3.8-4: Disruption of or Adverse Effects on Public Schools or Other Public Services	LS	n/a	n/a
Impact 3.8-5: Construction-Related Water Service Interruptions	PS	Mitigation Measure 3.8-5: Conduct an Investigation of Utility Line Locations and maintain Utility Services	LS
Impact 3.8-6: Adverse Effects on the Capacity of Water Services	LS	n/a	n/a
Impact 3.8-7: Adverse Effects on the Capacity of Wastewater Services	LS	n/a	n/a
Impact 3.8-8: Result in Demand for Additional Stormwater Drainage Infrastructure	LS	n/a	n/a
Impact 3.8-9: Adverse Effects on Other Utilities	LS	n/a	n/a
Impact 3.8-10: Adverse Effects on the Capacity of Solid Waste Landfills	LS	n/a	n/a

Notes:

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B = beneficial
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CCU = cumulatively considerable and unavoidable

Table ES-1. Summary of Environmental Impacts-Proposed Project

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Noise			
Impact 3.9-1: Exposure of Noise-Sensitive Land Uses to Excessive Aircraft Noise	PS	Mitigation Measure 3.9-1: Implement Airport Land Use Compatibility Guidelines	LS
Impact 3.9-2: Noise During Construction Activities	PS	Mitigation Measure 3.9-2a: Limit Hours of Construction	LS
		Mitigation Measure 3.9-2b: Employ Noise-Reducing Construction Practices	
		Mitigation Measure 3.9-2c: Prepare a Noise Control Plan	
Transportation and Circulation			
Impact 3.10-1: Existing Traffic Conditions Plus Project Conditions	S	Mitigation Measure 3.10-1: Impact would be Temporary in Nature Until the Bypass is Opened	LS
Impact 3.10-2: Traffic Conditions in 2012	LS	n/a	n/a
Impact 3.10-3: The Proposed Project Would Increase the Demand for Transit Services in the Study Area	LS	n/a	n/a

Notes:

a. Significance is defined as follows:

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PS = potentially significant
S = significant
SU = significant and unavoidable
NI = no impact
n/a = not applicable
B = beneficial
CC = cumulatively considerable
CCU = cumulatively considerable and unavoidable

CHAPTER 1

Introduction

The California Environmental Quality Act (CEQA) of 1970, as amended, requires that an environmental impact report (EIR) be prepared, certified, and considered by decision makers before action is taken on a project. Section 15161 of the State CEQA Guidelines requires an EIR to examine the expected individual and cumulative impacts of all phases of a proposed Project, including planning, construction, and operation. An EIR also identifies means (mitigation measures) to minimize potential adverse impacts and evaluates reasonable alternatives to the proposed Project, including the required no-project alternative.

The project evaluated in this DEIR is the implementation of the Lincoln Regional Airport Master Plan (Master Plan). The Master Plan describes in detail the proposed specific projects and improvements that comprise updates to the existing airport layout plan (ALP), estimated annual aircraft operations, land uses, circulation and other infrastructure improvements.

The Master Plan identifies the updates to the existing ALP, its phasing, and the funding sources necessary to serve anticipated general aviation and other identified needs of the Lincoln Regional Airport. The Master Plan includes a coherent evaluation of historical and forecasted aircraft operations and identifies facilities and improvements necessary to meet future demands.

A copy of the Draft Environmental Impact Report (DEIR) or Airport Master Plan may be obtained from the City of Lincoln, Public Works Department located at 640 5th Street, Lincoln, CA, 95648, or by calling 916-645-8576. A copy of the DEIR or Airport Master Plan may also be obtained through the City of Lincoln Web Site under the *"What's New"* section at: www.lincoln.ca.us.

EIR Requirements

CEQA (Public Resources Code [PRC] 21000–21178.1) and the State CEQA Guidelines provide the statutory requirements for evaluating environmental impacts of the project. CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority. Public agencies are required to avoid or mitigate impacts when feasible. Public agencies also are required to balance a variety of public objectives, including economic, environmental, and social objectives.

An EIR is a public informational document used in the planning and decisionmaking process. Although the EIR does not control the ultimate decision on the project, the lead agency, in this case the City of Lincoln must consider the information in the EIR and respond to each significant impact identified in the EIR. The purpose of an EIR is to:

- Identify the potentially significant impacts of the proposed Project on the environment and indicate the manner in which those significant effects can be avoided or mitigated;

- Identify any unavoidable adverse impacts that cannot be mitigated; and
- Identify reasonable and feasible alternatives to the project that would eliminate any significant adverse environmental impacts or reduce the impacts to a less-than-significant level.

An EIR also discloses growth-inducing impacts, effects found not to be significant, and significant cumulative impacts of past, present, and reasonably anticipated future projects. The EIR represents an objective, good faith disclosure of the foreseeable environmental impacts that might occur should the project be approved and developed. The EIR does not approve or deny the project. CEQA requires the City, as the lead agency, to prepare an EIR that reflects the independent judgment of the agency regarding the impacts, the level of significance of the impacts both before and after mitigation, and the mitigation measures proposed to reduce the impacts.

A draft EIR is circulated to responsible agencies, trustee agencies with resources affected by the project, and interested agencies and individuals. The purposes of public and agency review of a draft EIR include sharing expertise, disclosing agency analyses, checking for accuracy, detecting omissions, discovering public concerns, and soliciting counterproposals. Reviewers of a draft EIR should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate significant environmental effects.

Focus of the EIR

This document serves as a program EIR for airport development as specified in the Airport Master Plan (2007), related to the Lincoln Regional Airport's proposal to construct a new parallel runway and taxiway, additional aircraft hangars, arrivals and departures building, aviation-related and commercial facilities. Although programmatic, this EIR also specifically evaluates the environmental consequences of constructing and operating airfield related projects that have sufficient detail to identify their "footprint" such as runways, taxiways, hangar areas and roadways.

Future environmental analyses of individual projects within the airport would be based upon and rely on this EIR. The City may determine, after conducting a written analysis, that a proposed site-specific activity is within the scope of the project and impacts covered by this EIR. Upon making such a determination, the City would conclude that no modification to the EIR is necessary, absent grounds for preparing a subsequent or supplemental EIR.

Where the City cannot find the proposed activity to be within the scope of the project and impacts covered by this EIR, following the requirements of CEQA Guidelines 15162-15164, the City will need to determine what appropriate subsequent or supplemental environmental documentation may be necessary. Among the factors the City will consider in determining whether proposed activities are, indeed, "within the scope" of the project analyzed in this EIR are whether the site-specific project will cause:

- Substantial changes to the project that will require major revisions to the EIR because of new significant impacts;
- Substantial changes to the project that will cause an increase in severity of previously identified significant impacts; and/or
- One or more significant effects that were not discussed in this EIR.

This EIR tries to anticipate as many impacts of future development on the airport as is feasible at this stage. When future development proposals that are consistent with the Master Plan and consistent with the impacts described in this EIR are brought forward, it is possible that no additional CEQA documentation will be necessary. Future development proposals that are not consistent with the Master Plan or that would result in impacts not anticipated in this EIR require additional CEQA documentation.

Intended Uses of the EIR

The City will use this document in its decision-making. The City's potential actions include adoption of the Master Plan. Chapter 2, "Project Description," describes this City approval further. The City may find that specific projects identified in the Master Plan have been sufficiently evaluated in this EIR.

This EIR also will be used by the responsible agencies with permit jurisdiction over certain aspects of the project, such as the California Department of Fish and Game (DFG), for streambed alterations; the California Department of Transportation (Caltrans), for any encroachment; and other approving agencies. Chapter 2 describes these responsible-agency approvals further.

Terminology

To assist readers in understanding this EIR, terms used are defined as follows:

- *Project* means the whole of an action that has the potential for resulting in a physical change in the environment, directly or ultimately.

- *Environment* means the physical conditions that exist in the area and would be affected by a proposed Project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. The area involved is the area in which significant direct or indirect impacts would occur because of the Project. The environment includes both natural and artificial conditions.

- *Impacts* analyzed under CEQA must be related to a physical change.

  Impacts comprise:
  - Direct or primary effects that are caused by the proposed Project and occur at the same time and place; or
  - Indirect or secondary effects that are caused by the proposed Project and are later in time or farther removed in distance but still reasonably foreseeable, including growth-inducing impacts and other effects related to induced changes in the pattern of land use, population density, or

growth rate, and related effects on air and water and other natural systems, including ecosystems.

- *Significant impact on the environment* means a substantial, or potentially substantial, adverse change in any of the physical conditions in the area affected by the Project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself is not considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

- *Mitigation* consists of:
    - Avoiding the impact altogether by not taking a certain action or parts of an action;
    - Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
    - Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
    - Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; or
    - Compensating for the impact by replacing or providing substitute resources or environments.

- *Cumulative impacts* refer to two or more individual impacts that, when considered together, are considerable or that compound or increase other environmental impacts. The individual impacts may be changes resulting from a single project or separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the Project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

This EIR uses a variety of terms to describe the level of significance of adverse impacts. These terms are defined as follows:

- **Less-than-Significant Impact:** an impact that is adverse but does not exceed the defined thresholds of significance. Less-than-significant impacts do not require mitigation.

- **Potentially Significant Impact:** an environmental effect that may cause a substantial adverse change in the environment; however, additional information is needed regarding the extent of the impact to make the determination of significance. For CEQA purposes, a potentially significant impact is treated as if it were a significant impact.

- **Significant Impact:** an impact that exceeds the defined thresholds of significance and would or could cause a substantial adverse change in the environment. Mitigation measures are recommended to eliminate the impact or reduce it to a less-than-significant level.

- **Significant and Unavoidable Impact:** an impact that exceeds the defined thresholds of significance and cannot be eliminated or reduced to a less-than significant level through the implementation of mitigation measures.

Organization of the EIR

The EIR is organized in the following chapters:

- "Executive Summary" presents a brief summary of the Project; summarizes the impacts and mitigation measures; identifies areas of known controversy, including issues raised by agencies and the public; and identifies unresolved issues. This chapter also summarizes the proposed Project's growth inducing impacts, cumulative impacts, significant and unavoidable impacts, and significant irreversible impacts.

- Chapter 1, "Introduction," explains the purpose of this EIR, defines terms used in the analysis and discusses the environmental review process.

- Chapter 2, "Project Description," describes the Project.

- Chapter 3, "Environmental Analysis," is devoted to resource topics. For each resource, data relevant to the environmental setting is presented. The impacts of the proposed Project on the resource are evaluated in terms of significance, and mitigation measures are identified. As the lead agency, the City is responsible for determining which mitigation measures are appropriate.

- Chapter 4, "Other CEQA Considerations," presents the analysis of the proposed Project's cumulative and growth-inducing impacts. Significant and irreversible, as well as significant and unavoidable, environmental changes are identified in this chapter. The analysis of alternatives considered is presented in this chapter also.

- Chapter 5, "References Cited," lists printed references consulted and personal communications conducted in preparation of this EIR.

- Chapter 6, "List of Preparers," lists the EIR authors, the technical specialists and members of the production team, and other key individuals who assisted in the preparation and review of this EIR.

- Technical appendices with supporting data and information are presented as part of this EIR, under a separate cover.

Agencies that May Use the EIR

Several responsible or trustee agencies that also have review authority over the proposed Project may use this EIR. As stated in State CEQA Guidelines 15231:

> A final EIR prepared by a Lead Agency or a Negative Declaration adopted by a Lead Agency shall be conclusively presumed to comply

> with CEQA for purposes of use by Responsible Agencies which were consulted pursuant to Sections 15072 or 15082 unless one of the following conditions occurs:
> a. The EIR or Negative Declaration is finally adjudged in a legal proceeding not to comply with the requirements of CEQA, or
> b. A subsequent EIR is made necessary by Section 15162 of these Guidelines.

The various local, state, and federal agencies that may use the EIR are identified in Chapter 2, "Project Description."

Environmental Review Process

The City distributed a notice of preparation (NOP) of a draft EIR for the proposed Project on June 1, 2007 (Appendix A). The NOP was distributed for a 30-day comment period that ended on June 30, 2007. The City held an agency and public scoping meeting on the proposed Project on June 20, 2007. The scoping meeting was an opportunity for agencies and the public to obtain information about the proposed Project and to provide input regarding the issues they wanted addressed in the draft EIR. Comments about the NOP were considered in the preparation of the EIR. Appendix A also contains written comments received about the NOP.

CEQA does not require formal hearings at any stage of the environmental review process (State CEQA Guidelines 15202[a]). However, it does encourage "wide public involvement, formal and informal ... in order to receive and evaluate public reactions to environmental issues" (State CEQA Guidelines 15201). The City of Lincoln routinely encourages public participation during CEQA document review and will hold formal public hearings on this EIR.

CHAPTER 2
PROJECT DESCRIPTION

Introduction

This chapter describes the Lincoln Regional Airport Master Plan (Airport Master Plan) as proposed by the City of Lincoln (the City), the airport owner. The description provided below highlights the key features of the Airport Master Plan. The plan itself, prepared for the City of Lincoln by Reinard W. Brandley, Consulting Airport Engineer (November 2007) should be considered a companion document to this EIR as it inherently represents the most thorough description of the proposed actions.

In accordance with the requirements of CEQA (Section 15124), the project description provides information about location and boundaries of the proposed Project, a statement of objectives, and a general description of the various characteristics of the Project and a brief summary of the intended uses of the EIR.

Location

The Lincoln Regional Airport (airport) is located on about 775-acres two miles northwest of downtown Lincoln near the intersection of Nicolaus Road and Aviation Boulevard as shown in Figures 2-1 and 2-2. The airport occupies most of section 17 and a portion of section 6, Township 12 north, Range 6 east of the Lincoln 7.5 minute quadrangle. Figure 2-3 shows the study area included in this EIR.

The airport is bounded on the south by Nicolaus Road; on the west by Airport Road; on the north by Wise Road and on the east by Aviation Boulevard. The only public entrance to the active portions (aircraft operational areas) of the airport is via controlled access from Flightline Drive west of Aviation Boulevard.

Contiguous to the airport, the City of Lincoln owns a 26-acre parcel at the northern terminus of Flightline Drive. This parcel, shown in Figures 2-2 and 2-3, is included in this draft EIR study area.

Background

Lincoln Regional Airport serves the general aviation needs of the City of Lincoln, the southwestern portion of Placer County, and a portion of northern Sacramento County. The City of Lincoln owns and operates the Lincoln Regional Airport, a public general aviation airport (the airport does not support commercial airline service) that serves regional general aviation requirements including piston-engine aircraft, privately owned business jets and helicopters.

Lincoln Regional Airport is designated a reliever airport for various airports in the Sacramento area and serves one of the fastest growing metropolitan areas in Northern California. Other airports within a 25-mile radius of the Lincoln Regional Airport that provide similar general aviation services include Auburn Municipal Airport, Sacramento Executive Airport, McClellan Field and Mather Airfield. The Sacramento International Airport is the closest airport serving major commercial airlines.

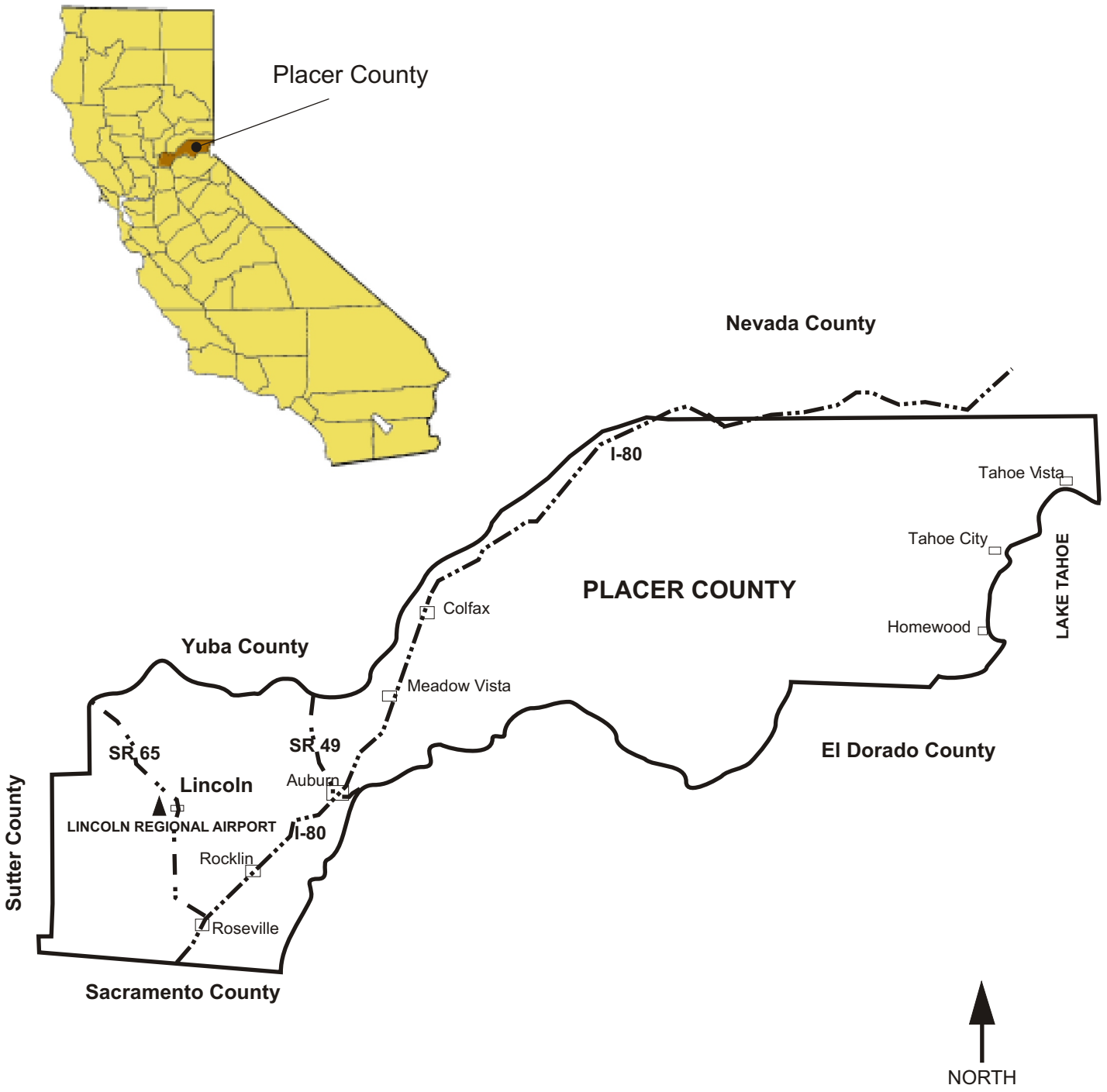
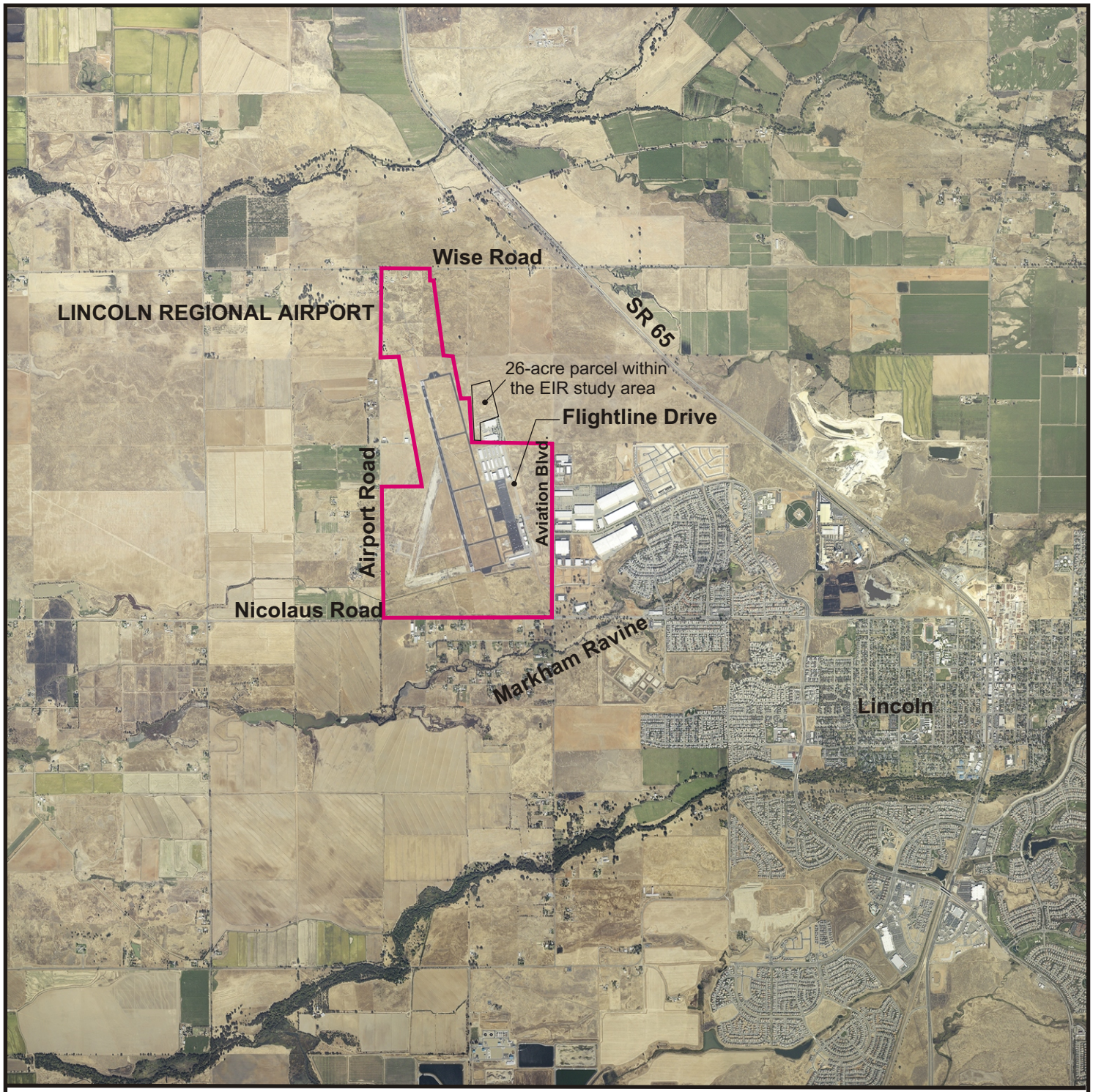


FIGURE 2-1

REGIONAL LOCATION
LINCOLN REGIONAL AIRPORT

Lincoln Regional Airport
Master Plan Draft EIR

November 2007



NORTH

Scale

0 0.5 1.0

Miles

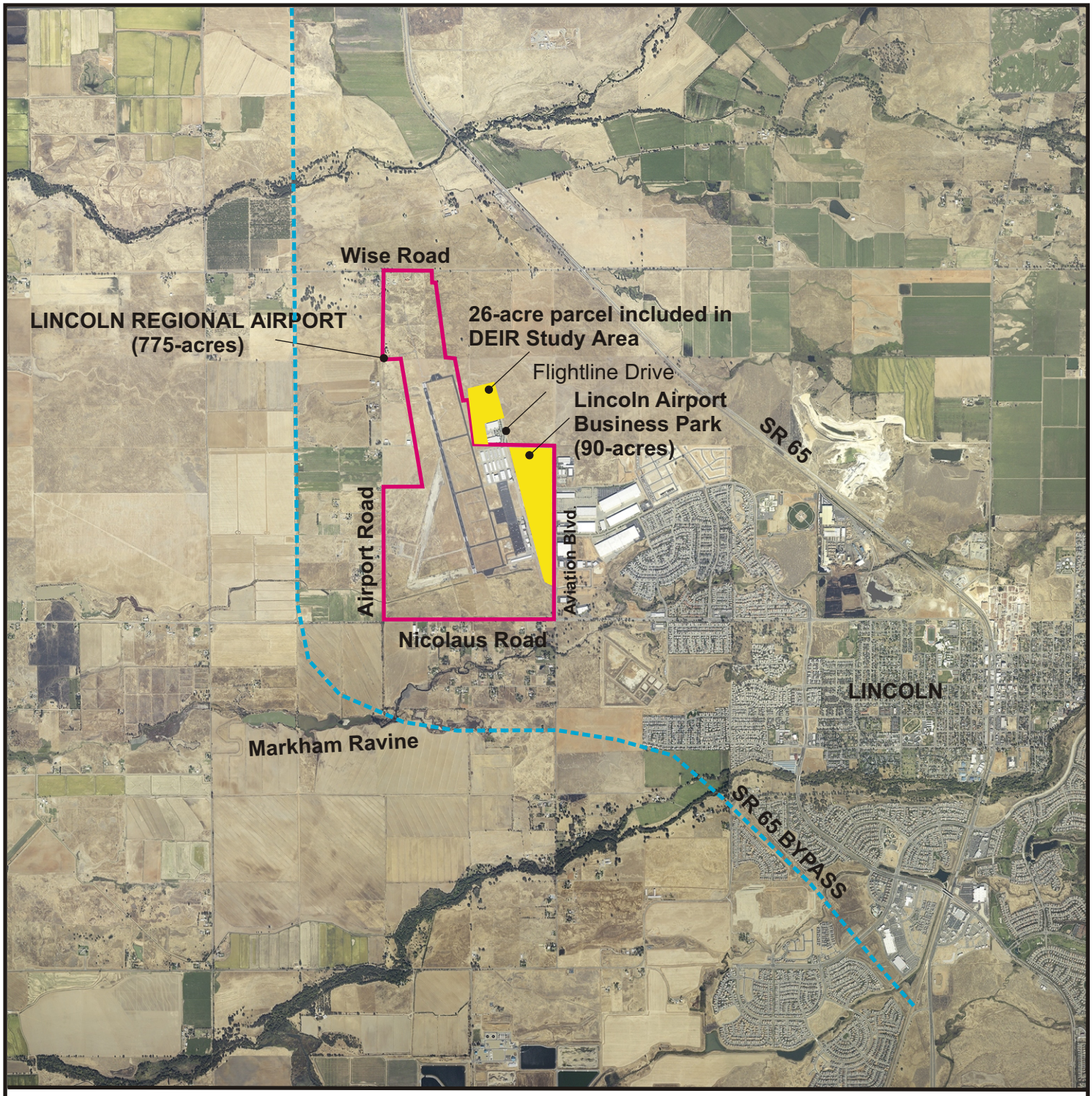
Lincoln Regional Airport
Master Plan Draft EIR

November 2007

FIGURE 2-2

LOCATION
LINCOLN REGIONAL AIRPORT

Aerial photography by Geoimagery, Auburn, CA



NORTH

Scale

0 0.5 1.0

Miles

Lincoln Regional Airport
Master Plan Draft EIR

November 2007

FIGURE 2-3

STUDY AREA COMPONENTS
LINCOLN REGIONAL AIRPORT

Aerial photography by Geoimagery, Auburn, CA

The Placer County Airport Land Use Commission (ALUC) has adopted the Placer County Airport Land Use Compatibility Plan (ALUCP) to ensure that land surrounding the Lincoln Regional Airport is zoned for airport-compatible uses. The City of Lincoln 2050 General Plan (currently being considered for adoption) also reflects compatible land uses consistent with ALUCP requirements. Land uses adjacent and near the airport are compatible with airport activities. Except for the airport itself and the area to the east, lands in the airport environs are unincorporated and under the jurisdiction of Placer County. Most of this area is devoted to dry land farming and livestock grazing with widely scattered residences. The only concentration of residential development within county jurisdiction is immediately south of the airport, south of Nicolaus Road, where several dozen homes are situated in a long-established rural-residential subdivision comprised of five-acre lots.

Most new development occurring around the City of Lincoln is taking place on the city's southern edge. Several major new projects are adding over 10 square miles to the city's size. Urbanization also is moving westward toward the airport. Already partially built, the Lincoln Air Center development occupies the adjoining square mile to the east. This project consists of an industrial park on the western half of the property and residential uses in the eastern portion about a mile from the airport runway. The future land use compatibility planning will assure that incompatible development does not occur within the runway approaches and other critical areas around the airport.

The City of Lincoln has prepared this program EIR to analyze the Lincoln Regional Airport Master Plan. Specific airport improvements and associated infrastructure improvements and the designation to set aside specific areas within the airport for light industrial comprise the proposed Project and are discussed in more detail below.

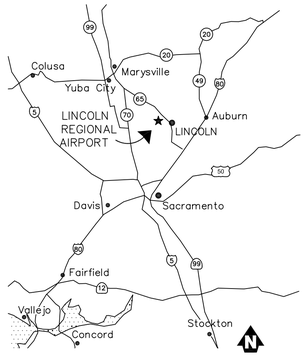
Existing Airport Conditions

As originally constructed by the U.S. Army Air Corps during World War II, the airport consisted of four runways — three in a triangular arrangement and a fourth running through the center — each about 4,000 feet long by 300 feet wide. By the early 1970s, all but the center runway (now designated Runway 15-33) were closed and abandoned. In the early 1980's, the City of Lincoln acquired additional property and Runway 15-33 was extended northward to its present length of 6,001 feet and width of 100 feet. A full-length parallel taxiway (Taxiway 'A') east of Runway 15-33 is connected by five cross taxiways (Figure 2-4).

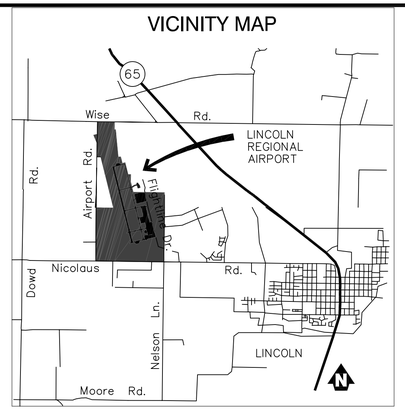
The airport's building area, on the east side of the airport, is divided into two general uses: 1) the existing aviation-related businesses including an air charter service, self-service and full-service aircraft fueling, aircraft repair and maintenance, flight instruction and aircraft painting; and 2) aircraft storage and parking. The airport's aircraft apron is approximately 66.3 acres with space for 240 aircraft parking. The majority of the aircraft hangars are currently located north of the apron area. A helicopter landing area (helipad) with accommodations for three helicopters is located between the aircraft apron and Taxiway 'A'.

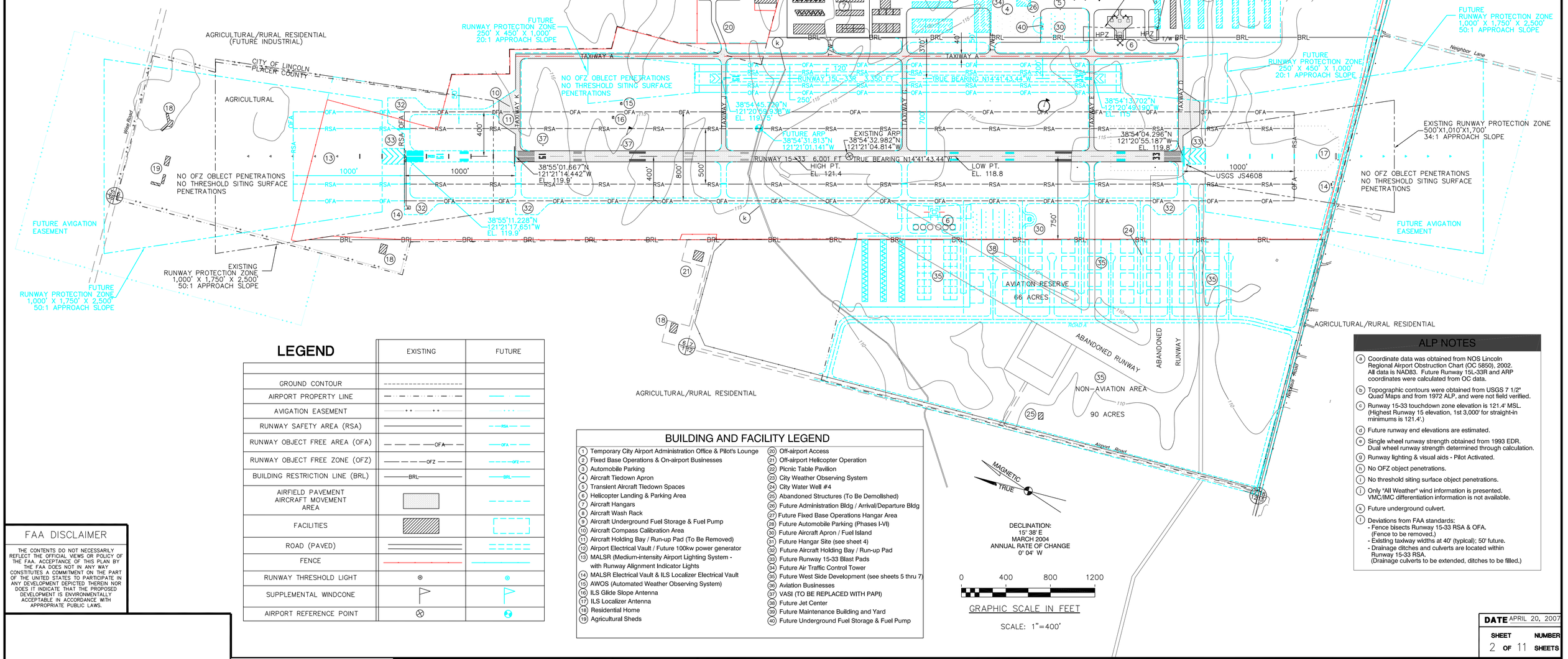
Currently there are 231 fixed wing aircraft based on the airport. Forecasts in the *Airport Master Plan* (2007) indicate that the total number of aircraft to be based at the airport by the year 2010 will be 260. The majority of aircraft will be single-engine (*Airport Master*

LOCATION MAP



VICINITY MAP





LEGEND

	EXISTING	FUTURE
GROUND CONTOUR		
AIRPORT PROPERTY LINE		
AVIGATION EASEMENT		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBJECT FREE AREA (OFA)		
RUNWAY OBJECT FREE ZONE (OFZ)		
BUILDING RESTRICTION LINE (BRL)		
AIRFIELD PAVEMENT AIRCRAFT MOVEMENT AREA		
FACILITIES		
ROAD (PAVED)		
FENCE		
RUNWAY THRESHOLD LIGHT		
SUPPLEMENTAL WINDCONE		
AIRPORT REFERENCE POINT		

BUILDING AND FACILITY LEGEND

1. Temporary City Airport Administration Office & Pilot's Lounge
2. Fixed Base Operations & On-airport Businesses
3. Automobile Parking
4. Aircraft Tiedown Apron
5. Transient Aircraft Tiedown Spaces
6. Helicopter Landing & Parking Area
7. Aircraft Hangars
8. Aircraft Wash Rack
9. Aircraft Underground Fuel Storage & Fuel Pump
10. Aircraft Compass Calibration Area
11. Aircraft Holding Bay / Run-up Pad (To Be Removed)
12. Airport Electrical Vault / Future 100kw power generator
13. MALSR (Medium-intensity Airport Lighting System - with Runway Alignment Indicator Lights
14. MALSR Electrical Vault & ILS Localizer Electrical Vault
15. AWOS (Automated Weather Observing System)
16. ILS Glide Slope Antenna
17. ILS Localizer Antenna
18. Residential Home
19. Agricultural Sheds
20. Off-airport Access
21. Off-airport Helicopter Operation
22. Picnic Table Pavilion
23. City Weather Observing System
24. City Water Well #4
25. Abandoned Structures (To Be Demolished)
26. Future Administration Bldg / Arrival/Departure Bldg
27. Future Fixed Base Operations Hangar Area
28. Future Automobile Parking (Phases I-VI)
30. Future Aircraft Apron / Fuel Island
31. Future Hangar Site (see sheet 4)
32. Future Aircraft Holding Bay / Run-up Pad
33. Future Runway 15-33 Blast Pads
34. Future Air Traffic Control Tower
35. Future West Side Development (see sheets 5 thru 7)
36. Aviation Businesses
37. VASI (TO BE REPLACED WITH PAPI)
38. Future Jet Center
39. Future Maintenance Building and Yard
40. Future Underground Fuel Storage & Fuel Pump

ALP NOTES

(a) Coordinate data was obtained from NOS Lincoln Regional Airport Obstruction Chart (OC 5850), 2002. All data is NAD83. Future Runway 15L-33R and ARP coordinates were calculated from OC data.

(b) Topographic contours were obtained from USGS 7 1/2" Quad Maps and from 1972 ALP, and were not field verified.

(c) Runway 15-33 touchdown zone elevation is 121.4' MSL. (Highest Runway 15 elevation, 1st 3,000' for straight-in minimums is 121.4'.)

(d) Future runway end elevations are estimated.

(e) Single wheel runway strength obtained from 1993 EDR. Dual wheel runway strength determined through calculation.

(g) Runway lighting & visual aids - Pilot Activated.

(h) No OFZ object penetrations.

(i) No threshold siting surface object penetrations.

(j) Only "All Weather" wind information is presented. VMC/IMC differentiation information is not available.

(k) Future underground culvert.

(l) Deviations from FAA standards:
- Fence bisects Runway 15-33 RSA & OFA. (Fence to be removed.)
- Existing taxiway widths at 40' (typical); 50' future.
- Drainage ditches and culverts are located within Runway 15-33 RSA. (Drainage culverts to be extended, ditches to be filled.)

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.

APPROVED DATE
FAA

City of Lincoln

APPROVED DATE
AIRPORT MANAGER

Lincoln All-America City 2006

REGISTERED PROFESSIONAL ENGINEER R. DAMON BRANDLEY No. C 66558 Exp. 6-30-2008 CIVIL STATE OF CALIFORNIA

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

PLACER COUNTY
STATE OF CALIFORNIA

LINCOLN REGIONAL AIRPORT

CITY OF LINCOLN, CALIFORNIA

AIRPORT LAYOUT PLAN

NO.	REVISIONS	BY	APR	DATE
1	REVISED EAST SIDE HANGAR LAYOUTS	DB	RWB	11/2/07

DATE APRIL 20, 2007

SHEET NUMBER 2 OF 11 SHEETS

Plan, 2007). The same report estimates that by the year 2015 there will be 287 based aircraft.

Annual operations in 2007 at the airport, which include take-offs and landings, are currently 74,406. The projected operations are expected to increase to 80,000 by 2008 and are projected to increase to as many as 95,000 annually by the year 2013 and to 120,000 annual aircraft operations by 2023.

Existing General Plan Land Use and Zoning Designations

The City of Lincoln is preparing an updated General Plan (2007). Lincoln Regional Airport General Plan designation for the airport is primarily Light Industrial (LI); the northwestern portion of the airport is designated Agriculture (AG). The proposed designations are consistent with the existing General Plan designations.

Zoning designations (*City of Lincoln Zoning Ordinance*, as amended) for the Lincoln Regional Airport mirror the General Plan designations:

- (I)PD - Industrial Planned Development
- AG – Agricultural

The zoning ordinance includes Division VIII Lincoln Municipal [Regional] Airport Hazard Zone that addresses airport hazards that "endangers the lives and property of users of the Lincoln Municipal [Regional] Airport, and property or occupants of land in its vicinity…"(Chapter 18.70, sections 18.70.010 through 18.70.040).

Placer County Airport Land Use Commission

The Placer County Airport Land Use Commission (ALUC) is responsible for preparing and implementing the Placer County Airport Land Use Compatibility Plan (ALUCP) that promotes compatibility between the airports in Placer County (Lincoln, Auburn and Blue Canyon) and the land uses that surround them. The ALUCP serves as a tool for use by the commission in fulfilling its duty to review airport and adjacent land use development proposals. Additionally, the ALUCP sets compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to land owners in their design of new development.

ALUC's were established under the California State Aeronautics Act (Public Utility Code Sections 21670 et seq, 1967, as amended). The fundamental purpose of the ALUC is to promote land use compatibility around airports:

> ...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.

The ALUC will review the proposed plans, as identified in the Airport Master Plan (2007) for consistency with the ALUCP. However, ALUC has no authority over existing land uses (Section 21674(a)) or over the operation of airports (Section 21674(e)). The

authority of ALUC extends only to land in the vicinity of airport that is "not already devoted to incompatible uses."

Actions pertaining to how and where aircraft operate on the ground or in the air around an airport are the jurisdiction of the FAA and CalTrans Division of Aeronautics. ALUC involvement with aircraft operations is limited to taking the operational characteristics into account in the development of land use compatibility policies. However, the ALUC is required to review proposed airport master plans for consistency with the commission's plans and to amend those plans to reflect adopted airport mater plans. The ALUC is generally conceded to have authority to review proposals for non-aviation development on airport property.

CalTrans Division of Aeronautics

The California Department of Transportation (CalTrans), Division of Aeronautics (Division) is responsible for funding, licensing and permitting programs for airports and heliports. The Division provides assistance for development and maintenance of aviation facilities through engineering, systems planning, environmental reviews and community service programs. The Division publishes and periodically updates the *California Airport Land Use Planning Handbook*, (2002) which provides guidance to ALUCs. The Division administers noise regulation and land use planning laws that foster compatible land use around airports and encourages environmental mitigation measures to lessen noise, air pollution, and other impacts caused by aviation.

The Division's mission in aviation is to foster and promote the development of a safe, efficient, dependable, and environmentally compatible air transportation system. The State's aviation commitment began in 1947 with the California Aeronautics Commission that eventually became the Division of Aeronautics in Caltrans. The State Aeronautics Act, Public Utilities Code (PUC) section 21001 et seq., is the foundation for the Department's aviation policies. The Division issues permits for and annually inspects hospital heliports and public-use airports; makes recommendations regarding proposed school sites within two miles of an airport runway; and authorizes helicopter landing sites at/near schools. The Division administers noise regulation and land use planning laws that foster compatible land use around airports and encourages environmental mitigation measures to lessen noise, air pollution, and other impacts caused by aviation. The Division of Aeronautics also provides grants and loans for safety, maintenance and capital improvement projects at airports.

Federal Aviation Administration Role

The Federal Aviation Administration (FAA) administers the Airport Improvement Program (AIP) that finances eligible aviation facility improvements on public airports. Airport owners, in this case the City of Lincoln, are required to prepare and maintain a current Airport Layout Plan (ALP) in order to receive federal funding under the AIP. The City of Lincoln, through the City Council, may request funding from the FAA to construct the aviation-related projects identified in the Airport Master Plan (2007) or to develop projects within specific land uses designated on the ALP. The FAA's review of the ALP and/or review of the funding request subjects proposed airport projects to the provisions of the National Environmental Policy Act (NEPA). The FAA will prepare an environmental assessment (EA) for the Lincoln Regional Airport that addresses potential environmental affects associated with proposed individual airport improvement projects.

The FAA will prepare the EA in accordance with NEPA, the Council on Environmental Quality (CEQ) regulations (Title 40, Code of Federal Regulations Parts 1500-1508), FAA Order 1050.1E (*Policies and Procedures for Considering Environmental Impacts*), and FAA Order 5050.4B (*NEPA Implementing Instructions for Airport Projects*). The EA will analyze and document the potential environmental impacts of implementing the proposed projects, and will identify mitigation measures that may be necessary to reduce the magnitude of those impacts.

On federally obligated airports, such as Lincoln Regional Airport, where sponsors accept federal grants to fund airport development and improvements, the FAA serves as the lead federal agency for consultation with federal and state agencies that enforce or have jurisdictional responsibilities including the U.S. Army Corps of Engineers for compliance with the Section 404 of the U.S. Clean Water Act; the U.S. Fish and Wildlife Service for compliance with Section 7 of the U.S. Endangered Species Act; U.S. Environmental Protection Agency for compliance with the U.S. Clean Air Act, and the State Office of Historic Preservation (SHPO) for compliance with Section 106 of the National Historic Preservation Act.

Project Objectives

The objectives of the Airport Master Plan are to:

- Determine the potential for growth in demand for services in the airport's current market area through 2030;
- Determine the potential for Lincoln Regional Airport to play a greater regional role by accommodating a larger share of the regional demand;
- Determine how much of the regional demand for air travel Lincoln Regional Airport will reasonably be able to accommodate given physical and environmental limitations; and
- Propose an airport facility development and improvement program to accommodate a manageable level of growth that is compatible with community values.

The Airport Master Plan developed several general planning goals for the master planning effort. These planning goals relate to various aspects of the physical layout, capacity, operations and development of Lincoln Regional Airport under development proposals considered for the Airport Master Plan, including: development funding through the Federal Aviation Administration's Airport Capital Improvement Program; airport safety and reliability; adequacy of aviation-compatible commercial development; compatible land uses in currently undeveloped areas; minimizing environmental impacts and related community affects; enabling flexible airport development adaptable to changing conditions; meeting airport revenue generating goals; achieving consistency with applicable federal, state, regional and local plans; and maintaining public confidence and support.

Aircraft operational forecasts were developed to determine how much demand there might be for aircraft and commercial aviation-compatible services at the airport in 2030 assuming that there were no significant limitations on development and assuming that regional and local demands remains consistent. The forecasts were used to determine

what level of airport development would be necessary to accommodate these future demands and to provide the City of Lincoln and the airport with long-range planning goals and objectives.

The following is a summary of the specific airport facilities evaluated in this EIR and needed to serve projected annual aircraft operations and infrastructure needs for 2030:

- Extend primary runway (15R-33L) 1,000 feet to the north for a total length of 7,001 feet;
- Construct new runway safety area at north end of the extension of runway 15R-33L;
- Extend existing taxiway 1,000 feet north and construct cross taxiway and aircraft holding area to service the extension of runway 15R-33L;
- Construct a new runway (15L-33R, 3,350 feet long; 75 feet wide) parallel to existing runway (15R-33L);
- Relocate the existing helipad;
- Construct West Side Taxiway System;
- Construct a new jet center, arrival and departure building and parking on the east side of the airport;
- Construct new hangars and aircraft parking areas south of the existing airport offices and on east side of the existing taxiway;
- Construct new roads, taxilanes, hangars and aircraft parking and infrastructure to serve the west side aviation requirements;
- Construct new access road to service the west side aviation development; and
- Construct extensions of the perimeter security fence.

Project Description

The following individual specific Airport Master Plan improvements are shown on Figure 2-3 and on the Airport Layout Plan:

Extend Runway 15-33: Lincoln Regional Airport has one runway, 100 feet by 6,001 feet. It is proposed to extend this runway by 1,000 feet, providing a total length of 7,001 feet. It is impractical to extend the runway to the south because of the location of Nicolaus Road and housing developments to the south of the airport. It is, therefore, proposed to extend the runway to the north to avoid conflicts with roads and development.

Construct new runway safety area: When extended, Runway 15-33 must meet the FAA Runway Safety Area (RSA) requirements along its entire length and 1,000 feet beyond the end of the runway. The new RSA will be located on existing airport property between the end of the runway extension and south of Wise Road. The RSA is intended to provide a measure of safety in the event of an aircraft excursion from the runway by significantly reducing the extent of personal injury and aircraft damage during overruns, undershoots and veer-offs.

Construct New Taxiways: The existing taxiways adequately serve the existing runway and the proposed parallel runway. When Runway 15-33 is extended 1,000 feet to the north, it is necessary to extend Taxiway ‘A’ 1,000 feet to the north and construct a new

cross taxiway. All of the existing taxiways are 40 feet wide. For Lincoln Regional Airport, an ARC C III category airport, the taxiways need to be 50-feet wide. The new parallel taxiway, new west side taxiway and existing taxiways will be 50-feet in width.

Construct New Runway (15L-33R): A parallel runway is required to meet increased airport capacity. This parallel runway is designed as a reliever runway in which the small airplanes are diverted from the long runway, thus providing the additional required capacity on the long runway. The new runway (to be designated 15L-33R) is proposed to be 3,350-foot long by 75-foot wide. In order to keep this runway centered as much as possible on the existing and future development areas and to allow sufficient distance off the end of the runway so that aircraft can taxi on the cross taxiways without interfering with approaches to the short runway, it will extend from existing Taxiway F to Taxiway J. In order to provide simultaneous visual flight rules (VFR) operations on the two runways, and realize the increased capacity, it will be necessary that the centerline spacing between the two runways be established at 700 feet. This spacing was anticipated in the original 1976 Airport Master Plan and there will need no adjustment of any of the taxiways to accommodate this runway. The parallel runway will have an ARC B I classification.

Helipad Relocation: The existing helipad is located on the east side of the airport between Taxiway 'A' and the apron and near the south end of the runway. This helipad is located in an area to be used for aircraft storage. A location for a relocated helipad is shown on Figure 2-4 and the ALP.

West Side Taxiway System: To serve the west side of the airport and the proposed aircraft storage a new parallel taxiway to the existing and extended Runway 15-33 is required on the west side of the airport. Cross taxiways will be constructed to line up with the existing cross taxiways.

General Aviation Facilities: The existing aircraft parking apron on the east side of the airport is larger than is necessary to accommodate future transient and local tied-down aircraft. A portion of this apron will be abandoned and used for the development of aircraft storage hangars, a future jet center (maintenance and repair), and an arrival/departure building with associated automobile parking (40 spaces). Approximately 60 additional tee hangars will be developed on the existing aircraft-parking apron and adjoining space. Additional tee hangars will be developed north and south of the existing south tee hangar. There will be approximately 250 total hangars in nested tee configuration.

West Side Aviation Development: Typically, the introduction of business jets to an airport generates the need for box hangars and large corporate hangars: 100 feet by 100 feet or larger. These larger hangars will be located on the west side of the airport and would be serviced by the new taxiways on the west side of Runway 15-33. The West Side Aviation development includes aircraft taxilanes; transient aircraft parking and nested tee hangars.

Construct New Access Road to Service the West Side Aviation Development: Currently, the only improved access to the airport is via Flightline Drive on the east side of the airport. The new access road on the west side will provide vehicular traffic access to the hangars and aircraft aprons and provides access for emergency vehicles. The road

forms a loop, north from Nicolaus Road, along the western side of the proposed aviation development and westerly to Airport Road.

Construct Extensions of the Perimeter Security Fence: Due to increased security requirements at general aviation airports, the Transportation Safety Administration (TSA) recommends a chain link fence around the Airport, including along the western portions of the Airport, areas that have not historically been fenced. The fence will limit Airport access by unauthorized personnel and will alert Airport management to their presence. The seven-foot fence impedes large mammals, primarily deer, from entering active portions of the airfield.

Required Permits and Approvals

Table 2-1 lists the permits and other approvals that may be necessary for various project approvals.

Table 2-1 Required Permits and Approvals

Responsible Agency	Permit, Approval or Consultation
Federal Aviation Administration	Approve aircraft forecasts and Airport Layout Plan. Responsible for coordinating consultation as necessary with the U.S. Army Corps of Engineers, U. S. Fish and Wildlife Service, U.S. EPA, State Historic Preservation Officer
U.S. Army Corps of Engineers	Authorization under Section 404 of the Clean Water Act for placement of fill within water of the United States
U.S. Fish and Wildlife Service	Consultation under Section 7 or Section 10 of the federal Endangered Species Act
CalTrans Division of Aeronautics	Approval to operate the airport.
State Historic Preservation Officer	Consultation under Section 106 of the U.S. National Historic Preservation Act
Sacramento Valley Regional Water Quality Control Board	Section 401 Water Quality Certification or waste discharge requirements
Sacramento Valley Air Quality Management District	Permits for air emission generating equipment
Placer County Airport Land Use Commission	Consultation concerning land uses in proximity to the airport
City of Lincoln	Lead agency under CEQA: Airport Master Plan approval; grading and building permits
Trustee Agency	**Permit, Approval or Consultation**
California Department of Fish and Game	Potential Section 1600 Streambed Alteration Agreement for water of the state; potential consultation under Section 2801 of the California Endangered Species Act

ENVIRONMENTAL ANALYSIS

This chapter contains an evaluation of the environmental impacts of the proposed Project for CEQA. This section addresses short- and long-term beneficial and adverse impacts on the physical (natural and manmade) environment. The discussion covers both the impacts of the Project on the environment and the impacts of the environment on the Project. This chapter consists of the following sections:

- Section 3.1, "Air Quality"
- Section 3.2, "Biological Resources"
- Section 3.3, "Cultural Resources"
- Section 3.4, "Geology, Soils, and Paleontology"
- Section 3.5, "Hazards and Hazardous Materials"
- Section 3.6, "Hydrology and Water Quality"
- Section 3.7, "Land Use and Planning"
- Section 3.8, "Public Services and Utilities"
- Section 3.9, "Noise"
- Section 3.10, "Transportation and Traffic"
- Section 3.11, "Effects Found Not to Be Significant"

The following information is presented or each resource topic covered in this chapter:

Environmental Setting

- **Existing Conditions: T**his section describes the existing site and study area conditions for the resource topic.
- **Regulatory Setting: T**his section describes federal, state, and local policies, regulations, and standards for the resource topic.

Impact Analysis

- **Thresholds of Significance: T**his section presents the thresholds used to determine the significance of the impacts. The significance conclusions that can be noted at the end of each impact discussion are defined below:

  No Impact: This level of significance is used for impacts where there is clearly no effect. Where it was clear at the outset that there would be no impact on a particular resource topic under any of the alternatives, the topic (e.g., recreation) was evaluated at a lesser level of analysis.

  Less than Significant: This level of significance is used for impacts where there would be an impact, but the degree of the impact would not meet or exceed the identified thresholds.

  Less than Significant with Mitigation: This level of significance is used for impacts that would meet or exceed the identified thresholds, but implementing mitigation measures would reduce such impacts to a less-than-significant level.

  Significant and Unavoidable: This level of significance is used for significant impacts where mitigation is not available or feasible to reduce the significant impact to a less-than-significant level.

Approach and Methodology: This section describes the technical methodology for impact assessment. If models were used to assess impacts, the models are described in this section, as are other technical tools.

Impacts and Mitigation Measures: In this section, the effects of the proposed Project are described. For each identified significant or potentially significant impact, mitigation measures are identified. As stated above, where mitigation is not available or feasible to reduce the impact to a less-than-significant level, the impact is identified as significant and unavoidable.

In addition to the resource topics addressed in Chapter 3, several topics required by CEQA are addressed in Chapter 4, "Other CEQA Considerations," including:

- Alternatives;
- Growth-inducing effects;
- Cumulative effects;

3.1 Air Quality

This section of the EIR describes the setting and potential air quality impacts of the construction and operation of the improvements presented in the proposed Lincoln Regional Airport Master Plan. Specifically, it focuses on the relationship between topography and climate, discusses federal and state ambient air quality standards and existing air quality conditions in the Project area, and describes the overall regulatory framework for air quality management in California and the region.

This section of the EIR also identifies the potential air quality impacts of the Project and proposes mitigation measures to substantially reduce significant impacts. The primary factors that determine air quality are the locations of air pollutant sources and the amount of pollutants emitted from those sources. Meteorological and topographical conditions are also important factors. Atmospheric conditions, such as wind speed, wind direction, and air temperature gradients, interact with the physical features of the landscape to determine the movement and dispersal of air pollutants.

Environmental Setting

Existing Conditions

The project site is located within the boundaries of the Placer County Air Pollution Control District (APCD), and is within the Sacramento Valley Air Basin (SVAB), which encompasses all of Sacramento, Yolo, Yuba, Sutter, Colusa, Glenn, Tehama, Shasta, and parts of Solano and Placer Counties. The mountains surrounding the Sacramento Valley create a barrier to airflow that, under the right meteorological conditions, can trap pollutants in the valley.

Regional Climate and Meteorology

The project site is located in an area with a modified Mediterranean climate, characterized by hot, dry summers and mild, rainy winters. During the year, the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing (32° F). Prevailing winds are moderate in strength and vary from dry land flows from the north to moist ocean breezes from the south.

Climatic factors that affect air quality near the project site are wind and atmospheric stability. The daytime wind direction is generally southwesterly. During the nighttime, downstream air "drainage" flows are frequent, particularly in winter. These nighttime winds are generally light and follow the watercourse in a downstream direction.

Atmospheric stability is a measure of the atmosphere's ability to vertically dilute pollutants. When the atmosphere is very stable (i.e., inversion conditions), pollutants may accumulate within a shallow layer near the ground, with resulting poor air quality. These conditions are most likely to occur in winter.

Potential air quality problems near the project site are directly related to climatic factors. During the summer months, the general wind circulation has the potential to transport ozone from the Sacramento metropolitan area. During the winter months, more localized

problems can arise when particulate emissions from wood burning have the potential to accumulate under inversion conditions.

Criteria Pollutants and Local Air Quality

The federal and state governments have established ambient air quality standards for several criteria pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter 10 microns or less in diameter (PM_{10}), fine particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and lead. Ozone is generally considered to be a "regional" pollutant because the precursors to ozone are emitted and affect air quality on a regional scale. SO_2 and lead are considered to be local pollutants that generally affect areas closest to their emission sources. PM_{10}, $PM_{2.5}$, and CO are considered to be both localized and regional pollutants; concentrations of these pollutants are affected by both near-field sources and regional background concentrations. In the Project area, ozone, PM_{10}, and $PM_{2.5}$ are of particular concern, as is discussed below.

Ozone

Ozone is a respiratory irritant that increases susceptibility to respiratory infections. It is also an oxidant that can cause substantial damage to vegetation and other materials.

Ozone is not emitted directly into the air, but is formed by photochemical reactions in the atmosphere. Ozone precursors, called reactive organic gases (ROG), and oxides of nitrogen (NO_x) react in the atmosphere in the presence of sunlight to form ozone. Because photochemical reaction rates depend on the intensity of ultraviolet light and air temperature, ozone is primarily a summer air pollution problem.

As stated above, ozone is considered a regional pollutant. Because photochemical reactions take time to occur, high ozone levels often occur downwind of major emission sources. State and federal standards for ozone have been set for an 8-hour averaging time. The state 8-hour standard is 0.07 parts per million (ppm), not to be exceeded, while the federal 8-hour standard is 0.08 ppm, not to be exceeded more than three times in any 3-year period. The state has established a 1-hour ozone standard of 0.09 ppm, not to be exceeded, while the federal 1-hour ozone standard of 0.12 ppm has recently been replaced by the 8-hour standard. State and federal standards are summarized in Table 3.1-1.

Particulate Matter

Particulates can damage human health and retard plant growth. Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled. Particulates also reduce visibility and corrode materials.

Particulate emissions are generated by a wide variety of sources, including agricultural activities, industrial emissions, dust suspended by vehicle traffic and construction equipment, and secondary aerosols formed by reactions in the atmosphere. The federal and state ambient air quality standards for particulate matter apply to two classes of particulates: $PM_{2.5}$ and PM_{10}. The state PM_{10} standards are 50 micrograms per cubic meter ($\mu g/m^3$) as a 24-hour average and 20 $\mu g/m^3$ as an annual arithmetic mean.

The federal PM_{10} standard is 150 µg/m³ as a 24-hour average. The federal $PM_{2.5}$ standards are 15 µg/m3 for the annual average and 35 µg/m3 for the 24-hour average. The state $PM_{2.5}$ standard is 12 μ/m^3 as an annual geometric mean. State and federal standards are summarized in Table 3.1-1.

Carbon Monoxide

Carbon monoxide is a public health concern because it combines readily with hemoglobin and reduces the amount of oxygen transported in the bloodstream. CO can cause health problems such as fatigue, headache, confusion, dizziness, and even death. Motor vehicles are the dominant source of CO emissions in most areas. High CO levels develop primarily during winter when periods of light winds combine with the formation of ground-level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased CO emission rates at low air temperatures.

State and federal CO standards have been set for 1- and 8-hour averaging periods. The state 1-hour standard is 20 ppm by volume, whereas the federal 1-hour standard is 35 ppm. Both the state and federal standards for the 8-hour averaging period are 9.0 ppm. State and federal standards are summarized in Table 3.1-1.

Toxic Air Contaminants

Although ambient air quality standards exist for criteria pollutants, no ambient standards exist for toxic air contaminants (TACs). Many pollutants are identified as TACs because of their potential to increase the risk of developing cancer or because of their acute or chronic health risks. For TACs that are known or suspected carcinogens, the California Air Resources Board (ARB) has consistently found that there are no levels or thresholds below which exposure is risk-free. Individual TACs vary greatly in the risk they present.

At a given level of exposure, one TAC may pose a hazard that is many times greater than another. For certain TACs, a unit risk factor can be developed to evaluate cancer risk. For acute and chronic health risks, a similar factor called a hazard index is used to evaluate risk. In the early 1980s, the ARB established a statewide comprehensive air toxics program to reduce exposure to air toxics. The Toxic Air Contaminant Identification and Control Act (AB 1807) created California's program to reduce exposure to air toxics. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) supplements AB 1807 by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks.

In some portions of western Placer and El Dorado Counties, and eastern Sacramento County, naturally-occurring asbestos (NOA) is present in the soil and can be entrained by soil-disturbing activities. Certain forms of NOA can result in asbestosis, lung cancer and mesothelioma. ARB identified asbestos as a TAC in 1986. The California Office of Environmental Health Hazard Assessment presents information on NOA and its health effects at the http://www.oehha.org/air/toxic_contaminants/Asbes_F.html website.

Existing Air Quality Conditions

Air Quality Monitoring Data

The existing air quality conditions in the Project area can be characterized in terms of the ambient air quality standards that the federal and state governments have established for various pollutants (Table 3.1-1) and by monitoring data collected in the region. PM_{10}, $PM_{2.5}$, CO, and ozone concentrations are measured at several monitoring stations in the vicinity of the project site.

Monitoring data concentrations are typically expressed in terms of ppm or $\mu g/m^3$. The nearest air quality monitoring station in the vicinity of the project site is the North Sunrise Boulevard monitoring station located in Roseville. Air quality monitoring data from the North Sunrise Boulevard monitoring station are summarized in Table 3.1-2. These data represent air quality monitoring data for the last 3 years (2004–2006) in which complete data are available. As indicated in Table 3.1-2, the monitoring station has experienced violations of the state 1-hour ozone standard, the state 8-hour ozone standard, the state PM_{10} standard, and the federal and state $PM_{2.5}$ standard. There were no violations of the federal and state CO standards observed at the monitoring station during this time period.

Placer County Federal and State Attainment Status

Areas such as the SVAB portion of Placer County are classified as either attainment or nonattainment with respect to state and federal ambient air quality standards. Comparing actual monitored air pollutant concentrations to state and federal standards determine these classifications. State definitions of attainment classifications (California Air Resources Board 2007) include:

- Unclassified: a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- Attainment: a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- Nonattainment: a pollutant is designated nonattainment if there was at least one violation of a State standard for that pollutant in the area.
- Nonattainment / Transitional: is a subcategory of the nonattainment designation. An area is designated nonattainment / transitional to signify that the area is close to attaining the standard for that pollutant.

Federal definitions of attainment classifications (U.S. Environmental Protection Agency 2007) include:

- Nonattainment: any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.

- Attainment: any area that meets the national primary or secondary ambient air quality standard for the pollutant.

- Unclassifiable: any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant.

As seen in Table 3.1-2, the Project area has experienced violations of the state ozone, PM_{10}, and $PM_{2.5}$ standards during the last 3 years.

Both the U.S. Environmental Protection Agency (EPA) and the ARB classify Placer County as non-attainment for ozone, and ARB classifies the County as non-attainment for PM_{10} and $PM_{2.5}$. For CO, and all other criteria pollutants, Placer County is designated as attainment or unclassified.

The EPA classified most of Placer County, including the project vicinity portion of the county, as "serious non-attainment" for the eight-hour federal ozone standard in April 2004. This classification requires attainment to be reached within nine years.

Existing and Forecasted Emissions

Table 3.1-3 presents estimates of existing emissions in Placer County. The largest sources of ROG emissions are mobile sources, with Other Mobile Sources producing somewhat more emissions than On-Road Motor Vehicles. The largest source of both CO and NO_x emissions is On-Road Motor Vehicles. The largest source of particulate matter emissions is Miscellaneous Processes, with paved and unpaved road dust being the largest component of this category.

Table 3.1-4 presents estimates of future year 2020 emissions in Placer County. Compared to existing emissions, future year emissions of ROG, NO_x, and CO are forecasted to be slightly lower. Conversely, future year emissions of particulate matter are forecasted to be slightly higher.

Regulatory Setting

As identified above, both the State of California and the federal government have established ambient air quality standards for several different pollutants. For some pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions).

Air pollution control programs were established in California before federal requirements were enacted. However, federal Clean Air Act (CAA) legislation in the 1970s resulted in a gradual merging of state and federal air quality programs, particularly those relating to industrial sources. Air quality management programs developed by California since the late 1980s generally have responded to requirements established by the federal CAA.

The enactment of the California Clean Air Act (CCAA) in 1988 and the federal CAA amendments of 1990 have produced additional changes in the structure and administration of air quality management programs. The CCAA requires preparation of an air quality attainment plan for any area that violates state standards for CO, SO_2, NO_2, or ozone. Locally prepared attainment plans are not required for areas that violate the state standards for PM_{10}, but the ARB currently is addressing PM_{10} attainment issues.

The air quality management agencies of direct importance in Placer County include the EPA, the ARB, and the Placer County APCD. The EPA has established federal standards for which the ARB and Placer County APCD have primary implementation responsibility. The ARB and Placer County APCD are responsible for ensuring that state standards are met. The Placer County APCD is responsible for implementing strategies for air quality improvement and recommending mitigation measures for new growth and development. At the local level, air quality is managed through land use and development planning practices, which are implemented in the county through the general planning process. The Placer County APCD is responsible for establishing and enforcing local air quality rules and regulations that address the requirements of federal and state air quality laws.

Local Regulations

At the local level, the Placer County APCD has jurisdiction over air quality issues within Placer County

Air Quality Management Programs

The following discussion describes applicable air quality plans in the Project area.

The 1988 California Clean Air Act requires non-attainment areas to develop plans aimed at achieving State ambient standards. The Placer County APCD has developed an Air Quality Attainment Plan (AQAP) outlining strategies for achieving the State ozone ambient standard. The AQAP outlines both stationary and mobile emission source control measures, and emphasizes Transportation Control Measures and Indirect Source Control Measures as means of reducing mobile source emissions in Placer County. Measures in the AQAP include:

- Area-wide carpool/vanpool matching and assistance;
- City or County trip reduction ordinances;
- In new developments, provision of bikeways and bicycling support facilities and pedestrian amenities such as sidewalks, adequate crosswalks, and building entries near sidewalks rather than behind large parking lots;
- Use of alternative motor fuels and energy sources;
- Jobs-housing balance requirement for new developments;

- Mixed land use requirement, i.e., residences, workplaces, and services located closely enough that private motorized transit between them would not be necessary;
- Transit service expansion and operational changes;
- Parking space limitations; and
- Suburban fringe area park-and-ride lots.

In 1994, to address attainment of the federal ozone standard, the Placer County APCD and other Sacramento-area districts adopted the Sacramento Area Regional Ozone Attainment Plan, which constitutes an element of the State Implementation Plan. The Sacramento area plan demonstrates that a combined strategy controlling volatile organic compounds and nitrogen oxides could achieve attainment of the federal ozone standard by 2005. Specific state and federal committal controls described in the plan consist of the enhanced motor vehicle inspection and maintenance ("enhanced smog check') program and other mobile measures affecting on-road and off-road vehicle engines.

The five air districts in the broader Sacramento Area prepared and, in 2006, considered the Federal 8-Hour Ozone Rate-of-Progress Plan for the Sacramento Region. The federal Clean Air Act requires federal 8-hour ozone nonattainment areas to meet a reasonable further progress requirement to reduce ozone-forming pollutant emissions by a minimum of three percent per year. The Sacramento ozone nonattainment area includes all of Sacramento and Yolo Counties, and portions of Placer, El Dorado, Solano, and Sutter Counties. The 8-Hour Ozone Plan proposes to use existing control strategies and approved control measure commitments to achieve emission reductions necessary for compliance with the Clean Air Act requirements for reasonable further progress. The plan also includes a demonstration that the Sacramento Region met the required 15 percent volatile organic compound (VOC) emission reductions during the period from 1990 to 1996.

City of Lincoln General Plan

The following General Plan air quality-related goals and policies are from the Health and Safety Element of the City of Lincoln General Plan Update *Goals and Policies Report* (City of Lincoln 2005).

Goal HS-3: To reduce the generation of air pollutants and promote non-polluting activities to minimize impacts to human health and the economy of the City.
[New Goal]

Policy HS- 3.1: Cooperation with Local and Regional Agencies
The City shall cooperate with other agencies in developing an effective approach to regional air quality planning management. [New Policy]

Policy HS- 3.2: Regional Agency Review of Development Proposals
The City shall solicit and consider comments from local and regional agencies on proposed projects that may affect regional air quality. The City shall submit development proposals to the Placer County Air Pollution Control District for review and comment in compliance with the California Environmental Quality Act (CEQA) prior to consideration by the City. [New Policy]

Policy HS- 3.3 Placer County Air Quality Attainment Plan
The City shall continue to support the recommendations found in the Placer County Air Quality Attainment Plan for the reduction of air pollutants. [New Policy]

Policy HS- 3.4 Transportation Demand Management
The City shall encourage public and private businesses to implement employee use of rideshare programs, public transportation, and/or alternatives to motorized transportation such as bicycling or walking to work. [New Policy]

Policy HS- 3.5 Development Requirements
The City shall require developments, where feasible, to be located, designed, and constructed in a manner that would minimize the production of air pollutants and avoid land use conflicts. [New Policy]

Policy HS- 3.6 City Review of Development Proposals
The City shall require consideration of alternatives or amendments that reduce emissions of air pollutant when reviewing project applications. [New Policy]

Policy HS- 3.7 Transportation Management Program
The City shall require as a condition of approval for industrial, commercial, and office projects a Transportation Management Program that is consistent with the City's circulation policies of the General Plan. [New Policy]

Policy HS- 3.8 Air Quality Analysis
The City may require an analysis of potential air quality impacts associated with significant new developments through the environmental review process, and identification of appropriate mitigation measures prior to approval of the project development. [New Policy]

Goal HS-5. To protect residents and property from the use, transport and disposal of hazardous materials. [New Goal]

Policy HS-5.3 Air Emissions of Existing Industries
The City shall strive to make improvements in air quality by coordinating with existing industries to improve air emissions. [New Policy]

State Regulations - California Clean Air Act

Responsibility for achieving California's standards, which are more stringent than federal standards, is placed on the ARB and local air pollution control districts and is to be achieved through district-level air quality management plans that will be incorporated into the State Implementation Plan (SIP).

The ARB traditionally has established state air quality standards, maintaining oversight authority in air quality planning, developing programs for reducing emissions from motor vehicles, developing air emission inventories, collecting air quality and meteorological data, and approving SIPs. Responsibilities of air districts include overseeing stationary source emissions, approving permits, maintaining emissions inventories, maintaining air quality stations, overseeing agricultural burning permits, and reviewing air quality–related sections of environmental documents required by CEQA.

The CCAA of 1988 substantially added to the authority and responsibilities of air districts. The CCAA designates air districts as lead air quality planning agencies, requires air districts to prepare air quality plans, and grants air districts authority to implement transportation control measures. The CCAA focuses on attainment of the state ambient air quality standards, which, for certain pollutants and averaging periods, are more stringent than the comparable federal standards.

The CCAA requires designation of attainment and nonattainment areas with respect to state ambient air quality standards. The CCAA also requires that local and regional air districts expeditiously adopt and prepare an air quality attainment plan if the district violates state air quality standards for CO, SO_2, NO_2, or ozone. These clean air plans are specifically designed to attain these standards and must be designed to achieve an annual 5% reduction in district wide emissions of each nonattainment pollutant or its precursors. Where an air district is unable to achieve a 5% annual reduction in district wide emissions of each nonattainment pollutant or its precursors, the adoption of "all feasible measures" on an expeditious schedule is acceptable as an alternative strategy (Health and Safety Code 40914[b][2]). No locally-prepared attainment plans are required for areas that violate the state PM_{10} standards.

The CCAA requires that the state air quality standards be met as expeditiously as practicable but unlike the federal CAA, does not set precise attainment deadlines. Instead, the act established increasingly stringent requirements for areas that will require more time to achieve the standards.

The CCAA emphasizes the control of "indirect and area-wide sources" of air pollutant emissions. The CCAA gives local air pollution control districts explicit authority to regulate indirect sources of air pollution and to establish traffic control measures (TCMs). The CCAA does not define *indirect and area-wide sources*. However, Section 110 of the federal CAA defines an indirect source as:

> A facility, building, structure, installation, real property, road, or highway, which attracts, or may attract, mobile sources of pollution. Such term includes parking lots, parking garages, and other facilities subject to any measure for management of parking supply.

TCMs are defined in the CCAA as "any strategy to reduce trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing vehicle emissions." The ARB's *Air Quality and Land Use Handbook—A Community Health Perspective* provides ARB recommendations for the siting of new sensitive land uses (including residences) near freeways, distribution centers, ports, refineries, chrome plating facilities, dry cleaners, and gasoline stations. The handbook recommends that new development be placed at distances from such facilities.

Federal Regulations – Federal Clean Air Act

The federal CAA, enacted in 1963 and amended several times thereafter (including the 1990 amendments), establishes the framework for modern air pollution control. The CAA directs the EPA to establish ambient air standards for six pollutants: ozone, CO, lead, NO_2, particulate matter, and SO_2. The standards are divided into primary and secondary standards. Primary standards are designed to protect human health, including the health of "sensitive" populations, such as asthmatics, children, and the elderly, within an adequate margin of safety. Secondary standards are designed to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

The primary legislation that governs federal air quality regulations is the CAA amendments of 1990. The amendments delegate primary responsibility for clean air to the EPA. The EPA develops rules and regulations to preserve and improve air quality, as well as delegating specific responsibilities to state and local agencies.

Areas that do not meet the federal ambient air quality standards are called nonattainment areas. For these nonattainment areas, the CAA requires states to develop and adopt State Implementation Plans, which are air quality plans showing how air quality standards will be attained. The SIP, which is reviewed and approved by the EPA, must demonstrate how the federal standards will be achieved. Failing to submit a plan or secure approval could lead to the denial of federal funding and permits for such improvements as highway construction and sewage treatment plants. In cases where the SIP is submitted by the state but fails to demonstrate achievement of the standards, the EPA is directed to prepare a Federal Implementation Plan. In California, the EPA has delegated authority to prepare SIPs to the ARB, which, in turn, has delegated that authority to individual air districts.

Impact Analysis

Thresholds of Significance

This impact discussion uses the thresholds identified below to determine the level of impacts associated with the proposed Project. Criteria for determining the significance of impacts related to air quality were developed based on the environmental checklist form in Appendix G of the State CEQA Guidelines (14 CCR 15000 et seq.). An impact related to air quality was considered significant if it would:

- Conflict with or obstruct implementation of the applicable air quality management plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);

- Expose sensitive receptors to substantial pollutant concentrations; or

- Create objectionable odors affecting a substantial number of people.

The State CEQA Guidelines further state that the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the determinations above. The Placer County APCD has established significance thresholds of 82 pounds per day (ppd) for ROG, NO_x, and PM_{10}, and 550 ppd for CO. These thresholds are applied to both construction-related activities, and operation of the project.

Approach and Methodology

Project Construction

The following is a description of approaches and methods used in assessing the air quality impacts of project-related construction.

Construction of the proposed Project would result in the temporary generation of emissions of ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$ that would result in short-term impacts on ambient air quality in the area. Emissions would originate from mobile and stationary construction equipment exhaust, employee vehicle exhaust, dust from clearing the land, exposed soil eroded by wind, and ROG from architectural coatings and asphalt paving. Construction-related emissions would vary substantially depending on the level of activity, the length of the construction period, specific construction operations, types of equipment, the number of personnel, wind and precipitation conditions, and the soil moisture content.

Implementation of the Lincoln Regional Airport Master Plan would involve construction of several types of facilities, including:

- Aircraft hangars
- Runway extension
- A new runway
- Taxiways

Construction-related emissions associated with hangar buildings were estimated using the Urbemis2007 emissions model version 9.2.2. This model is available at http://www.urbemis.com. The Urbemis2007 model applies industry-standard estimates of construction activity levels and emission rates, based on user-specified amounts of land use. The model addresses specific geographic regions in estimating emissions.

Construction of the taxiways and the new runway would involve activities and materials similar to construction of vehicle roadways. Therefore, construction-related emissions associated with taxiways and the new runway was estimated using the Road Construction Emissions Model, version 5.2. This model is available at http://www.airquality.org/ceqa/index.shtml#construction. The Road Construction

Emissions Model applies industry-standard estimates of construction activity levels and emission rates to the various phases of roadway construction.

Implementation of the Lincoln Regional Airport Master Plan would occur over an estimated 20-year period. Portions of the facilities, rather than all the facilities, would be under construction on any single day.

For this EIR, emission estimates were based on the largest amount of building construction expected to occur at one point in time, and the largest amount of taxiway or runway construction expected to occur at any one point in time. For example:

- For construction of building facilities, the largest amount of construction activity would be associated with the hangar buildings on the west side of the project site. Construction activity may occur on up to one acre of land at any one time. Approximately three hangars would be constructed on each acre. Construction activity would occur on only one hangar structure at any one time. Each hangar building would be approximately 10,000 square feet in size (100 feet x 100 feet = 10,000 square feet).

- For taxiway or runway facilities, the largest amount of construction activity would be associated with the taxiway along the west side of the existing runway. Construction activity may occur on up to 1,000 feet of the taxiway at any one time. The taxiway would be 50 feet wide. This would result in construction activity on up to 50,000 square feet (1,000 feet x 50 feet = 50,000 square feet), or 1.15 acres (50,000 square feet / 43,560 square feet per acre = 1.15 acres) at any one time.

Construction of building facilities is not expected to occur at the same time as construction of taxiways or the new runway. Therefore, emissions associated with these two activities would remain separate, rather than being added together.

Naturally-Occurring Asbestos

Naturally-occurring asbestos (NOA) has recently been a controversial issue in El Dorado County, Placer County, and eastern Sacramento County. Emissions of NOA have been attributed to soil-disturbing activities, including construction activities.

The California Department of Conservation's California Geological Survey (CGS) released a map and accompanying report on the relative likelihood for the presence of NOA, *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Placer County, California*. The map and report are used in this EIR as a screening-level indicator of the likelihood of NOA being present on a project site. The asbestos map and report, and additional information on these documents and NOA in general, are available at http://www.consrv.ca.gov/cgs/information/publications/sr/Placer_County_SR190.pdf on the Department of Conservation's website.

The *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Placer County, California* map uses the following four categories to indicate the likelihood of NOA being present:

- Areas Most Likely to Contain NOA,
- Areas Moderately Likely to Contain NOA,
- Areas Least Likely to Contain NOA, and
- Areas of Faulting and Shearing.

For this EIR, if the *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Placer County, California* map indicates a project site is located in "Areas Least Likely to Contain NOA", the potential impact related to NOA will be considered less-than-significant. If a project site is located in one of the other area types, a significant impact and mitigation measures may be indicated.

Project Operation

Emissions associated with the operation of the proposed project can be classified as either

- Mobile source emissions;
- Area source emissions; or
- Aircraft emissions.

Mobile Source and Area Source Emissions

Mobile sources typically are associated with transportation-related activities. Automobiles traveling to and from the project site are, for example, mobile sources.

Area sources include natural emissions; groups of stationary sources, and other area-wide diffuse emission sources. Building heating and landscape maintenance are examples of area sources.

Project-related mobile source and area source operational emissions were estimated using the Urbemis2007 emissions model version 9.2.2. This model is available at http://www.urbemis.com. The Urbemis2007 model applies industry-standard trip generation rates and emission rates, based on user-specified amounts of land use. The model addresses specific geographic regions in estimating emissions.

Traffic data used in the analysis of mobile source emissions are from the traffic analysis conducted for this EIR. The traffic analysis includes motor vehicle trip generation estimates for a 2012 interim level of development, and a 2030 buildout level of development. Mobile source emissions estimates were prepared for both of these levels of development.

Mobile Source Carbon Monoxide Emissions

The potential impact of the proposed project on local CO levels was assessed by applying screening procedures described in the *Transportation Project-Level Carbon Monoxide Protocol* (Institute of Transportation Studies, University of California, Davis 1997). The screening procedure applied for this EIR focuses on the effects of the proposed project on intersection operations. Since elevated CO concentrations are associated with traffic

congestion, a project is considered to have no potential for significant impacts on CO concentrations if it does not substantially contribute to excessive traffic congestion.

According to the *Transportation Project-Level Carbon Monoxide Protocol*, projects that would result in operation of a signalized intersection worsening from Level of Service (LOS) D or better to LOS E or F are considered to have the potential for resulting in a significant CO air quality impact. In addition, according to the *Transportation Project-Level Carbon Monoxide Protocol*, projects that would result in the worsening of a signalized intersection already operating at LOS E or F are considered to have the potential for resulting in a significant CO air quality impact.

According to the *Transportation Project-Level Carbon Monoxide Protocol*, "[t]he following criteria should be used to determine whether a project is likely to worsen air quality for the area substantially affected by the project:

"a. The project significantly increases the percentage of vehicles operating in cold start mode. Increasing the number of vehicles operating in cold start mode by as little as 2% should be considered potentially significant.

"b. The project significantly increases traffic volumes. Increases in traffic volumes in excess of 5% should be considered potentially significant. Increasing the traffic volume by less than 5% may still be potentially significant if there is also a reduction in average speeds.

"c. The project worsens traffic flow. For uninterrupted roadway segments, a reduction in average speeds (within a range of 3 to 50 mph) should be regarded as worsening traffic flow. For intersection segments, a reduction in average speed or an increase in average delay should be considered as worsening traffic flow."

Projects that would meet these criteria are considered to have the potential for resulting in a significant CO air quality impact. According to the Protocol document, detailed dispersion modeling is not needed for projects that do not meet these criteria.

Traffic data used in the CO screening are from the traffic analysis conducted for this EIR. The traffic analysis included intersection level of service analysis of the following three "plus project" scenarios. The screening procedures described above were applied to these scenarios to determine the potential for CO air quality impacts:

- Existing Plus Project,
- 2012 Plus Project, and
- Cumulative (2030) Plus Project.

Aircraft Emissions

Aircraft emissions are related to exhaust from aircraft traveling to and from the project site. The Emissions and Dispersion Modeling System (EDMS) was used to estimate aircraft emissions. EDMS was developed in the mid-1980s as a complex source microcomputer model designed to assess the air quality impacts of proposed airport development projects. EDMS is designed to assess the air quality impacts of airport emission sources, particularly aviation sources, which include aircraft, auxiliary power

units (APU), and ground support equipment (GSE). In 1998, the Federal Aviation Administration (FAA) identified EDMS as the required model to perform air quality analyses for aviation sources. Additional information on EDMS is available at the FAA website: http://www.faa.gov/about/office_org/headquarters_offices/aep/models/edms_model.

The estimate of aircraft emissions is based on information presented in the Lincoln Regional Airport Master Plan. Chapter 3 of the plan, *Aviation Forecasts*, presents information on aircraft activity levels, and the mix of aircraft types. This chapter of the plan presents information on current airport activity and future year forecasts. For this EIR, estimates of both current aircraft emissions, and future aircraft emissions, have been prepared.

Impacts and Mitigation Measures

Impact 3.1-1: Generation of Emissions from Construction of Building Facilities and Taxiways — Less than Significant

Emissions associated with construction of building facilities and taxiways were estimated using the Urbemis2007 emissions model version 9.2.2, and the Road Construction Emission Model version 5.2. Table 3.1-5 presents the estimate of emissions associated with construction of building facilities. Table 3.1-6 presents the estimate of emissions associated with construction of taxiways.

Appendix B presents the Urbemis2007 model output file for analysis of building facilities construction-related emissions and the Road Construction Emissions Model output table for analysis of taxiway construction-related emissions.

The significance of construction-related emissions was evaluated by comparing these emissions estimates with Placer County APCD thresholds for ROG, NO_x, PM_{10}, and CO. All of the construction-related emissions estimates are less than the significance thresholds. Therefore, this impact is considered less than significant, and no mitigation measures are required.

Impact 3.1-2: Entrainment of Naturally Occurring Asbestos Emissions — Less than Significant

The California Department of Conservation's California Geological Survey (CGS) map and accompanying report on the relative likelihood for the presence of NOA, *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Placer County, California* are used in this EIR as a screening-level indicator of the likelihood of NOA being present on a project site. Based on this map, the project site is located in one of the "Areas Least Likely to Contain NOA". While this does not prove NOA is absent from the project site, it indicates a lack of risk factors for elevated NOA levels. Therefore, this impact is considered less than significant, and no mitigation measures are required.

If future additional information indicates a higher risk of NOA being present, or if NOA is found to be present, on the project site, the Placer County APCD should be consulted, and additional measures specific to NOA may be found to be appropriate.

Impact 3.1-3: Generation of Emissions from Aircraft Activity — Less than Significant

Aircraft emissions under current and future forecast conditions were estimated using the FAA Emissions and Dispersion Modeling System. Estimates of aircraft emissions under both current conditions and future conditions are presented in Table 3.1-7.

Implementation of the Lincoln Regional Airport Master Plan would affect the relative portion of aircraft based at the Lincoln Regional Airport, as opposed to other airports. However, implementation of the plan would not affect the number or type of aircraft operations that would occur at the Lincoln Regional Airport. Therefore, the emissions estimates would apply to conditions both with and without implementation of the plan. The plan itself would not result in any change in aircraft emissions.

Because the Lincoln Regional Airport Master Plan would not result in any change in aircraft emissions, this impact is considered less than significant, and no mitigation measures are required.

Impact 3.1-4: Generation of Mobile Source and Area Source Emissions from Project Operations — Less than Significant

Operational mobile source and area source emissions associated with the proposed project were estimated using the Urbemis2007 emissions model version 9.2.2. Emissions estimates for interim year 2012 and buildout 2030 levels of development were prepared. Table 3.1-8 presents the estimate of emissions associated with the project-related change in mobile source, and area source, emissions.

Appendix B presents the Urbemis2007 model output file for analysis of interim year 2012 operational mobile source and area source emissions and the Urbemis2007 model output file for analysis of buildout year 2030 operational mobile source and area source emissions.

The significance of operational emissions was evaluated by comparing these emissions estimates with Placer County APCD thresholds for ROG, NO_x, PM_{10}, and CO. All operational emissions estimates are less than the significance thresholds. Therefore, this impact is considered less than significant, and no mitigation measures are required.

Impact 3.1-5: Exposure of Sensitive Receptors to Substantial Concentrations of Carbon Monoxide — Less than Significant

The CO screening procedures described in the *Transportation Project-Level Carbon Monoxide Protocol* were applied to the results of the traffic analysis conducted for this EIR. The traffic analysis presents an evaluation of traffic operations under three "plus project" scenarios:

- Existing Plus Project;
- 2012 Plus Project; and
- Cumulative (2030) Plus Project.

Under the Existing Plus Project scenario, four of the five signalized study intersections would operate at LOS D or better. Under the 2012 Plus Project scenario, all 10 signalized study intersections would operate at LOS D or better. Under the Cumulative (2030) Plus Project scenario, all 16 signalized study intersections would operate at LOS D or better. Based on the *Transportation Project-Level Carbon Monoxide Protocol*, the proposed project is considered to not have the potential for resulting in a significant CO air quality impact at these intersections.

Under the Existing Plus Project scenario, the signalized intersection of State Route 65 and 7th Street intersections would operate at LOS E. However, based on the criteria described above, and presented in the *Transportation Project-Level Carbon Monoxide Protocol*, the project is not considered likely to worsen air quality for the area substantially affected by the project. The project would result in a 0.3% increase in traffic volume at this intersection, substantially less than the 5% threshold presented in *Transportation Project-Level Carbon Monoxide Protocol*. Therefore, this impact is considered less-than-significant. No mitigation measures are required.

Impact 3.1-6: Emissions from Concurrent Project Construction and Operations — Less then Significant

As noted earlier in this section of the EIR, the project-related construction activities would occur over an estimated 20-year period. As a result, completed portions of project-related improvements would generate operational emissions while later portions of the improvements are being constructed. This would result in total project-related emissions being the sum of operational and construction-related emissions.

The precise amount of emissions generated by the summing of construction-related emissions and operational emissions cannot be known at this time because the sequence and precise timing of project construction phasing is not known. The significance of the combined construction and operational emissions was evaluated by comparing these emissions estimates with Placer County APCD thresholds for ROG, NO_x, PM_{10}, and CO. All combined construction and operational emissions estimates are less than the significance thresholds. Therefore, this impact is considered less than significant, and no mitigation measures are required.

3.2 Biological Resources

This section provides information on biological resources located in the Project Area. A discussion of federal, state, and local laws, policies, and regulations that influence biological resources is presented in this chapter. Impacts on biological resources that may result from the Project are identified, and mitigation measures to avoid, minimize, and compensate for potential significant impacts on biological resources are described.

Environmental Setting

Study Area Defined

For the purposes of this EIR, the biological study area is defined as the Lincoln Regional Airport less the Lincoln Airport Business Park (LABP) located between Flightline Drive and Aviation Boulevard (Figure 3.2-1). LABP was analyzed for biological resources in 2005 (Gibson and Skordal, 2005) during the preparation an Initial Study and Mitigated Negative Declaration for the proposed business park. Biological resources within the remaining portions of the airport were identified and mapped onto aerial photographs. A *Biological Resource Assessment for the Lincoln Regional Airport Study Area*, prepared by North Fork Associates (2007) is included as Appendix C of this EIR.

Methodology

The methods used to identify biological resources in the study area consisted of pre-field investigation literature reviews and field surveys. Both of these methodologies are described below.

Pre-field Investigation Literature Reviews

To prepare for the field surveys, biologists reviewed existing resource information related to the airport study area to evaluate whether special-status species or their habitats could occur in the study area. Pertinent sources reviewed were:

- The California Native Plant Society's (CNPS's) 2001 *Inventory of Rare and Endangered Plants of California*;
- A California Natural Diversity Database (CNDDB) records search for the U.S. Geological Survey (USGS) Lincoln, Wheatland, Camp Far West, Wolf, Gold Hill, Rocklin, Roseville, Pleasant Grove and Sheridan 7.5-minute quadrangles;
- The USFWS list of special-status species;
- The City of Lincoln General Plan;
- *California's Wildlife*, Volumes I-III (Zeiner et al. 1988, 1990a, 1990b);
- *A Field Guide to Western Reptiles and Amphibians* (Stebbins 1985);
- *Mammals of the Pacific States* (Ingles 1965);
- *The Peterson Field Guide to Hawks of North America (*Clark and Wheeler 1987), and
- *The Sibley Field Guide to Birds of Western North America* (Sibley 2003).

Field Surveys

North Fork Associates conducted floristic surveys, wildlife surveys and wetland delineations in March, April and May 2007. Helm Biological Consultants conducted dry season fairy shrimp sampling in August and September 2007.

The purpose of the biological field surveys was to:

- Characterize biological communities and their associated wildlife habitat uses;
- Document common and special-status wildlife species;
- Document special-status plants;
- Identify jurisdictional waters of the United States, including wetlands, that are subject to federal regulations; and
- Provide biological resource information for use in the project design phase.

Lists of plant species observed in the study area during the 2007 field surveys are provided in Biological Resource Assessment and included as Appendix C. Methods and terms used to document special-status species and waters of the United States (including wetlands) are described below.

Special-Status Species

Information used to develop lists of special-status species and other sensitive biological resources that could be present in the region included USFWS species lists, CNDDB data, CNPS data, and selected references. Species were included in these lists if they were known to occur in the project region and if their habitats could be located in the project vicinity.

Special-status species are defined as:

- Species listed or proposed for listing as threatened or endangered under the ESA (Title 50, Code of Federal Regulations [CFR], Section 17.12 for listed plants, 50 CFR 17.11 for listed animals, and various notices in the Federal Register [FR] for proposed species);
- Species that are candidates for possible future listing as threatened or endangered under the ESA (67 FR 40657, June 13, 2002);
- Species that are federal species of concern (i.e., former USFWS C1 or C2 candidates);
- Species that are listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA) (14 California Code of Regulations [CCR] 670.5);
- Plants listed as rare under the California Native Plant Protection Act of 1977 (California Fish and Game Code 1900 et seq.);
- Plants considered by CNPS to be “rare, threatened, or endangered in California” (California Native Plant Society Lists 1B and 2);
- Species that meet the definitions of rare or endangered under the State CEQA Guidelines 15380; and
- Animals fully protected in California (California Fish and Game Code 3511 birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

Special-Status Plant Surveys

North Fork Associates botanists conducted botanical surveys in 2007 to locate special-status plants identified as having the potential to occur in the study area. Botanical surveys were conducted according to DFG and CNPS Botanical Survey Guidelines (California Native Plant Society 2001). During the field surveys, all plants were identified to the level necessary to determine whether they qualified as special-status plants or were plant species with unusual or significant range extensions. In general, survey intensity varied depending on species richness, habitat type and quality, and the probability of special-status plants occurring in a particular habitat type. The botanist walked meandering transects through all portions of the study area with natural vegetation. More focused surveys were conducted in areas with the greatest potential for special-status plants to grow (e.g., riparian, and wetland communities).

Helm Biological Consultants conducted dry season fairy shrimp sampling in August and September 2007.

Special-Status Wildlife Surveys

A North Fork Associates wildlife biologist conducted habitat-based field assessments to determine the presence, distribution, and amount of habitat (Table 3.2-1) capable of supporting special-status wildlife species that could occur in the study area.

Surveys were conducted on foot in the spring of 2007.

Identification of Potentially Jurisdictional Waters of the United States (Including Wetlands)

Wetland ecologists conducted a formal delineation of potential waters of the United States including wetlands. The Federal Aviation Administration, the lead federal agency on the airport, has requested verification by U.S. Army Corps of Engineers. A definition of waters of the United States is provided in the “Regulatory Setting” part of this section, below.

Existing Conditions

Biological Communities

The study area is comprised of three biological communities that include annual grassland, riparian and aviation-related paved/developed landscape. Table 3.2-1provides an acreage summary for each community type in the study area. The characteristics of these communities, including the plants and wildlife species observed during the site surveys conducted by North Fork Associates (2007), are described below.

Table 3.2-1 Biological Communities Found within the Lincoln Regional Airport and 26-Acre City-Owned Parcel

Biological Community	Estimated Acreage
Annual Grassland	590
Riparian	1
Paved/Developed	120
Total	**711**

Annual Grassland: Plants

Most of the study area, approximately 680 acres, supports disturbed, non-native annual grassland that reflects ongoing maintenance around the airport and a variety of landscape management practices. The land surfaces adjacent to the runway, taxiways and aircraft parking aprons are disked annually for fire prevention. The southern portion of the airport was a spray field for the City's wastewater for eight years. Mixed soil and degraded asphalt showed evidence of the abandoned runway configurations and previous ground disturbance.

The annual grassland includes non-native grass species such as medusa-head grass, soft chess, ripgut grass, and slender wild oat. Other non-native herbaceous species include yellow star thistle, vetch, broad-leaf filaree, virgate tarweed, Fitch'spikeweed, and long-beaked hawkbit. Native species present within the grassland include white brodiaea, common fiddleneck, rusty popcornflower, ookow, and blue dicks. A few large valley oak trees occur in the northwestern and southeastern corners of the study area.

Wetlands and other waters are embedded within the annual grassland. Seasonal drainages, vernal pools, and other seasonal wetland occur throughout the study area and are discussed below.

Riparian: Plants

A narrow band of riparian habitat (approximately one acre) occurs south and east of Runway 15-33. The riparian canopy consists of Fremont cottonwood, Goodding's black willow, and arroyo willow. The woody vegetation becomes less dense in the western portion of channel where broad-leaved cattail occurs in patches between the trees and shrubs. Smaller clusters and isolated willows and cottonwoods occur in other portions of the study area, particularly in the channels; however, these areas are not contiguous and are considered too small to map separately as riparian habitat.

Paved/Developed

Approximately 120 acres of the study area is considered a paved/developed landscape. This area includes the existing runway and taxiways, aircraft hangers, offices, remnants of the abandoned runways, abandoned buildings, roads, and other infrastructure. There are also three occupied residences in the northern portion of the study area, on West Wise Road. Little to no vegetation occurs within these areas. Patches of ruderal, weedy vegetation poke up through the pavement and ornamental vegetation occurs near the abandoned buildings off of Airport Road and near the offices along Flightline Drive.

Wildlife

Because of on-going routine airport maintenance programs, most of the study area provides limited habitat value for wildlife. However, the northern, southwestern and southern-most portions of the airport support a wider diversity of wildlife due to the availability of habitat features including nesting sites, escape and thermal cover, and foraging areas. The drainage channels and other wetland features scattered throughout the airport provide a limited source of water for wildlife. A few scattered large trees located in the northwestern and southeastern portions of the airport provide potential roosting and nesting opportunities for raptors such as great horned owl, barn owl, and red-tailed hawk. The drainage channels and scattered seasonal wetlands provide seasonal nesting and foraging habitat for a variety of waterfowl and wading birds. Abandoned structures are expected to provide some nesting and roosting habitat for owls, and limited roosting for some common bat species known from the region. Larger areas of open grassland are expected to provide year-round foraging habitat for resident raptors such as red-tailed hawk, and seasonal foraging habitat for migratory raptors that winter in the region, such as rough-legged hawk.

The following animals were observed in association with annual grassland communities: western meadowlark, ring-necked pheasant, mourning dove, yellow-billed magpie, savannah sparrow, western scrub-jay, northern mockingbird, Anna's hummingbird, Canada goose, American goldfinch, white-crowned sparrow, house finch, brewer's blackbird, killdeer, and American crow. Sign of black-tailed hare, coyote, raccoon, Botta's pocket gopher, California ground squirrel, and other small rodents was also observed throughout relatively undisturbed areas of grassland. During the field surveys, swallows, turkey vultures, red-tailed hawks, American kestrels, white-tailed kites, and a northern harrier were observed foraging or flying over the study area in various locations. Species observed in and around the few trees located in the northern and southeastern portions of the site included northern flicker, oak titmouse, and mourning dove.

Based on field observations of various raptors throughout the field surveys, it is expected that some nesting occurs in the few taller trees located in the northern and southeastern portions of the airport. While no significant bat roosting activity or maternity colonies are expected to occur in the study area, some periodic, but limited day roosting activity may occur in various structures.

At the time of the March and April 2007 field surveys, most of the vernal pools, seasonal wetlands, and wetland swales of the study area were dry due to a unusually low rainfall season. Species observed in and around the drainage channels (including the limited area of riparian habitat in the southern drainage channel) during the March 2007 surveys included bullfrog (confirmed through observation of both adults and tadpoles in deeper sections of the southern channel), Pacific treefrog, Canada goose, killdeer, common snipe, red-winged blackbird, mallard, great egret, and black phoebe.

One individual osprey was observed briefly perching on a telephone pole during the March 29, 2007 field survey in an area of disked grassland located north of the Flightline Drive terminus. This individual was present in the study area only briefly, and was likely moving between aquatic foraging areas located north of the study area. No suitable foraging or nesting habitat for osprey occurs within or adjacent to the study area.

Waters of the United States

North Fork Associates delineated waters of the United States on ±704-acres of the Lincoln Regional Airport study area (*Wetland Delineation for the 704-Acre Lincoln Regional Airport Study Area*, North Fork Associates, July 2007). The other ±118-acres had been previously delineated by others: approximately 93 acres east of Flightline Drive and approximately 25 acres at the end of Flightline Drive. Five categories of waters of the United States were mapped within the ±685-acre study area: marsh, seasonal wetland, vernal pool, wetland swale, and channel. Potentially non-jurisdictional drainage ditches are also scattered throughout the airport. Table 3.2-2 summarizes the acreage associated with each wetland feature. These wetland and other water features are summarized below.

Table 3.2-2 Estimated Wetland Acreage

Type	Acreage
Wetlands:	
Marsh	0.19
Wetland Swale	1.57
Basins:	
Seasonal Wetland	17.53
Vernal Pool	7.05
Other Waters	
Channel	2.10
Total Waters of the United States	**28.44**

Marsh

One marsh is located in the Lincoln Regional Airport in the southwestern portion of the study area. It is a depression within a wetland swale where water collects and is retained by a man-made a berm. The marsh contained standing water during March and April 2007 field surveys, but was dry by May 2007. The marsh supports emergent vegetation including creeping spikerush and broad-leaved cattail.

Wetland Swale

Wetland swales are water conveyance features that do not develop the bed-and-bank morphology typical of streams. Moreover, they have wetland soils and are vegetated with wetland species. Several wetland swales occur throughout the study area and are remnants of natural drainage systems that was modified by airport construction in 1942. The swales have been further modified by 65 years of airport-related maintenance. Plant species within the wetland swales include pennyroyal, curly dock, Italian ryegrass, creeping spikerush, vernal pool buttercup, stipitate popcornflower, annual hairgrass, and long-beaked hawkbit.

Seasonal Wetland

Seasonal wetlands are low-lying areas where runoff and precipitation collect. They are similar to vernal pools, except they are dominated by non-native flora. Both the vernal pools and seasonal wetlands in the study area are basin features. They were mapped separately solely based on dominance of native or non-native flora. Many of the seasonal wetlands within the study area may have historically supported native flora, but due to disturbance (physical and/or hydrological), non-native species have invaded the basins. The highest concentrations of seasonal wetlands are located in the southern and southwestern portions of the study area. Although supporting similar plant species, the seasonal wetlands occur in various conditions. Some are located in relatively deep natural depressions, others are shallow and "smeared" due to the regular disking, while others are created by water pooling up behind berms or other barriers. Species in the seasonal wetlands include Carolina canary grass, Italian ryegrass, annual beard grass, curly dock, creeping spikerush, pennyroyal, prickly lettuce, soft rush, broad-leaved cattail, and hairy willow-herb.

Vernal Pool

Vernal pools are depressional wetlands that support a mostly native flora. They fill with winter/spring rainfall and remain inundated for longer periods than the surrounding upland due to an impermeable or semi-permeable hardpan or duripan subsurface layer. In the southern portion of the study area, because of the disturbance and change in hydrology due to the former spray field, very few of the depressional basins located were mapped as vernal pools. In general, the vernal pools represent the least disturbed basins in the study area. In the best examples of these features, vegetation consists of vernal pool species such as stipitate popcornflower, Vasey's coyote-thistle, white-flowered navarretia, Fremont's goldfield, vernal pool buttercup, double-horned downingia, Sacramento mesamint, and annual hairgrass. Most of the vernal pools were dry by March and April 2007 field surveys; however, the largest and deepest vernal pool (located in an excavated basin along the western study area boundary) contained pockets of standing water through May 2007.

Channel

The two channel systems on the Lincoln Regional Airport study area are man-made features cut approximately 4 to 8 feet below grade. The channels are shown as broken blue-line streams on the USGS Lincoln 7.5 minute quadrangle map and were likely natural stream systems that were channelized prior to construction of the original airport. The southern channel enters the study area from a culvert near Flightline Drive and leaves the study area via a culvert under Airport Road. The channel is vegetated, supporting riparian vegetation (such as Fremont cottonwood, Goodding's black willow, and arroyo willow) and broad-leaved cattail. About two feet of standing to slowly-flowing water occurred in the southern channel through the end of our surveys in May.

The northern channel enters the study area from a culvert under Flightline Drive, crosses under airport runways and taxiways, and leaves the study area through a culvert under Airport Road. Vegetation within the channel includes Italian ryegrass, broad-leaved cattail, vernal pool buttercup, and creeping spikerush. Standing water occurred in the northern channel through April, but it was mostly dry by our field surveys in May.

Ditches

The ditches (2.22 acres) within the Lincoln Regional Airport study area may not be jurisdictional based on the current US Army Corps of Engineers guidance (*Wetland Delineation for the 704-Acre Lincoln Regional Airport Study Area*, North Fork Associates, July 2007). Unlike the channels, the ditches within the study area are not represented as blue-line features on the USGS quadrangle map. The ditches were apparently dug in uplands to shed water away from the runways and taxiways. These features range from only a few inches deep to a few feet deep, and support a range of native vernal pool species to non-native vegetation similar to the seasonal wetlands. The ditches were all dry by April 2007.

Special-Status Species

Table 3.2-3 is a list of special status plants that could potentially occur on the airport. This list of special status species in the region of the study area includes 13 plants and 11 animals that either occur or are rated unlikely, likely, or possible to occur because the study area has some areas of marginal to good habitat or they are known from nearby locations.

Biologists reviewed existing information (including a search of the CNDDB [2006]), species lists obtained from the USFWS, previously prepared environmental documents, and species distribution and habitat requirements, and identified 24 special-status wildlife species as having the potential to occur in the study area (Table 3.2-3). Also, non-special-status migratory birds and raptors could nest in the study area. Although these species are not considered special status wildlife species, California Fish and Game Code 3503 and 3503.5 and the federal Migratory Bird Treaty Act (MBTA) protect their occupied nests and eggs.

Based on special status field surveys (North Fork Associates 2007) and dry season fairy shrimp sampling (Helm 2007), of the 13 plant species and 11 wildlife species listed in Table 3.2-3, none of the special status plants and four special-status wildlife species (Conservancy fairy shrimp, Vernal pool fairy shrimp, Western spadefoot toad, Burrowing owl) were documented to have the likelihood of occurring within the study area. A description of each of all species is discussed in more detail in the paragraphs following the table.

Table 3.2-3
Special Status Species with Potential to Occur in the Lincoln Regional Airport Study Area

Species	Status*			Habitat	Potential for Occurrence**
	Federal	State	CNPS		
Plants					
Big-scale balsam-root *Balsamorhiza macrolepis macrolepis*	-	-	List 1B.2	Cismontane woodland; valley and foothill grassland	Unlikely. Disturbance may preclude this species.
Dwarf downingia *Downingia pusilla*	-	-	List 2.2	Valley and foothill grassland; vernal pools	Possible. Good habitat is present and known occurrence just offsite to the east.
Bogg's Lake hedge-hyssop *Gratiola heterosepala*	-	CE	List 1B.2	Vernal pools	Possible. Suitable habitat is present in a few of the deeper pools in the study area.
Ahart's dwarf rush *Juncus leiospermus ahartii*	-	-	List 1B.2	Vernal pools	Possible. Suitable habitat is present. Known from nearby locations.
Red Bluff dwarf rush *Juncus leiospermus leiospermus*	-	-	List 1B.1	Vernal pools and seasonal wetlands	Unlikely. Nearest known occurrence is considered to be a misidentification (CDFG 2007).
Legenere *Legenere limosa*	-	-	List 1B.1	Vernal pools and seasonal wetlands	Possible. Suitable habitat is present in a few of the deeper pools in the study area.
Pincushion navarretia *Navarretia myersii myersii*	-	-	List 1B.1	Vernal pools	Possible. Suitable habitat is present.
Slender Orcutt grass *Orcuttia tenuis*	FT	CE	List 1B.1	Vernal pools	Unlikely. Marginal habitat occurs in the study area. Prefers larger, deeper pools. Not known from Placer County.
Sacramento Valley Orcutt grass *Orcuttia viscida*	FE	CE	List 1B.1	Vernal pools	Unlikely. Marginal habitat occurs in the study area. Prefers larger, deeper pools. Not known from Placer County.
Sanford's arrowhead *Sagittaria sanfordii*	-	-	List 1B.2	Marshes, swamps, and other wetlands	Possible. Suitable habitat is present in southern channel.

Invertebrates					
Conservancy fairy shrimp *Branchinecta conservatio*	FE	-	-	Vernal pools.	Possible. Potential habitat present in study area. New documented occurrence in western Placer County.
Vernal pool fairy shrimp *Branchinecta lynchi*	FT	-	-	Vernal pools and seasonal wetlands.	Likely. Potential habitat present in study area. Numerous known occurrences in project region and project vicinity.
Vernal pool tadpole shrimp *Lepidurus packardi*	FE	-	-	Vernal pools and seasonal wetlands.	Possible. Potential habitat present in study area. Few known occurrences in project region.
Amphibians					
California tiger salamander *Ambystoma californiense*	FT	CSC	-	Breeds in vernal pools, seasonal wetlands or stock ponds.	Unlikely. Limited potential habitat in study area. No known occurrences in project region or in Placer County.
Western spadefoot toad *Scaphiopus hammondii*	-	CSC	-	Breeds in vernal pools, seasonal wetlands, or stock ponds.	Possible. Potential breeding habitat in vernal pools and seasonal wetlands. Known occurrences in project region
California red-legged frog *Rana aurora draytonii*	FT	CSC	-	Deeper pools and streams with emergent or overhanging vegetation.	Unlikely. No suitable aquatic habitat present in study area. No known occurrences in project region.
Birds					
Tricolored blackbird (nesting) *Agelaius tricolor*	-	CSC		Open water areas with tall emergent vegetation or in willow and blackberry thickets.	Unlikely. Limited potential nesting habitat in wetland areas in southern portion of study area. Known from project region.
Burrowing owl (burrow sites) *Athene cunicularia*	-	CSC	-	Dry grasslands, deserts, and scrublands.	Possible. Potential burrowing habitat within open grassland of study area. No evidence of occurrence observed during field surveys.

Birds					
Swainson's hawk (nesting and foraging) *Buteo swainsoni*	-	CT	-	Riparian woodlands and oak savannah with adjacent grassland or agricultural fields.	Possible. Suitable foraging and potential nesting habitat present in study area. Previously recorded nesting in project vicinity.
Northern harrier (nesting) *Circus cyaneus*	-	CSC	-	Freshwater and saltmarshes. Nests on ground near marsh edge.	Observed foraging. Potential foraging habitat present in study area and limited nesting habitat. Previously documented nesting in project vicinity.
Yellow warbler (nesting) *Dendroica petechia*	--	CSC		Nests in riparian deciduous habitats or open conifer forest with shrub cover.	Unlikely. Marginal-quality nesting habitat present within study area. Rare in project region.
White-tailed kite (nesting) *Elanus leucurus*	-	CFP	-	Open grassland, meadows, and farmlands. Nests in tall trees near foraging areas.	Observed foraging. Suitable foraging habitat located throughout study area. Limited nesting available.
California black rail *Laterallus jamaicensis coturnculus*	-	CT CFP	-	Salt marshes and occasionally freshwater emergent wetlands.	Unlikely. Limited suitable habitat within the study area. Few known occurrences in project region.
Mammals					
Townsend's big-eared bat *Plecotus townsendii*	-	CSC	-	Roosts in caves, mines, tunnels, buildings, or other structures in a variety of habitats.	Unlikely. Limited suitable roosting habitat in study area. May venture into study area for foraging.

*Status Codes:

Federal	FE	Federal Endangered
	FT	Federal Threatened
	FP	Federal Proposed Species
State	CE	California Endangered
	CT	California Threatened
	CR	California Rare (plants only)
	CSC	California Species of Concern
	CFP	California Fully Protected
CNPS	List 1B	Rare or Endangered in California
	List 2	R and E in California, more common elsewhere
	.1 - Seriously endangered in California	
	.2 – Fairly endangered in California	

**Definitions for the Potential to Occur:

- **None.** Habitat does not occur.
- **Unlikely.** Some habitat may occur, but disturbance or other activities may restrict or eliminate the possibility of the species occurring. Habitat may be very marginal, or the study area may be outside the range of the species.
- **Possible.** Marginal to suitable habitat occurs, and the study area occurs within the range of the species.
- **Likely.** Good habitat occurs, but the species was not observed during surveys.
- **Occurs:** Species was observed during surveys.

Special Status Plants

Big-scale balsam-root (*Balsamorhiza macrolepsis* subsp. *macrolepsis*) is a non-wetland, oak woodland, and grassland species considered by the California Native Plant Society (CNPS) as a List 1B.2 species, which means "plants rare, threatened, or endangered in California and elsewhere." However, the species is not listed by either the state or federal governments. It has been recorded within two miles of the study area. It blooms from March to June. Due to the historic and current disturbance (e.g., regular disking, maintenance, etc.), this species has a low potential to occur within the study area.

Big-scale balsam-root was not observed during March, April, and May surveys in 2007.

Dwarf downingia (*Downingia pusilla*) is a small annual member of the bellflower family (Campanulaceae). It has no state or federal status. The CNPS places the dwarf downingia on their List 2.2, meaning that, although it is rare in California, it is more widespread elsewhere. Dwarf downingia also occurs in Chile where the type specimen was collected. Dwarf downingia is distinguished from other members of the genus by having very small, white flowers that are not upside-down at blooming time. The species is an obligate wetland plant that occurs primarily in vernal pools. It blooms from March to May.

Dwarf downingia was not observed during the spring 2007 field surveys. The nearest known occurrence of dwarf downingia is located just offsite to the east of the study area (CDFG 2007). This species can be found in disturbed locations, such as tire ruts. Good habitat occurs in some of the onsite wetland features.

Bogg's Lake hedge-hyssop (*Gratiola heterosepala*) is a small annual member of the figwort family (Scrophulariaceae). It is given endangered status by the state Endangered Species Act, although it has no federal status. The CNPS places it on its List 1B.2. It differs from the common *G. ebracteata* by having blunt tips on the leaves and sepals, which are smaller and of different lengths. It is restricted to deep vernal pools in northern California. It blooms from April to June, usually as the pools begin to dry.

Bogg's Lake hedge-hyssop was not observed during the spring surveys. Only the common *G. ebracteata* was observed. Suitable habitat occurs in the few deep, less disturbed vernal pools in the study area.

Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*) and **Red Bluff dwarf rush** (*Juncus leiospermus* var. *leiospermus*) are very small annual members of the rush family (Juncaceae). They have no state status, but are both on the CNPS List 1B. They differ from the more common toad rush by having terminal flowers and from the introduced capped rush by having inconspicuous bracts. Ahart's dwarf rush grows in vernal pools along the east side of the Central Valley from Butte County to Calaveras County. Red Bluff dwarf rush grows in a variety of habitats that are seasonally wet. They both bloom from March to May. Suitable habitat is present within the study area for both species; however, it is unlikely that Red Bluff dwarf rush would occur within the study area because the typical reported range of the species is within Butte, Shasta, and Tehama counties and the nearest reported occurrence is thought to be a misidentification (CDFG 2007).

Ahart's dwarf rush and Red Bluff dwarf rush were not found during surveys in spring 2007, although two widespread and common annual members of the genus *Juncus* were observed.

Legenere (*Legenere limosa*) is small annual member of the bellflower family (Campanulaceae). It is a CNPS List 1B.1 species. The genus name is an anagram of E.L. Greene, one of California's early botanists. It is the only species in the genus and has small, inconspicuous flowers that have pedicels rather than being sessile. Legenere prefers the drying mud of late season vernal pools and it blooms from April to June. It has been found in vernal pools in the Pleasant Grove Creek watershed south of the study area. Suitable habitat occurs in the few deeper vernal pools in the study area.

Legenere was not observed during surveys in spring 2007.

Pincushion navarretia (*Navarretia myersii* subsp. *myersii*) is an annual member of the phlox family (Polemoniaceae). It is on the CNPS List 1B.1, but has no state or federal status. Pincushion navarretia differs, in part, from the more common *N. leucocepahala* by its larger flowers. It is confined to vernal pools at a relatively few locations in the eastern Central Valley. It generally blooms in May. It is possible for this species to occur within the vernal pools in the study area.

Pincushion navarretia was not found during the spring 2007 field surveys. *N. intertexta* and *N. leucocephala*, both wetland species, were observed in the study area.

Slender Orcutt grass (*Orcuttia tenuis*) is an annual member of the grass family (Poaceae). It is a threatened federal species and an endangered state species. It is also on the CNPS List 1B.1. Slender Orcutt grass differs from other members of the genus by a number of technical characteristics. This species is better known from more northern California, but it also occurs in neighboring Sacramento County, where it prefers large, deep pools. This species is not currently known to occur in Placer County. The nearest record of Slender Orcutt grass is located in Sacramento County (CDFG 2007). Limited habitat occurs in the onsite vernal pools; slender Orcutt grass prefers larger, deeper vernal pools than the majority of those that occur within the study area. It is highly unlikely that this species would occur within the study area.

Slender Orcutt grass was not observed during the field surveys in spring 2007.

Sacramento Valley Orcutt grass (*Orcuttia viscida*) is an annual member of the grass family (Poaceae). It is a federal endangered species and is a California endangered species. It is on the CNPS List 1B.1. Technical characteristics, such as longer lemma awns, separate this species from other members of the genus. It prefers large, deep vernal pools, and is known to occur only in Sacramento County. Sacramento Valley Orcutt grass blooms late, typically from May to July. This species is not currently known to occur in Placer County; the nearest record of Sacramento Valley Orcutt grass is located in Folsom (CDFG 2007). Very marginal habitat (this species prefers larger, deeper pools) occurs within the study area. It is highly unlikely that this species would occur within the study area.

Sacramento Valley Orcutt grass was not observed during the field surveys in spring 2007.

Sanford's arrowhead (*Sagittaria sanfordii*) is an herbaceous perennial member of the water-plantain family (Alismataceae). It is on the CNPS List 1B.2. Sanford's arrowhead lacks the arrow shaped (sagittate) leaves of other members of the genus. It has sharply triangular petioles (leaf stems) that distinguish it in the vegetative state from *Alisma*, in which the back of the petioles are rounded. Its preferred habitat is marshes associated with slow-moving water in sloughs and ditches. It is known to occur in concrete-lined channels with only a few inches of soil. It has a long blooming period, starting as early as May and sometimes lasting until August. It is possible for this species to occur within the large channel in the southern portion of the study area.

Sanford's arrowhead was not observed during the spring 2007 field surveys; members of the similar genus *Alisma* were observed.

Special Status Wildlife

Conservancy fairy shrimp (*Branchinecta conservatio*), a federally endangered species, is a small crustacean in the Branchinectidae family. This species inhabits somewhat large, cool water vernal pools with moderately turbid water (USFWS 2005a). Similar to other vernal pool crustaceans, the life cycle of Conservancy fairy shrimp is closely tied to the ephemeral conditions of the pool in which they live. Vernal pools that support Conservancy fairy shrimp generally persist until June. The average age of maturity is 49 days, and individuals may live up to 154 days (USFWS 2005a). The female fairy shrimp carries its eggs in a brood sac. Eggs then either drop to the bottom of the pool or remain in the brood sac until the mother dies and sinks to the pool bottom. The eggs subsequently dry out as the pool dries at the end of the rainy season. The resting eggs, known as cysts, remain in the dry pool bed until rain stimulates hatching in the following season. Hatching of the eggs can begin within the same week that the pool starts to fill with rainwater.

Potential habitat for Conservancy fairy shrimp occurs in association with vernal pools and seasonal wetlands located throughout the airport. Based on the presence of suitable habitat and the newly discovered occurrence of the species within Placer County and the project region, it is expected that Conservancy fairy shrimp have some limited potential for occurring within the study area.

Vernal pool fairy shrimp *(Branchinecta lynchi)*, a federally threatened species, is a small crustacean that occurs in association with vernal pools. This species is adapted to survive the seasonal flooding and drying of the pools in which they live. The average time of maturity of vernal pool fairy shrimp is 41 days, but can be as little as 18 days in warmer pools. After maturing this species breeds and produces eggs that are dropped to the bottom of the pool. Adult fairy shrimp then die at the end of the wet season after the pool dries out. Remaining eggs are then protected throughout the dry season by a thick outer covering (USFWS 2007a). Vernal pool fairy shrimp occur in a variety of vernal pool habitats, including grassy and rock-bottomed pools, but are most often found in smaller vernal pools measuring less than 0.05 acres.

Suitable habitat for vernal pool fairy shrimp occurs in association with vernal pools and seasonal wetlands located throughout the study area. Based on the presence of suitable habitat, the previously documented occurrence of the species within the northern portion of the site, and the close proximity to other known occurrences, vernal pool fairy shrimp is expected to have a reasonable potential for occurring within the study area.

Vernal pool tadpole shrimp (*Lepidurus packardii*), a federally endangered species, is a small crustacean that inhabits vernal pools and swales of the Central Valley, containing clear to highly turbid water (USFWS 2007b). They are most often associated with pools found in grass-bottomed swales of unplowed grasslands. The life history of this species is closely tied to the seasonal cycle of the vernal pool that it inhabits and similar to that of vernal pool fairy shrimp (refer to previous discussion). After winter rainwater fills the pool, the population is reestablished from cysts that lie dormant in the dry pool sediments. The species matures at approximately three to four weeks after the pools have been filled. Some cysts hatch immediately, while others remain dormant until the subsequent rainy season.

Tiger salamander *(Ambystoma californiense)*, a federally threatened species and California species of special concern, is a large, stocky terrestrial salamander that is endemic to California. It occurs primarily in annual grassland habitats and foothill regions at elevations below 1,500 feet. Adults of this species require vernal pools or other ephemeral bodies of water for breeding and egg-laying (Zeiner et al., 1988). They remain underground for most of the year in small mammal burrows in the vicinities of breeding ponds. Surface movements of adults are then associated with periods of significant rainfall. Breeding and egg-laying typically occurs from December through early February. Clusters of eggs are deposited on both submerged and emergent vegetation. Larvae typically transform during late spring or early summer and disperse from the breeding sites to nearby upland areas (Zeiner et al., 1988).

California tiger salamander is not documented by the CNDDB as occurring in the project region or in Placer County (CDFG 2007). Due to the considerable distance from other known populations, and the marginal quality of breeding and upland habitat available, the potential for occurrence of California tiger salamander within the study area is considered very unlikely.

California red-legged frog (*Rana aurora draytoni*), a federally threatened species and California species of special concern, historically ranged from Marin County southward to northern Baja California. This species is still locally abundant within portions of the San Francisco Bay area and along the central coast. Only isolated populations of California red-legged frog (CRLF) have been documented in the Sierra Nevada and foothills region. Remaining aggregations within the Sierra foothills have become fragmented and nearly extirpated due to a variety of factors including habitat loss, expansions of exotic predators, and habitat fragmentation (USFWS 2007c). CRLF prefers aquatic habitats with little or no flow, the presence of surface water to at least early June, surface water depths to at least 0.7 meters (2.3 feet), and the presence of fairly sturdy underwater supports such as cattails. The largest densities of this subspecies are typically associated with dense stands of overhanging willows and an intermixed fringe of sturdy emergent vegetation (USFWS 2005). CRLF typically breed from January to July, with peak breeding occurring in February. Eggs are attached to subsurface vegetation, and hatched tadpoles require 11 to 20 weeks to metamorphose.

The only documented occurrence of this species within the project region is from the east side of Folsom Lake over 18 miles southeast of the study area (CDFG 2007). Based on the absence of suitable habitat and the rare occurrence of CRLF in the region, the potential for occurrence of CRLF within the study area is considered very unlikely.

Western spadefoot toad (*Scaphiopus hammondii*), a California species of special concern, occurs primarily in annual grassland habitats, open sandy floodplains, alluvial terraces, and occasionally in valley-foothill hardwood woodlands. Adults of this species use vernal pools and other ephemeral sources of water for breeding and egg-laying (Zeiner et al., 1988). Adults remain in underground burrows (up to 36 inches deep) in the vicinities of breeding ponds for most of the year, and rarely are encountered above-ground. Surface movement to adjacent breeding habitat typically occurs following the first significant rainfall of the year, with breeding and egg-laying occurring from late winter to the end of March. Egg masses are attached to plant material or on the top of submerged rocks. Hatching then occurs fairly quickly, usually within two weeks.

The CNDDB documents a few occurrences of this species in the general project region (CDFG 2007). The closest documented occurrences are from approximately eight miles southwest of the study area in the northern portion of Roseville and in the vicinity of Pleasant Grove Creek. Within the study area, scattered vernal pools, seasonal wetlands, wetlands swales and adjacent grassland provide potential habitat for western spadefoot toad. The channel located in the southern-most portion of the site may also provide limited seasonal breeding habitat for the species, although the presence of bullfrogs may significantly reduce the suitability of available habitat. Based on the presence of potential breeding and upland habitat, and the proximity to other known occurrences in the region, it is expected that this species have a reasonable potential for occurring within scattered seasonal wetlands of the study area.

Tricolored blackbird (*Agelaius tricolor*) a California species of special concern, is a highly colonial species that primarily nests in freshwater emergent wetlands. Nesting colonies of this species are considered sensitive by CDFG. This species generally requires open water, with protected nesting habitat, and suitable foraging areas close to the colony. Breeding and nesting typically takes place in dense cattails or tules, and may also occur in thickets of willow, blackberry, wild rose, and tall herbs. Nests are usually located a few feet over, or near, open freshwater habitat. Nesting areas must be large enough to support a minimum colony of about 50 pairs (Zeiner et al. 1990). Colonies may vary in size from about 50 nests to over 20,000 in an area of 10 acres or less. The breeding season is typically mid-April through late July. Incubation takes about 11 days, and young then leave the nest at about 13 days.

The CNDDB has documented nesting colonies of tri-colored blackbird in the Lincoln area and in the general vicinity of the study area (CDFG 2007). Although documented within the project region, nesting colonies of tricolored blackbird are unlikely to occur in the study area due to the absence of preferred nesting habitat including larger areas of open water with adjacent tall, emergent vegetation.

Burrowing owl (*Athene cunicularia*), a California species of special concern, is considered rare in Placer County. This species is primarily associated with open, dry grasslands, deserts, agricultural areas, and rangeland. They often occur where numerous burrowing mammals are present and frequently occupy California ground squirrel burrows (Zeiner et al. 1990). Burrowing owls may also use man-made structures such as debris piles, culverts, and cement piles for cover. Distinctive burrow characteristics for burrowing owl are not known. However, given the size of this owl, burrow entrances are expected to be at least seven centimeters in diameter. Circumstantial evidence of burrowing owl occurrence within an area typically consists of the presence of molted feathers, cast pellets, prey remains, or excrement near a burrow entrance. Breeding of

burrowing owl occurs from March to late August and incubation lasts between 28 to 30 days. Young are fledged at about 44 days but remain near the burrow and join the adults to forage at dusk. Young burrowing owls often establish nest sites the following year near their natal sites.

The CNDDB documents only one previous occurrence of burrowing owl in the project region (CDFG 2007). This occurrence is from approximately eight miles south of the study area in the northwestern portion of Roseville near Fiddyment Road. No evidence of occurrence of this species was observed during the field surveys associated with this project. Based on the presence of suitable habitat and the known occurrence of this species within the region, it is expected that burrowing owl has some limited potential for occurring in the study area.

Swainson's hawk (*Buteo swainsoni*), a state threatened species, is an uncommon breeding resident and migrant in the Central Valley. The nesting lifestage of this species is considered sensitive by CDFG. Breeding and nesting primarily occurs in riparian woodland habitats and oak savannah of the Central Valley, and often takes place near water. Some nesting in urban woodland areas has also been recorded. This species forages in adjacent agricultural fields, grasslands, and open pasture and have been known to forage as much as 20 miles from their nesting site. Small mammals, amphibians, reptiles, birds, and occasionally fish make up the diet of this species. Swainson's hawk often roosts in large trees but will sometimes roost on the ground. Nests consist of a platform of sticks, bark, and fresh leaves constructed in a tree, bush or utility pole from 4 to 100 feet above ground. Breeding occurs from late March to late August, with peak activity in late May through July. Incubation is about 25 to 28 days. Migrating individuals typically move south through California in September and October and move back to their summer range in March through May.

The CNDDB documents previous nesting of Swainson's hawk within five miles of the study area (CDFG 2007). The closest documented occurrence was from 2003, and located less than two miles east of the site, near the intersection of Joiner Parkway and Nicolaus Road. Based on the presence of potential nesting and foraging habitat, and the close proximity to previously documented nesting activity and larger areas of foraging habitat, located to the north and west, it is expected that Swainson's hawk has a reasonable potential for nesting and/or foraging in portions of the study area on a seasonal basis (approximately March through August).

Northern harrier (*Circus cyaneus*), a California species of special concern, inhabits a variety of open habitats that are often intermixed with woody growth. Typical habitats include annual grassland, emergent wetlands, and agricultural fields. Northern harriers typically roost on the ground in tall grasses and forbs or in shrubby vegetation. Nests consist of either a large mound of sticks built on wet areas, such as seasonal wetlands, or a small cup of grasses built on drier sites. Northern harrier breeds from April to September, with peak activity in June and July. Eggs are incubated for approximately 31 days, and fledging occurs at approximately 30 to 35 days after hatching.

The CNDDB documents previous nesting activity of northern harrier within the project region (CDFG 2007). Suitable nesting habitat for this species occurs in association with annual grassland of the study area, primarily in the vicinity of wetland habitats. In addition, one individual northern harrier was observed foraging in open grassland in the southern-most portion of the study area during the March 2007 field surveys. Based on

the presence of suitable habitat and direct observation of the species, it is expected that northern harrier has a reasonable potential for nesting within undeveloped areas of grassland of the study area, particularly in areas located to the north, west, and south of active airport areas.

Yellow warbler (*Dendroica petechia*) was once a common to locally abundant summer resident in riparian communities throughout much of California. Numbers of this species have significantly declined in recent decades, particularly in lowland areas such as the Sacramento and San Joaquin valleys (Zeiner et al., 1989). In northern California, yellow warbler mainly occurs as an uncommon to common summer resident and breeds in riparian woodlands up to 8000 feet. It is also known to breed in montane chaparral, open ponderosa pine and mixed conifer habitats with substantial amounts of shrub cover. During migration, this species is found in a variety of forest and woodland habitats. Nests of yellow warbler consist of an open cup placed approximately two to 16 feet above ground in a deciduous tree or shrub. Breeding generally takes place from mid-April to early August with peak activity occurring in June. Incubation is approximately 11 days and young fledge at about 9 to 12 days following hatching.

The CNDDB (2007) documents only one nesting occurrence of yellow warbler in the project region. This 1994 occurrence is from approximately 14 miles northeast of the study area and located in riparian woodland habitat within the Spenceville Wildlife Area, Nevada County. Based on the rare occurrence of this species within low elevation areas and the project region, and the absence of suitable nesting habitat, occurrence of yellow warbler within the study area is considered highly unlikely.

White-tailed kite (*Elanus leucurus*), a California fully protected species, is an uncommon to locally fairly common resident and is typically found in grassy foothill slopes interspersed with oaks (including interior live oak, agricultural areas, and marshy bottomlands). They generally forage in undisturbed open grasslands, farmlands, meadows, and emergent wetlands, in areas with a high prey base. Nest trees range from single isolated trees to trees within larger stands. Nests of white-tailed kite are constructed near the top of oaks, willows, or other tall trees from 20 to 100 feet above ground. Breeding takes place from February to October, with peak activity from May to August. Incubation lasts between 28 and 30 days, and young usually fledge by October.

The CNDDB documents white-tailed kite as nesting within the project region. The closest document occurrences are from the north side of Roseville and from the Loomis area, to the east of the study area (CDFG 2007). Within the study area, potential nesting habitat occurs in association with a few scattered trees located in the northwestern corner and the southeastern portion of the site. In addition, one individual white-tailed kite was observed flying over the southern-most portion of the site carrying nesting material during the March 27, 2007 field survey. A white-tailed kite was also observed on March 29, 2007 foraging over grassland in the eastern-most portion of the site, just east of Flightline Drive. Based on the presence of suitable habitat and direct observation of the species, it is expected that white-tailed kite has some limited potential for nesting within scattered taller trees of the study area, including trees located in the northwestern and southeastern portions of the site. Relatively undisturbed areas of grassland within the study area will also continue to function as suitable foraging habitat for the species.

California black rail *(Laterallus jamaicensis coturnculus)* is a scarce and secretive resident bird that occurs in saline, brackish, and freshwater wetlands (Zeiner et al., 1990). In northern California, this resident subspecies is mainly known from the San Francisco Bay area and Sacramento-San Joaquin Delta, and is usually found in the immediate vicinity of tidal sloughs. California black rail primarily occurs in tidal emergent wetlands dominated by pickleweed or in brackish marshes with tall, emergent vegetation. On occasion, this bird is found in freshwater in association with areas of bulrushes, cattails, and saltgrass. This subspecies is carnivorous and feeds mostly on isopods, insects and arthropods from the surface of mud and vegetation. The nest of the California black rail consists of a deep, loose cup of grasses constructed in dense vegetation. Nesting generally takes place from March through June.

The CNDDB documents a few occurrences of California black rail within the project region. The most recently documented occurrence (2006) is from approximately eight miles southeast of the study area and located in a large, cattail-dominated wetland along Clover Valley Creek, just northwest of the community of Loomis (CDFG 2007). Based on the rare occurrence of this species within the region, and the limited amount of suitable habitat available, the potential for occurrence of this species within the study area is considered very unlikely.

Townsend's big-eared bat (*Corynorhinus townsendii*) is considered an uncommon species throughout most of California. It occurs in most habitat types, with the exception of subalpine and alpine areas. This species of bat requires caves, mines, tunnels, buildings, or other human-made structures for roosting. Distribution of this species is closely associated with the availability of caves and cave-like roosting habitat, including abandoned mines (Western Bat Working Group 2007). Populations primarily occur around areas dominated by exposed cavity or cavern-forming rocks or in historic mining districts. Separate sites for day, night, and maternity roosts are sometimes used. Mating generally occurs from November through February. Maternity colonies are then formed between March and June, depending on local climatic conditions. A single pup is born between May and July, and the young are then weaned at about six weeks (Zeiner et al., 1990). The diet of Townsend's big-eared bat primarily consists of moths (Western Bat Working Group 2007). Foraging takes places in a variety of habitats, but most often along wooded areas located adjacent to stream corridors.

The CNDDB (2007) has documented roosting of Townsend's big-eared bat at only one location within the project region. This 2003 occurrence is from an abandoned mine located approximately 11 miles east of the study area, just west of Highway 193. Based on the absence of suitable habitat, and the rarity of roosting colonies within the region, occurrence of this species within the study area is considered very unlikely.

Other Non-Special-Status Migratory Birds, including Raptors

Several non-special-status migratory birds, including raptors, could nest in and adjacent to the study area based on the presence of suitable nesting habitat (riparian woodlands, emergent marsh, and annual grasslands). The breeding season for most birds is generally from March 1 to August 15. Federal and state laws, including the MBTA and California Fish and Game Code 3503 and 3503.5, protect the occupied nests and eggs of these birds. DFG is responsible for overseeing compliance with the codes and makes recommendations on nesting bird and raptor protection.

Regulatory Framework

Local Regulations

This section summarizes City and County General Plan policies that pertain to biological resources that could affect or be affected by the proposed Project.

City of Lincoln General Plan: Biological Resources

Goal OSC-5: To preserve and protect existing biological resources including both wildlife and vegetative habitat. [New Goal]

Policy OSC-5.1 Protect Significant Vegetation

The City shall support the preservation of heritage oaks and threatened or endangered vegetative habitat from destruction. [Modified Existing Policy 5, Open Space, Conservation and Recreation Element]

Policy OSC-5.2 Management of Wetlands

The City shall support the management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats. Such communities shall be restored or expanded, where possible and as appropriate. [New Policy]

Policy OSC-5.3 Placer Legacy Open Space and Conservation Program

The City will continue to coordinate with Placer County and the Placer Legacy Open Space and Conservation Program to protect habitat areas that support endangered species and other special-status species. [New Policy]

Policy OSC-5.4 Encourage Planting of Native Vegetation

The City shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, *Public Draft* 7. Open Space and Conservation October 2005 Goals and Policies Report Page 7-5 provide habitat conditions suitable for native vegetation, and ensure that a maximum number and variety of well-adapted plants are maintained. [New Policy]

Policy OSC-5.5 New Development in Sensitive Areas

The City shall require that new development in areas that are known to have particular value for biological resources be carefully planned and where possible avoided so that the value of existing sensitive vegetation and wildlife habitat can be maintained. [New Policy]

Policy OSC-5.6 No Net Loss of Wetlands

The City will maintain a policy of no net loss of wetlands on a project-by-project basis, which may include an entire specific plan area. For the purpose of identifying such wetlands, the City will accept a map delineating wetlands which has been accepted by the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act of 1972. The term “no net loss” may include mitigation implemented through participation in an off-site mitigation bank or similar mitigation mechanism acceptable to the City and permitting agencies. [Modified Existing Policy, Public Facilities Element]

Policy OSC-5.7 404 Permit Requirements

The City may require project proponents to obtain 404 Permits, and prepare mitigation plans for, or provide for the avoidance, preservation, and maintenance of identified wetlands prior to submitting applications for land use entitlements. [Existing Policy, Public Facilities Element]

Policy OSC-5.8 Corps of Engineers Disclaimers

The City may, but need not, accept a Corps of Engineers disclaimer of any jurisdiction over the project of a Corps of Engineers 404 permit as the City's own plan for the achievement of a project's no net loss of wetlands. [Modified Existing Policy, Public Facilities Element]

Policy OSC-5.9 Wetlands Dedication

All preserved wetlands shall be dedicated to the City or a non-profit organization acceptable to the City and preserved through perpetual covenants enforceable by the City or other appropriate agencies, to ensure their maintenance and survival. With respect to areas dedicated to the City, acceptance shall be conditioned upon establishment of a lighting and landscaping district or other public or private funding mechanisms acceptable to the City. [Modified Existing Policy, Public Facilities Element]

Policy OSC-5.10 Native Vegetation for Landscaping

The City shall develop a list of native vegetation to be used as a landscape pallet for use within open space / preserve areas. Native plants should also be incorporated into plant palettes used in developed areas by citizens and developers. [New Policy]

Policy OSC-5.11 Requirement for Biological Studies

The City shall require a biological study to be prepared by a qualified biologist for proposed development within areas that contain a moderate to high potential for sensitive habitat. [New Policy]

State Regulations

California Fish and Game Code

The California Fish and Game Code provides protection from take for a variety of species, referred to as *fully protected species*. Section 5050 lists protected amphibians and reptiles. Section 3515 prohibits take of fully protected fish species. Eggs and nests of all birds are protected under Section 3503; nesting birds (including raptors and passerines), under Sections 3503.5 and 3513; birds of prey, under Section 3503.5; and fully protected birds, under Section 3511.

Migratory non-game birds are protected under Section 3800. Mammals are protected under Section 4700. The California Fish and Game Code defines *take* as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” Except for take related to scientific research; all take of fully protected species is prohibited. White-tailed kite is the only fully protected species that is known to occur in the Project Area.

Streambed Alteration Agreements (Section 1602 et seq.)

DFG has jurisdictional authority over wetland resources associated with rivers, streams, and lakes under California Fish and Game Code 1602. DFG has the authority to regulate all work under the jurisdiction of California that would substantially divert, obstruct, or change the natural flow of a river, stream, or lake; substantially change the bed, channel, or bank of a river, stream, or lake; or use material from a streambed.

In practice, DFG marks its jurisdictional limit at the top of the stream or lake bank or the outer edge of the riparian vegetation, where present, and sometimes extends its jurisdiction to the edge of the 100-year floodplain. Because riparian habitats do not always support wetland hydrology or hydric soils, wetland boundaries, as defined by CWA 404, sometimes include only portions of the riparian habitat adjacent to a river, stream, or lake. Therefore, jurisdictional boundaries under Section 1600 may encompass a greater area than those regulated under CWA 404.

DFG enters into a Streambed Alteration Agreement (SAA) with an applicant and can request conditions to ensure that no net loss of wetland values or acreage will be incurred. The streambed or lakebed alteration agreement is not a permit but, rather, a mutual agreement between DFG and the applicant.

California Fish and Game Code Sections 3503 and 3503.5

Section 3503 of the California Fish and Game Code prohibits the killing of birds or the destruction of bird nests. Section 3503.5 prohibits the killing of raptor species and the destruction of raptor nests. Known or expected nesting birds that occur in the study area include red-tailed hawk, loggerhead shrike, and burrowing owl.

Federal Regulations

Endangered Species Act

ESA protects fish and wildlife species, and their habitats, that have been identified by the USFWS as threatened or endangered. *Endangered* refers to species, subspecies, or distinct population segments that are in danger of extinction through all or a significant portion of their range; *threatened* refers to those likely to become endangered in the near future. The ESA is administered by the USFWS. Provisions of Sections 7 and 9 of the ESA are relevant to this Project and are summarized below:

Section 7: Endangered Species Act Authorization Process for Federal Actions

Section 7 provides a means for authorizing take of threatened and endangered species by federal agencies. It applies to actions that are conducted, permitted, or funded by a federal agency. Under Section 7, the federal agency conducting, funding, or permitting an action (in this case, the Federal Aviation Administration) must consult with the USFWS, as appropriate, to ensure that the proposed action will not jeopardize endangered or threatened species or destroy or adversely modify designated critical habitat. If a proposed action “may affect” a listed species or designated critical habitat, the lead agency is required to prepare a biological assessment evaluating the nature and severity

of the expected effect. In response, the USFWS issues a biological opinion, with a determination that the proposed action either:

- May jeopardize the continued existence of one or more listed species (jeopardy finding) or result in the destruction or adverse modification of critical habitat (adverse modification finding); or
- Will not jeopardize the continued existence of any listed species (no jeopardy finding) or result in adverse modification of critical habitat (no adverse modification finding).

The biological opinion may stipulate discretionary "reasonable and prudent" alternatives. If the proposed action would not jeopardize a listed species, the USFWS issues an incidental take statement to authorize the proposed Project. Since the proposed Project could result in potential adverse effects on federally-listed species, the FAA, as lead federal agency on the airport, is required to prepare and submit a biological assessment to the USFWS, in compliance with Section 7 (16 U.S. Government Code [USC] 1536).

Section 9: Endangered Species Act Prohibitions

Section 9 prohibits the unauthorized take of any wildlife species federally listed as endangered. In the absence of regulations specifically addressing species listed as threatened, this prohibition also applies to threatened species. *Take*, as defined by ESA, means "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." *Harm* is defined as "any act that kills or injures the species, including significant habitat modification." In addition, Section 9 prohibits removing; digging up, cutting, and maliciously damaging or destroying federally listed plants on sites under federal jurisdiction. If the Project may result in take prohibited by Section 9, this take would need to be authorized through ESA Section 7 or 10 (providing for the issuance of "incidental take" permits).

Migratory Bird Treaty Act

The MBTA (16 USC 703) enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the Soviet Union and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs (16 USC 703; 50 CFR 10, 21). Most actions that result in taking or in permanent or temporary possession of a protected species constitute violations of the MBTA. Examples of permitted actions that do not violate the MBTA are the possession of a hunting license to pursue specific game birds, legitimate research activities, display in zoological gardens, bird-banding, and other similar activities. The USFWS is responsible for overseeing compliance with the MBTA, and the U.S. Department of Agriculture's Animal Damage Control Officer makes recommendations on related animal protection issues.

Clean Water Act

The federal CWA was enacted as an amendment to the federal Water Pollution Control Act of 1972, which outlined the basic structure for regulating discharges of pollutants to waters of the United States. The CWA serves as the primary federal law protecting the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. The

following discussion gives background information as relevant to biological resources; additional discussion of the CWA is provided in section 3.8, "Hydrology and Water Quality."

Waters of the United States are areas subject to federal jurisdiction pursuant to Section 404 of the CWA. Waters of the United States are typically divided into two types: wetlands and other waters of the United States.

Wetlands are "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR § 328.3[b]; 40 CFR § 230.3). To be considered subject to federal jurisdiction, a wetland normally must support hydrophytic vegetation, hydric soils, and wetland hydrology (Environmental Laboratory 1987).

Other waters of the United States are seasonal or perennial water bodies, including lakes, stream channels, drainages, ponds, and other surface water features, that exhibit an ordinary high water mark but lack positive indicators for the three wetland parameters (33 CFR 328.4).

Permits for Fill Placement in Waters and Wetlands (Section 404)

CWA 404 regulates the discharge of dredged and fill materials into waters of the United States.

Applicants must obtain a permit from the USACE for all discharges of dredged or fill material into waters of the United States, including wetlands, before proceeding with a proposed activity. The USACE may issue either an individual permit evaluated on a case-by-case basis or a general permit evaluated at a program level for a series of related activities. General permits are preauthorized and are issued to cover multiple instances of similar activities expected to cause only minimal adverse environmental effects. Nationwide permits (NWPs) are a type of general permit issued to cover particular fill activities. Each NWP specifies particular conditions that must be met for the NWP to apply to a particular project. Waters of the United States on the airport are under the jurisdiction of the Sacramento District of the USACE.

Compliance with CWA 404 requires compliance with several other environmental laws and regulations. The USACE cannot issue an individual permit or verify the use of a general permit until the requirements of the National Environmental Policy Act (NEPA), ESA, and the National Historic Preservation Act (NHPA) have been met. In addition, the USACE cannot issue or verify any permit until a water quality certification or a waiver of certification has been issued pursuant to CWA 401.

Water Quality Certification (Section 401)

Under CWA 401, applicants for a federal license or permit to conduct activities that may result in the discharge of a pollutant into waters of the United States must obtain certification from the state in which the discharge would originate or, if appropriate, from the interstate water pollution control agency with jurisdiction over affected waters at the point where the discharge would originate. Therefore, all projects that have a federal component and may affect state water quality (including projects that require federal

agency approval, such as issuance of a Section 404 permit) also must comply with CWA 401.

Impact Analysis

Methodology

This impact analysis is based on Airport Layout Plan drawings and site-specific information gathered during field surveys. To the extent possible, the mitigation measures described for potential impacts on sensitive biological resources were developed through coordination with the Federal Aviation Administration and the appropriate resource agencies.

Impact Assumptions

Construction activities associated with the proposed Project could result in temporary or permanent impacts on biological resources in the construction area and short-term or long-term indirect impacts on biological resources located adjacent to the construction areas. In assessing the magnitude of possible effects, the following assumptions were made regarding construction-related impacts on biological resources.

- Runway construction activities would occur within a maximum 150-foot-wide corridor (actual width could vary).
- Taxiway construction activities would occur within a maximum 100-foot-wide corridor (actual width could vary).
- All fallow fields, disturbed annual grasslands, within 250 feet of vernal pools or other waters of the U.S. are considered upland habitat for vernal pool fairy shrimp.
- All construction activities, including staging areas and access roads, would occur within a construction corridor. If any staging areas are identified outside a construction corridor, they will be located within previously graded, paved, or otherwise disturbed areas that do not support any sensitive biological resources.
- Project effects on disturbed annual grassland and landscaped habitats are considered to be less than significant because they are not sensitive vegetation communities. These habitats are dominated by nonnative plant species and lack species diversity. However, these habitats provide valuable wildlife habitat and are discussed under the “Impact Analysis” section when discussing wildlife issues.

The number of biological communities that would be removed during construction activities was estimated using the most current project information provided in the airport layout plan provided in the Airport Master Plan. A biological monitor will be present during construction activities that occur within or near any sensitive biological resources.

No creeks that provide habitat for special-status fish are in the study area; therefore, impacts on special-status fish are not discussed in this analysis.

Impact Mechanisms

The following types of activities could cause impacts on biological resources. These impact mechanisms were used to assess project-related impacts on biological resources in the study area:

- Grading, excavating/trenching, and paving activities during runway, taxiway, apron, parking and building construction;
- Temporary stockpiling and side-casting of soil, construction materials, or other construction wastes;
- Soil compaction, dust, and water runoff from the construction site;
- Short-term construction-related noise (from equipment);
- Degradation of water quality in seasonal and perennial wetlands, resulting from construction runoff containing petroleum products; and
- Alteration of surface or subsurface hydrology resulting in changes in water supply or water quality to creeks and wetlands

Thresholds of Significance

CEQA Guidelines and professional standards were used to determine whether the proposed Project would have a significant impact on biological resources. A project would have a significant impact on biological resources if it would:

- Result in a substantial reduction in the number of, a restriction in the range for, or a loss of habitat for a population of any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by DFG or the USFWS;
- Have a substantial adverse effect by diminishing the area or quality of any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by DFG or the USFWS;
- Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the CWA, through direct removal, filling, hydrological interruption, or other means;
- Substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state policies protecting biological resources, including the City’s ancestral tree ordinance.

Environmental Impacts—Proposed Project

The direct impacts of the Airport Master Plan on biological resources are discussed below. On a general basis, the project direct impacts on habitat types are as shown in Table 3.2-4.

Table 3.2-4. Habitat Direct Impacts

Habitat Type	Estimated Acreage Impact
Annual Grassland	99.81
Drainage Channel/Ditch	0.70
Vernal Pool	2.11
Seasonal Wetland	3.09
Wetland Swale	1.00
Marsh	0.19
Total	**106.90**

Impact 3.2-1: Loss or Disturbance of Annual Grassland Habitat—Less than Significant

Project construction would result in the direct, permanent removal of approximately 99.81 acres of annual grassland habitat on the airport. Additional acres adjacent to the construction footprints may be temporarily disturbed during construction because of grading, equipment storage or vehicle travel. The runway safety area (Runway 15-33) and areas of temporary disturbance during construction are expected to recover to annual grassland habitat within 1-2 years following project construction.

The removal of annual grassland, widespread habitat type in western Placer County, would not result in a substantial regional decrease in this habitat type. Furthermore, removal of annual grassland would not result in a substantial impact on special status species that may forage on the airport. This impact is considered to be less than significant.

Impact 3.2-2: Loss or Disturbance of Special-Status Plants—Less than Significant

Five special-status plants are identified as having the potential to occur in the Project Area: Dwarf downingia; Bogg's Lake hedgehyssop; Aharts dwarf rush; Lengenere, and Sanford's arrowhead, however, none were found during floristic surveys. The California Native Plant Society lists all special-status species, only the Bogg's Lake hedgehyssop is also listed as endangered by the State of California. All of the plants are associated with vernal pool or marsh habitats. Construction activities associated with the proposed Project could result in the disturbance or loss of special-status plants, but none were found during floristic surveys. This impact is considered to be a less-than significant.

Impact 3.2-3: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Vernal Pool Fairy Shrimp—Less than Significant with Mitigation

Vernal pool fairy shrimp habitat is found within the area proposed for airport development. Given the location of the habitat that includes vernal pools, seasonal wetlands and wetland swales, avoidance of the potential habitat and the adjacent areas (250-foot buffer zone) would make it infeasible to the proposed airport improvements. Protocol level surveys have been conducted under dry weather conditions (Helm 2007). The results of those surveys indicate that vernal pool fairy shrimp occupy about 1.56 acres of wetland basins and that an adjacent 9.17 acres of upland habitat occur around the habitat. Ground disturbance in the vicinity of the wetland basins would cause varying degrees of erosion, sedimentation and alteration of the hydrologic regimes, thereby affecting water quality and wetland habitat. To confirm presence of the species, protocol wet weather surveys will be conducted during the winter of 2007-2008. To verify the preliminary wetland delineation, the FAA will consult with the U.S. Army Corps of Engineers to determine the exact acreage amount of waters of the U.S.

Avoidance of impacts is considered infeasible, and fill of the potential habitat would be necessary to achieve the project objectives. As noted above, protocol surveys for these species have been conducted and will be continued in the winter of 2007-2008. Listed shrimp have been found on-site, and the Project would result in loss of the individuals present and the associated 1.56 acres of habitat. Loss of individuals, aquatic habitat and upland habitat for the federally listed fairy shrimp are considered potentially significant but would be reduced to a less-than significant level by implementation of the following mitigation measures.

Mitigation Measure 3.2-3a: Complete Protocol Surveys for Vernal Pool Fairy Shrimp

A qualified biologist with authorization from the USFWS will complete protocol-level surveys for special status fairy shrimp.

Mitigation Measure 3.2-3b: Compensate for the Impacts on Vernal Pool Fairy Shrimp

To compensate for the permanent loss of about 1.56 acres and the temporary disturbance of about 2.23 acres of non-native grasslands for the vernal pool fairy shrimp, the City, in coordination with the FAA, would set aside and preserve areas within the airport to construct and manage new vernal pool fairy shrimp habitat. To determine the mitigation acreage (mitigation ratio) the FAA will prepare a Biological Assessment (BA) that includes mitigation and conservation measures in accordance with Section 7 of the U.S. Endangered Species Act. The FAA will submit the BA to the USFWS for consultation and to request a Biological Opinion. The final mitigation ratios and conservation measures would be determined through consultation between the FAA and USFWS. The City would construct and maintain habitat within the airport for vernal pool fairy shrimp.

Impact 3.2-4: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Western spadefoot toad —Less than Significant with Mitigation

Within the study area, scattered vernal pools, seasonal wetlands, wetlands swales and adjacent grassland provide potential habitat for western spadefoot toad. The channel located in the southern-most portion of the site may also provide limited seasonal breeding habitat for the species, although the presence of bullfrogs may significantly reduce the suitability of available habitat. Based on the presence of potential breeding and upland habitat, and the proximity to other known occurrences in the region, it is expected that this species have a reasonable potential for occurring within scattered seasonal wetlands of the study area.

Avoidance of impacts is considered infeasible, and fill of the potential habitat would be necessary to achieve the project objectives. Protocol surveys for this species will be conducted in the winter of 2007-2008. Loss of individuals, aquatic habitat and upland habitat for the species is considered potentially significant but would be reduced to a less-than significant level by implementation of the following mitigation measures.

Mitigation Measure 3.2-4a: Complete Surveys for Western spadefoot toad

A qualified biologist will complete surveys for the special status Western spadefoot toad.

Mitigation Measure 3.2-4b: Compensate for the Impacts on Western spadefoot toad habitat

If the species are identified as occurring on the airport, to compensate for the permanent loss or temporary disturbance of habitat the City would set aside and preserve areas within the airport to construct and manage new toad habitat. It is likely, that toad habitat will correspond closely with fairy shrimp habitat and that habitat creation and maintenance could be combined. However, if necessary, the City will create and maintain additional toad habitat on the airport to replace the loss of habitat. This would reduce the impact to less-than significant.

Impact 3.2-5: Filling Waters of the United States

The proposed Project would result in the direct removal of about 8.37-acres of waters of the United States on the airport:

- Channel 0.70 acre
- Ditch 0.40 acre
- Marsh 0.19 acre
- Seasonal Wetland 3.97 acre
- Vernal Pool 2.11 acre
- Wetland Swale 1.00 acre

The exact total acreage impacted by the proposed Project is estimated pending verification of the wetland delineation by the Corps. However, the determination of the effects and associated mitigation measures are considered to be the similar to those anticipated after wetland verification by the U.S. Army Corps of Engineers.

The FAA is the lead federal agency on the airport for activities that impact the environment. The federal government supports a policy of minimizing "the destruction, loss, or degradation of wetlands" (Executive Order 119900, May 24, 1977), and Sections 401 and 404 of the Clean Water Act regulate waters of the United States. Discharge of fill into waters of the United States is regulated by the Corps and requires a Section 404 permit, and a Section 401 certification from the RWQCB. In 1987, the CDFG adopted a no-net loss policy for wetlands, as has the State of California (the Governor's California Wetlands Conservation Policy, State of California, August 23, 1883). Activities that modify the bed and bank or substantially divert flows of streams, sloughs and intermittent drainages are also subject to regulations by the CDFG under Section 1600 of the Fish and Game Code.

Implementation of mitigation measure 3.2-5 would provide for no-net loss of wetlands, such that the net effect after mitigation is completed the impacts would be considered less than significant.

Mitigation Measure 3.2-5: Filling waters of the United States

The City of Lincoln shall obtain authorization from Corps for the placement of fill in Waters of the U.S., required to implement the proposed Project under any alternative (except the No Action Alternative). Depending on the total amount of fill, mitigation to offset impacts to waters of the U.S. may be attached to the Corps permit. The City shall abide by all conditions attached to the Section 404 permit. The City shall also obtain Water Quality Certification (or a waiver) from the Regional Water Quality Control Board (RWQCB), as it will be required to make the Corps permit valid.

The need for mitigation to offset impacts to jurisdictional wetlands (if any) will be determined in consultation with Corps during the permitting process. If deemed necessary, mitigation would be attached as a condition of the 404 permit. The amount and type of mitigation will be largely dependent on the selected alternative and the extent of jurisdictional waters of the U.S. as determined by Corps when they verify the wetland delineation (North Fork Associates 2007) as the first step in the permitting process. Depending on the conditions of the permit, mitigation may be accomplished through on-site creation.

By securing and abiding by the conditions of Section 404 of the Clean Water Act permit, including providing mitigation and obtaining Section 401 Water Quality Certification from the RWQCB, impacts to jurisdictional Waters of the U.S. and wetlands would be below the threshold of significance.

3.3 Cultural Resources

This section discusses the potential for the proposed Project to affect cultural resources. It summarizes the history of the project region; describes the findings and conclusions of previous studies relevant to the proposed Project; identifies the effects of the proposed Project on cultural resources; and identifies mitigation measures available to reduce effects on significant cultural resources.

Cultural resource is the term used to describe several different types of properties: prehistoric and historical archaeological sites, and locations of importance to Native Americans, and architectural properties, such as buildings, bridges, and infrastructure.

Historical resource is a CEQA term that includes buildings, sites, structures, objects, or districts that may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance and is eligible for listing or is listed in the California Register of Historical Resources (CRHR).

Environmental Setting

Cultural Setting

The following brief discussions are condensed from the technical report (Coyote & Fox, 2007) prepared for the proposed Project. The study area for cultural resources is equivalent to the property within the Lincoln Regional Airport.

Ethnographic Setting

The project area lies within the ethnographic territory of the Nisenan, or Southern Maidu. Nisenan territory was within the drainages of the Yuba, Bear, and American Rivers and the lower drainages of the Feather River. Together with the Maidu and Konkow, their northern neighbors, the Nisenan are part of the Maiduan language family of the Penutian linguistic stock.

Nisenan settlement locations were chosen primarily on the basis of elevation, exposure, and proximity to water and other resources. Permanent villages usually were located on low rises along major watercourses, and village size ranged from three to 50 dwellings. Outside of the village, brush shelters were used in summer and at temporary camps during food-gathering rounds.

The Nisenan occupied permanent settlements from which specific task groups set out to harvest seasonal flora and fauna that the valley environment provided. The Valley Nisenan economy involved riverine resources, whereas the resource base of the Hill Nisenan consisted primarily of acorn and game procurement. The acorn crop from the blue oaks and black oaks was so carefully managed that it served as the equivalent of an agricultural crop and could be stored against winter shortfalls of resource abundance. Deer, rabbit, and salmon were the chief sources of animal protein in the aboriginal diet, but many other insect and animal species were procured when available.

There are numerous Nisenan and Maidu peoples still living in Placer County, and they continue to conduct traditional ceremonies and teach their children the native culture.

Historic Setting

European settlement of the Lincoln area began during the California gold rush. Although not one of the more important gold-producing areas, the Lincoln area was agriculturally very productive, and early settlements were located along the roads to the gold fields. Arriving in the late 1850s, the first settlers in the Lincoln area engaged in wheat production and cattle ranching.

An early settler, Charles Lincoln Wilson actively promoted the construction of the California Central Railroad, which was completed from Folsom to Lincoln on October 31, 1861. The establishment of the railroad accelerated the shipment of wheat, boosted other local markets, and contributed to the growth of Lincoln' s population, which rose from nearly 500 inhabitants in 1863 to more than 1,400 by 1910. Lincoln thrived as a staging and freight center until 1866, when the railroad terminus was moved to Wheatland.

Although agriculture was the primary industry in 19th century Lincoln, two chance discoveries made in the 1870s presented economic alternatives. In 1873, coal was discovered near Lincoln and coal mining continued well into the 1880s. Then, the accidental discovery of clay deposits in 1874 led to the establishment of a large pottery manufacturing business in Lincoln. Charles Gladding, Peter McBean, and George Chambers erected a kiln in May 1875 for the production of vitrified clay sewer pipe; by 1882, Gladding, McBean & Company was producing ironstone sewer pipe, chimney tops, fire bricks, terra cotta ware, vases, urns, flower pots, and other decorative pottery. By the 1920s, the Gladding, McBean & Company pottery works had grown to employ some 600 employees and produce a variety of clay products for shipment to Chicago, Kansas City, St. Louis, Seattle, and Portland. This company continues to produce clay products today, including the architectural terra cotta detail work.

Lincoln Regional Airport

Plans for development by the War Department for the Lincoln Auxiliary Field for Mather Flying School were in progress by July 1942. The 627.87 acres comprising Section 7, however, was not acquired by the War Department until late 1942 and 1943.

The airfield facility was built as an auxiliary airfield for the Advanced Flying School of the Army Air Forces at Mather Field near Sacramento, and the primary use of this auxiliary field was to provide a location for emergency landings and general training in support of operations at Mather Field. Lincoln Air Field was built to a standard design consisting of three 4,000-foot runways arranged in a triangle, with a fourth runway (3,463 feet) bisecting the triangle. Initially, the site was used to aid Mather Field’s mission to train pilots, navigators and bombardiers. Throughout its operational history, Lincoln Auxiliary Field was available to any aircraft needing emergency landing.

The airfield was maintained and operated by a small detachment from Mather Field’s 77th Air Base Group and its successor unit, the 1505th U.S. Army Air Forces Base Unit.

The airfield facilities consisted of four administrative and crew buildings and a single pit latrine. There was no aircraft maintenance or refueling infrastructure on the airfield at this time. There was a U-shaped concrete apron on the west side of the field and five structures.

Use of the Lincoln Air Field by the Army Air Forces was relatively short term. The airfield was declared surplus government property and was taken over by the United States Army Corps of Engineers in February 1945.

On August 12, 1946, the War Assets Administration issued an interim license to the City of Lincoln to operate a municipal airport on the site, pending a formal conveyance. A deed that quitclaimed the 627.87 acres from the War Department to the City of Lincoln was signed in January 1947. The terms of the deed included the following conditions:

- That the United States retained the mineral rights on the land;
- That the site be used as a municipal airport;
- That the landing area be maintained in accordance with federal standards;
- That the United States would retain use of the airport in common with others and would not be charged if their usage did not exceed 25% of the airport's capacity;
- That in the event of an emergency declared by the President of the United States, the United States had the right to retain control of the site;
- That any transfer of airport property be subject to approval of the FAA; and
- That the property would revert back to the United States if the conditions of the deed were not met.

From 1946 until 1977, the City operated the airport from the old military structures on the west side of the airport. In 1977, the City entered into a Joint Powers Agreement with Placer County for operation of the airport, although the City never relinquished ownership. As a result of this agreement, the Lincoln Airport Authority was created. The Lincoln Airport Authority built new facilities on the eastern side of the property and refurbished the runways. In 1986, the Joint Powers Agreement between the City and County was terminated, and control of the airport reverted to the City of Lincoln. The airport is currently a division of the City's Department of Public Works and is the largest airport in Placer County.

Regulatory Setting

CEQA requires that public or private projects financed or approved by public agencies assess the effects of the project on historic resources. Historic resources are defined in the State CEQA Guidelines as buildings, sites, structures, objects, or districts that may have historical, architectural, archaeological, cultural, or scientific significance. CEQA states that if a proposed project would cause a substantial adverse change in the significance of a historic resource, alternative plans or mitigation measures must be considered. However, only significant historical resources need to be addressed.

Historical resources are those eligible for listing or listed in the CRHR (PRC 5020.1[k], 5024.1, and 5024.1[g]). A cultural resource may be eligible for inclusion in the CRHR if it:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

Properties that are listed in or eligible for listing in the National Register of Historic Places (NRHP) are considered eligible for listing in the CRHR (PRC 5024.1[d][1]). Generally, properties that are less than 50 years old are not considered eligible for listing in the CRHR. However, because the CRHR regulations do not specify guidance for determining the significance of such properties, the guidance offered for NRHP evaluation typically is applied.

Archaeological resources also may be eligible for listing in the CRHR if they are *unique archaeological resources*. CEQA (PRC 21083.2) states that a unique archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that, beyond merely adding to the current body of knowledge, there is a high probability that it:

- Contains information needed to answer important scientific research questions, and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Senate Bill 18 (Government Code 65352.3)

California Senate Bill (SB) 18 states that prior to the adoption or amendment of a city or county's general plan, the city or county shall consult with California Native American tribes that are on the contact list maintained by the Native American Heritage Commission (NAHC). The intent of SB 18 is to preserve or mitigate impacts on places, features, and objects as defined in PRC 5097.9 and 5097.993 that are located within the city or county's jurisdiction. The bill also states that the city or county shall protect the confidentiality of information concerning the specific identity, location, character, and use of those places, features, and objects identified by Native American consultation. SB 18 applies to all general and specific plans and amendments proposed after March 1, 2005.

According to SB 18, the City must conduct consultation directly with the NAHC and local Native American representatives and not through a hired consultant. SB 18 consultation is ongoing between the City and local Native American representatives.

Existing Conditions

Methodology

Efforts to locate cultural resources within the study area consisted of conducting a records search and archival research, contacting the NAHC and Native American representatives, and conducting archaeological and architectural inventories.

Known Resources

As a result of the survey, two historic archaeological sites were recorded: a previously recorded site, CA-PLA-1337H (Lincoln Airport World War II Compound) was further documented; and a new site, Lincoln Airport Wind T, was identified. These historic sites are not considered eligible for inclusion on the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register) (Coyote & Fox 2007).

Impact Analysis

Thresholds of Significance

According to CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment (State CEQA Guidelines 15064.5[b]). The proposed Project would have a significant effect on cultural resources if it would:

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to the CCR 15064.5;
- Cause a substantial adverse change in the significance of a historical resource as defined in CCR 15064.5; or
- Disturb any human remains, including those interred outside of formal cemeteries.

Significance of Impacts and Treatment

CEQA states that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. Actions that would materially impair the significance of a historic resource are any that would demolish or adversely alter those physical characteristics of a historical resource that convey its historical significance and qualify it for inclusion in the CRHR or in a local register or survey that meets the requirements of PRC 5020.1(k) and 5024.1(g).

When a project will affect an archaeological site, CEQA provides guidelines for determining the significance of impacts and appropriate treatment for the resource (State CEQA Guidelines 15064[c]). If an archaeological site is a historical resource, the site shall be treated according to the provisions of PRC 21084.1 and State CEQA Guidelines 15064.5. In this case, the limits provided in PRC 21083.2 do not apply. If an archaeological site is not a historical resource under CEQA but meets the criteria for a unique archaeological resource (PRC 21083.2), the site shall be treated in accordance

with provisions outlined in PRC 21083.2. Time and cost limitations outlined in PRC 21083.2 do not apply to inventories or site evaluation activities designed to determine if unique archaeological resources are present within the study area. If an archaeological resource is neither a historic resource nor a unique archaeological site, any effects to the resource are not considered significant.

Impacts and Mitigation Measures

Impact 3.3-1: Disturbance or Destruction of Undiscovered Buried Resources during Ground-Disturbing Activities—Less than Significant with Mitigation

The Project Area may contain buried archaeological deposits. Though the area has been examined for cultural resources, it is not possible to determine what lies beneath the ground surface. It is possible that previously undiscovered intact subsurface archaeological remains are located within the Project Area. The disturbance or destruction of these resources would be considered a significant impact. The implementation of Mitigation Measure 3.3-1 would reduce this impact to a less-than-significant level.

Mitigation Measure 3.3-1: Stop Work if Buried Cultural Deposits are Encountered during Construction Activities

If any additional archaeological discoveries (human skeletal remains, culturally modified lithic materials, structural features, or historic artifacts) are encountered during ground disturbing activities, all such activities should halt within a 100-foot radius of the discovery, and a qualified archaeologist should be contacted to determine the nature of the find, evaluate its significance, and, if necessary, suggest preservation or mitigation measures.

If human remains of Native American origin are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the NAHC (PRC 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The County coroner has been informed and has determined that no investigation of the cause of death is required; and
- If the remains are of Native American origin:
- The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98; or
- The NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the NAHC.

According to the California Health and Safety Code (CHSC), six or more human burials at one location constitute a cemetery (CHSC 8100), and disturbance of Native American cemeteries is a felony (CHSC 7052). CHSC 7050.5 requires that construction or

excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California NAHC.

Impact 3.3-2: Potential Impacts on Buried or Unknown Archaeological Resources—Less than Significant with Mitigation

The potential exists for accidental damage to buried cultural deposits or human remains that may be discovered during construction of various elements of the proposed Project. Buried deposits may be eligible for listing in the CRHR. This impact is considered potentially significant but would be reduced to a less than - significant level by implementing Mitigation Measure 3.3-1.

3.4 Geology, Soils, and Paleontology

This section assesses the proposed Project's potential impacts related to the existing geological and soils conditions on the site, concentrating particularly on any potential hazards that could result from construction in the Project Area. This section also addresses the Project's potential impacts on paleontological resources.

Environmental Setting

Regional Geology and Topography (Great Valley Geomorphic Province)

This section addresses the regional and Project Area geology and topography. Quaternary sediments and geologic hazards pertaining to the Project Area are emphasized. The City of Lincoln and the airport are located near the easternmost edge of the Great Valley geomorphic province. The Great Valley geomorphic province is discussed below.

The Great Valley geomorphic province is an elongate, nearly flat alluvial plain extending from the Tehachapi Mountains on the south to the Klamath Mountains on the north and from the Sierra Nevada on the east to the Coast Ranges on the west. The valley is approximately 50 miles in width, and about 450 miles in length. The northern portion is drained by the Sacramento River and the San Joaquin River drains the southern portion. The Great Valley consists primarily of alluvial, flood, and delta plains of the major rivers and their tributaries. The region persisted as a shallow marine environment during most the Cenozoic era, becoming mostly large brackish and freshwater lakes in the late Cenozoic.

Geologically, the Great Valley is a large elongate northwest-trending asymmetric structural trough that has been filled with a thick sequence of sediments ranging in age from Jurassic to Recent. This asymmetric geosyncline has a long stable eastern shelf supported by the subsurface continuation of the granitic Sierran slope and a short western flank expressed by the upturned edges of the basin sediments. The sediments are thickest along the western edge of the valley. The sedimentary sequence rests on a basement floor of metamorphic and igneous rocks in the eastern half of the valley. These basement rocks, which are exposed in the Sierra Nevada foothills, are composed of Paleozoic and Mesozoic metasediments and volcanics as well as Jurassic and Cretaceous granites. The sediments that form the thick valley section were largely derived by erosion of land areas of the Sierra Nevada Batholith located to the east of the depositional trough.

Geology and Topography of the Project Area

The airport is located three miles west of downtown Lincoln on relatively flat ground. The geology of the airport and the immediate area consists entirely of alluvium of the Quaternary Riverbank Formation, which generally is composed of unconsolidated stream and basin clay to sand/gravel-sized deposits. The area represents a transition from the Sierra Nevada Province to the Valley Province. Granitic outcrops of the Sierra Nevada Province are evident approximately four to five miles east of the airport. Approximately three miles east of the airport, an outcrop of the Tertiary Ione Formation of quartzose sandstone and kaolinitic clay exists. In conjunction with the Ione Formation are outcrops of the Tertiary Mehrten Formation, consisting of andesitic conglomerate, sandstone, and breccia. The alluvial material present at the airport consists of erosional products from

most of the materials to the east. Underlying the unconsolidated alluvial material is igneous bedrock sloping to the west. The igneous bedrock has an irregular surface of moderate relief as a result of erosion by ancient stream channels and tectonic forces.

A geophysical gravity study (Chapman, 1977) indicates a strong anomaly trending northwest through the west central portion of the airport. This anomaly is interpreted as a possible buried valley. Varied success of water well drilling in the area suggests an irregular bedrock surface with groundwater perched on the lower portions of the bedrock. Buried valleys and steam channels are the generally accepted theory for the irregular surface.

Elevations of the Project area average about 120 feet above mean sea level (msl).

Seismicity

Seismic hazards are earthquake fault ground rupture and ground shaking (primary hazards) and liquefaction and earthquake-induced slope failure (secondary hazards). Western Placer County and the airport are in a region of low seismic potential.

The Fault Activity Map of California, Charles W. Jennings, 1994, indicates the nearest faults are the Spenceville/Deadman fault and the Wolf Creek Fault. Both of these faults are 10 to 15 miles east of the airport, in the Sierra Nevada Province. Each fault is classified as pre-quaternary, greater than 1.6 million years, and without recognized quaternary displacement. The City of Lincoln and Placer County are not listed in the Alquist-Priolo fault-zoning act as of May 1, 1999.

The airport is located 90 miles east of the San Francisco Bay Area and lies within Seismic Risk Zone 3. Earthquakes in Seismic Risk Zone 3 pose a lesser risk than those experienced in Zone 4 (such as the San Francisco Bay Area). Consequently, the airport and surrounding area may be affected by regionally occurring earthquakes; however, impacts resulting from such an event would be less in nature than those experienced in the Bay Area. The airport is neither located within, nor crosses, a delineated Alquist-Priolo Earthquake Fault Zone.

The purpose of the Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) is to regulate development near active faults to mitigate the hazard of surface rupture. Faults in an Alquist-Priolo Earthquake Fault Zone are typically active faults. As defined under the Alquist-Priolo Act, an active fault is one that has had surface displacement within Holocene time (about the last 11,000 years). An early Quaternary fault is one that has had surface displacement during Quaternary time (the last 1.6 million years). A pre-Quaternary fault is one that has had surface displacement before the Quaternary period. Only faults officially recognized by the State of California under the Alquist-Priolo Act or faults recognized by the Uniform Building Code (UBC) are subject to mitigation (Hart and Bryant 1997).

Soils

The U.S. Department of Agriculture, Soil Conservation Service (now called the Natural Resources Conservation Service (NRCS)), has mapped the soils in the airport vicinity, and are described in the Soil Survey of Placer County, Western Part (Rogers et al. 1980). The following soil associations occur in the Project Area: most of the Project area, the eastern ¾ of section 7, consists of Cometa-Ramona sandy loams. The west ¼ of section 7 consists of San Joaquin-Cometa sandy loams.

Soil Associations of the Project Area

According to the NRCS soil survey, the Cometa is a deep, well-drained claypan soil that formed in alluvium, mainly from granitic sources. Typically, the surface layer is brown sandy loam about 18 inches thick. The subsoil is brown clay. At a depth of about 29 inches is compacted very pale brown sandy loam. Permeability is very slow. Surface runoff is slow. The hazard of erosion is slight.

The Ramona soil is very deep and well drained. It formed in alluvium from predominately granitic sources. The surface layer is loam and sandy loam about 14 inches thick. The subsoil is sandy clay loam about 41 inches thick. The substratum to a depth of 73 inches is gravelly sandy loam. Permeability is moderately slow. The hazard of erosion is slight.

The major limitations to urban use of the Cometa soil are the very slow permeability of the subsoil, the shrink-swell potential of the subsoil, and the limited ability of the soil to support a load.

The San Joaquin is a well-drained claypan soil that is moderately deep over a hardpan. It formed in alluvium from predominantly granitic sources. Typically, the surface layer is reddish yellow sandy loam about 15 inches thick. The subsoil is reddish yellow clay loam and yellowish red clay. At a depth of about 35 inches is the hardpan. Permeability is very slow. Surface runoff is slow. The hazard of erosion is slight.

The major limitations to construction on the San Joaquin soil are the very slow permeability of the subsoil, the moderate depth to the hardpan, the shrink-swell potential, and the limited ability of the soil to support a load.

Paleontological Resources

Few, if any paleontological resources occur on the airport. The surficial geologic unit is the Riverbank Formation, which is comprised of outwash material from the western side of the Sierra Nevada and is not typically a fossil bearing formation.

Regulatory Setting

The following regulations, policies, and ordinances are in place to protect people and property from geologic hazards or to protect paleontological resources from damage or encroachment from development and human activity.

Local

Geotechnical Investigations

Local jurisdictions typically regulate construction activities through a multistage permitting process that may require the preparation of a site-specific geotechnical investigation. The purpose of a site-specific geotechnical investigation is to provide a geologic basis for the development of appropriate construction design. Geotechnical investigations typically assess bedrock and Quaternary geology, geologic structure, soils, and the previous history of excavation and fill placement.

The City of Lincoln General Plan (City of Lincoln 2007) requires all new development to be designed and constructed to minimize risk from geologic and seismic hazards, with geotechnical investigations to be performed prior to any planning or construction activities.

The Public Safety Element of the City of Lincoln General Plan (City of Lincoln 2007) requires that projects proposed in areas identified as being subject to moderate or high geologic hazard shall be required to conduct site specific geotechnical investigations.

Site-specific geotechnical investigations providing a geologic basis for the development of appropriate construction design have been completed for existing portions of the airport. This chapter requires that a geotechnical report will need to be conducted before any new construction activities occur. Relevant recommendations from future geotechnical reports will be incorporated into the proposed project design.

Local Grading and Erosion Control Ordinances

Many counties and cities have grading and erosion control ordinances. These ordinances are intended to control erosion and sedimentation caused by construction activities. A grading permit is typically required for construction related projects. As part of the permit, the project applicants usually must submit a grading and erosion control plan, vicinity and site maps, and other supplemental information. Standard conditions in the grading permit include a description of Best Management Practices (BMPs) similar to those contained in a Storm Water Pollution Prevention Plan (SWPPP).

State

Alquist-Priolo Earthquake Fault Zoning Act

California's Alquist-Priolo Act (PRC 2621 et seq.), originally enacted in 1972 as the Alquist-Priolo Special Studies Zones Act and renamed in 1994, is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The Alquist-Priolo Act prohibits the location of most types of structures intended for human occupancy across the traces of active faults and strictly regulates construction in the corridors along active faults (Earthquake Fault Zones). It also defines criteria for identifying active faults, giving legal weight to terms such as "active" and establishes a process for reviewing building proposals in and adjacent to Earthquake Fault Zones.

Under the Alquist-Priolo Act, faults are zoned, and construction along or across them is strictly regulated if they are "sufficiently active" and "well-defined." A fault is considered sufficiently active if one or more of its segments or strands shows evidence of surface displacement during Holocene time (defined for the purposes of the act as within the last 11,000 years). A fault is considered well defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria, and judgment (Hart and Bryant 1997).

Seismic Hazards Mapping Act

Like the Alquist-Priolo Act, the Seismic Hazards Mapping Act of 1990 (PRC 2690–2699.6) is intended to reduce damage resulting from earthquakes. While the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Act: The state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards, and cities and counties are required to regulate development within mapped Seismic Hazard Zones. Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development. Specifically, cities and counties are prohibited from issuing development permits for sites in Seismic Hazard Zones until appropriate site-specific geologic or geotechnical investigations have been carried out, and measures to reduce potential damage have been incorporated into the development plans.

California Building Standards Code

The State of California's minimum standards for structural design and construction are given in the California Building Standards Code (CBSC) (CCR Title 24). The CBSC is based on the UBC (International Code Council 1997), which is used widely throughout United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for California conditions with numerous, more detailed or more stringent regulations. The CBSC requires that "classification of the soil at each building site will be determined when required by the building official" and that "the classification will be based on observation and any necessary test of the materials disclosed by borings or excavations." In addition, the CBSC states that "the soil classification and design-bearing capacity will be shown on the (building) plans, unless the foundation conforms to specified requirements." The CBSC provides standards for various aspects of

construction, including (i.e., not limited to) excavation, grading, and earthwork construction; fills and embankments; expansive soils; foundation investigations; and liquefaction potential and soil strength loss. In accordance with California law, certain aspects of the Project would be required to comply with all provisions of the CBSC.

California Environmental Quality Act (CEQA)

CEQA includes in its definition of *historical resources* "any object [or] site …that has yielded or may be likely to yield information important in prehistory" (State CEQA Guidelines 15064.5[3]), which is typically interpreted as including fossil materials and other paleontological resources. In addition, destruction of a "unique paleontological resource or site or unique geologic feature" constitutes a significant impact under CEQA (CEQA Guidelines Appendix G). The treatment of paleontological resources under CEQA is generally similar to the treatment of cultural resources, requiring evaluation of resources in a project's area of potential effect; assessment of potential impacts on significant or unique resources; and development of mitigation measures for potentially significant impacts, which may include monitoring combined with data recovery or avoidance.

California Public Resources Code (PRC)

Several sections of the PRC protect paleontological resources. Section 5097.5 prohibits "knowing and willful" excavation, removal, destruction, injury, and defacement of any paleontological feature on public lands (lands under state, county, city, district, or public authority jurisdiction, or the jurisdiction of a public corporation), except where the agency with jurisdiction has granted express permission. Section 30244 requires reasonable mitigation for impacts on paleontological resources that occur as a result of development on public lands.

The sections of the CCR relating to the State Division of Beaches and Parks afford protection to geologic features and "paleontological materials" but grant the director of the state park system authority to issue permits for specific activities that may result in damage to such resources, if the activities are in the interest of the state park system and for state park purposes (14 CCR 4307–4309).

Federal

Clean Water Act (CWA) 402/National Pollutant Discharge Elimination System (NPDES)

The CWA is discussed in detail in section 3.6, "Hydrology and Water Quality." However, because CWA 402 is directly relevant to excavation, additional information is provided below.

Amendments in 1987 to the CWA added Section 402p, which establishes a framework for regulating municipal and industrial storm water discharges under the NPDES program. The EPA has delegated to the SWRCB the authority for the NPDES program in California, which is implemented by the state's nine RWQCBs. Under the NPDES Phase II Rule, construction activity disturbing one acre or more must obtain coverage under the state's General Permit for Discharges of Storm Water Associated with Construction

Activity (General Construction Permit). General Construction Permit applicants are required to prepare a Notice of Intent and a SWPPP and implement and maintain BMPs to avoid adverse effects on water quality as a result of construction activities, including earthwork.

Paleontological Resources Preservation Act

The federal Paleontological Resources Preservation Act of 2002 (PRPA) limits collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers who obtain a permit from the appropriate state or federal agency and agree to donate any materials recovered to recognized public institutions where they will remain accessible to the public and to other researchers.

Impact Analysis

This section describes the analysis relating to geology and soils for any significant impacts as a result of the proposed Project. It describes the methods used to determine those impacts and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion.

Thresholds of Significance

The standards of significance described in CEQA and the seismic elements of the City of Lincoln General Plan (City of Lincoln 2007) were used in this analysis, as described below. Appendix G of the State CEQA Guidelines provides guidance for evaluation of project effects on geologic and paleontological resources. Based on these guidelines, a project is considered to have a significant impact on geologic resources if it would:

- Expose people or structures to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
- Expose people or structures to major geologic hazards that could result in loss, injury, or death related to strong seismic ground shaking or seismic-related ground failure, including liquefaction or landslides;
- Result in development on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Result in substantial soil erosion or the loss of topsoil; or
- Result in development on expansive soil, as defined in the UBC (International Conference of Building Officials 1994), creating substantial risks to life or property.
- In addition, the proposed Project is considered to have a significant impact on paleontological resources if it would: directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Approach and Methodology

Geology and Soils

Evaluation of the geology and soils impacts in this section is based on the results of technical maps, reports, and other documents that describe the geologic, seismic, and soil conditions of the airport, and on professional judgment. To reduce or mitigate potential hazards from earthquakes or other local geologic hazards, the City ensures that development will continue to be completed in compliance with local and State regulations. These regulations include the California Building Code, the Uniform Building Code, the Alquist-Priolo Earthquake Fault Zoning Act, and the Seismic Hazard Mapping Act. Policies and implementation measures developed for the proposed airport projects include continued conformance with these applicable local and State building regulations.

Paleontological Resources

In response to a recognized need for standard guidance on paleontological resources management, the Society of Vertebrate Paleontology (SVP) published a set of *Standard Guidelines* (Society of Vertebrate Paleontology Conformable Impact Mitigation Guidelines Committee 1995) that are now widely followed. The SVP guidelines identify two key phases in the process for protecting paleontological resources from project impacts, as follows.

1. Assess the likelihood that the Project's area of potential effect contains significant nonrenewable paleontological resources that could be directly or indirectly impacted, damaged, or destroyed as a result of the Project.
2. Formulate and implement measures to mitigate potential adverse impacts.

The SVP's guidelines provide a working definition of *significance* as applied to paleontological resources. According to the SVP, significant paleontological resources are those that fulfill one or more of the following criteria (Society of Vertebrate Paleontology Conformable Impact Mitigation Guidelines Committee 1995).

- The resource provides important information shedding light on evolutionary trends or helping to relate living organisms to extinct organisms.
- The resource provides important information regarding the development of biological communities.
- The resource demonstrates unusual circumstances in the history of life.
- The resource represents a rare taxon or a rare or unique occurrence; the resource is in short supply and in danger of being destroyed or depleted.
- The resource has a special and particular quality, such as being the oldest of its type or the best available example of its type.
- The resource provides important information used to correlate strata for which it may be difficult to obtain other types of age dates.

Significant paleontological resources may include vertebrate fossils and their associated taphonomic and environmental indicators, invertebrate fossils, and plant fossils.

Impacts and Mitigation Measures

The impacts discussed below for geology and soils and paleontological resources apply to all elements of and options within the proposed Project.

Impact 3.4-1: Potential Structural Damage and Injury Caused by Fault Rupture—Less than Significant

Based on available geologic data of fault locations and locations of earthquake epicenters, the risk of surface fault rupture on the airport is generally low because of its distance from active faults and it is not located within a delineated Alquist-Priolo Earthquake Fault Zone. However, the City of Lincoln is required continued compliance with all applicable development requirements including the Uniform Building Code and the restriction of development within a variety of hazardous areas. The City requires the preparation of engineering studies for all new development proposals within areas of potential soil instability. Additionally, Health and Safety Implementation Measure #2 (City of Lincoln General Plan 2007) requires the City to adopt guidelines for both the evaluation and mitigation of all applicable geologic hazards common to the General Plan study area as part of the approval for both public and private projects. Adherence to these codes and regulations and implementation of the City policies and implementation measures for geologic hazard impacts subsidence, liquefaction, or collapse would be minimized. This impact is considered less than significant. No further mitigation is required.

Impact 3.4-2: The Proposed Project Would Not be Located on a Geologic Unit or Soil that is Unstable, or that Would Become Unstable as a Result of the Project, and Potentially Result in on-or off-site Landslide, Lateral Spreading, Subsidence, Liquefaction, or Collapse – Less than Significant

As more fully described above under Impact 3.4-1, the airport is not located within a delineated Alquist-Priolo Earthquake Fault Zone and the probability of soil liquefaction actually taking place on the airport is considered to be a low hazard. The City of Lincoln requires the preparation of engineering studies for all new development proposals within areas of potential soil instability. Additionally, the City has adopted guidelines for the evaluation and mitigation of all applicable geologic hazards common to the City as part of the approval for both public and private projects. With adherence to all applicable State and local building codes and regulations and implementation of the policies and implementation measures contained in the City's General Plan, impacts associated with subsidence, liquefaction, or collapse would be minimized. Consequently, with implementation of the existing City policies, this impact is considered less than significant. No additional mitigation measures are required.

Impact 3.4-3: Potential Structural Damage as a Result of Development on Expansive Soils—Less than Significant

Various soil map units in the Project Area have been identified as having moderate to high shrink-swell potential. Expansive soils have the potential to compromise the

structural integrity of proposed new facilities (including runways, taxiways, buildings, and other associated features). However, this impact is considered less than significant because the Project applicants are required to implement UBC and City General Plan standards into the Project design for applicable features to minimize the potential shrink-swell hazards on associated project features.

Furthermore, as per City requirements, the airport, in conjunction with soil scientists or engineers will be responsible for requiring the completion of a geotechnical evaluation for expansive soils on a project-by-project basis. For runways and taxiways, subsurface borings at regular intervals are recommended. Based on subsurface conditions, the airport, in conjunction with soil scientists or engineers, will design the project structures to accommodate the effects of expansive soils. The airport or its contractors will select one or more of these measures in consultation with a qualified engineer before activities begin. This impact is considered less than significant. No further mitigation is required.

Impact 3.4-4: Potential Accelerated Runoff, Erosion, and Sedimentation from Grading Activities—Less than Significant

Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase erosion and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at the construction sites and staging areas. A SWPPP to be developed by a qualified engineer or erosion control specialist and implemented before construction will reduce adverse affects to soil erosion. The SWPPP will be kept on-site during construction activity and will be made available upon request to representatives of the RWQCB. The objectives of the SWPPP would be to: (1) identify pollutant sources that may affect the quality of storm water associated with construction activity; and (2) identify, construct, and implement storm water best management practices. No mitigation is required.

Impact 3.4-5: Potential Impact to Paleontological Resources – Less Than Significant with Mitigation

Quaternary alluvium is not known to contain important fossil resources. However, fossils could be present on the airport. If fossils are present on the airport, they could be damaged during Project construction. Substantial damage to or destruction of significant paleontological resources as defined by the SVP would represent a significant impact. To mitigate this potential impact and reduce it to a less-than-significant level, Mitigation Measure 3.4-5 would be implemented.

Mitigation Measure 3.4-5: Stop Work if Substantial Fossil Remains are Encountered During Construction

If substantial fossil remains (particularly vertebrate remains) are discovered during earth-disturbing activities on the airport, activities will stop immediately until a state-registered professional geologist or qualified professional paleontologist can assess the nature and importance of the find and a qualified professional paleontologist can recommend appropriate treatment. The City will be responsible for ensuring that recommendations regarding treatment and reporting are implemented.

3.5 Hazards and Hazardous Materials

This section describes the environmental setting, hazards associated with aircraft operations and hazardous materials impacts of the aviation-related development proposals and associated infrastructure improvements. Specifically, this section discusses the hazards associated with aircraft operations, site history and the existing hazardous materials conditions within the Project Area and describes applicable regulations pertaining to soil and groundwater remediation.

Substantial adverse effects and mitigation measures of the proposed Project related to aviation hazards and hazardous materials are described in this section and section 3.7 "Land Use and Planning." Flooding hazards are discussed in section 3.6, "Hydrology and Water Quality." Noise impacts are discussed in section 3.9, "Noise."

Environmental Setting

Study Area Defined

A radius around the airport coinciding with the Placer County Airport Land Use Commission (2 miles) jurisdiction is used to evaluate land use hazards associated with aircraft operations. Land uses, managing potential hazardous conditions, and public safety in the vicinity of the Lincoln Regional Airport are generally addressed by City and County land use zoning ordinances and by the Placer County Airport Land Use Commission that prepared and enforces the Airport Land Use Compatibility Plan. Section 3.7 "Land Use and Planning" of this EIR addresses land use related hazards associated with aircraft operations in the vicinity of the airport.

For the portions of this section that concern local hazardous materials sites, the study area consists of the Lincoln Regional Airport and a radius around airport (from 0.25 mile to 1 mile) depending on the type of hazardous materials site being researched.

Aircraft Operations

The California Airport Land Use Planning Handbook (Caltrans, Division of Aeronautics, 2002) states that CEQA lead agencies shall utilize the California Airport Land Use Planning Handbook (Handbook) as a technical resource with respect to airport noise and safety compatibility issues. The Lincoln Regional Airport is within the Placer County Airport Land Use Compatibility Plan (ALUCP) zones and the Placer County ALUCP zones were developed in accordance with the California Airport Land Use Planning Handbook, and compatibility of the proposed project with those zones was evaluated.

In accordance with the Handbook, the City of Lincoln will refer certain actions proposed in the Airport Master Plan to the Placer County Airport Land Use Commission for review. The purpose of the review is to determine project consistency with the ALUCP. If a project is found to be inconsistent with the plan then the City must overrule the ALUCP with findings to approve the project. The Placer County Airport Land Use Commission will use data and analysis provided in this EIR and project specific information provided in the Airport Master Plan to assess compatibility with the ALUCP.

Methodology for Assessment of Existing Hazardous Materials Conditions: Records Search

To help define the existing hazardous materials conditions and assess the risk of exposure to hazards and hazardous materials, Huang Engineering & Consulting (HEC) (2007) compiled a database search report. HEC conducted a database search for properties within one mile of the airport that have been designated as hazardous on one or more state or federal databases. The preliminary search is intended to provide sufficient information to identify hazardous materials that may be encountered and to assist in assessing the level of significance. The HEC report is attached to this EIR as Appendix D.

Existing Conditions: Records Search Results

HEC conducted a search for properties in the airport vicinity that are designated as hazardous on one or more state or federal databases or as being required by Proposition 65 ("Notify 65" sites) to provide warning before knowingly and intentionally exposing anyone to a listed chemical. The preliminary database search identified eight sites:

1. Lincoln Airport, 1480 Flightline Drive: Leaking underground storage tanks, removed and under groundwater monitoring.
2. Artesyn Solutions, 1601 Aviation Blvd.: Hazardous Waste Information System (HWIS) – the Department of Toxic Substances Control, California Environmental Protection Agency, maintains a data base which tracks the movement and disposal of hazardous waster. The data are used to support the Tanner Legislation, AB 2948.
3. California Shock Trauma Air Rescue, 1888 Flightline Drive: Hazardous Waste Information System (HWIS).
4. WECO Aerospace Systems, 1501 Aviation Blvd.: Hazardous Waste Information System (HWIS).
5. Lincoln Municipal Airport, 1420 Flightline Drive: Hazardous Waste Information System (HWIS).
6. CMD Product, 1410 Flightline Drive: Hazardous Waste Information System (HWIS).
7. Hewlett Packard Co., 1401 Aviation Blvd.: Hazardous Waste Information System (HWIS).
8. Jack Robb Corp.: 3300 Nicolaus Road: Hazardous Waste Information System (HWIS).

Nearby Schools

Exposure to hazardous materials and wastes can be particularly detrimental to children because of their stage in the developmental process. Therefore, more stringent maximum limits for particular hazardous materials (lead, mercury, etc.) are imposed for the siting of facilities where children will be spending extended amounts of time. There are no existing schools within 1.0 miles of the airport.

Regulatory Setting

City of Lincoln and Placer County

The protection of public safety and property from natural and human-made hazards is a concern addressed in the City's General Plan. Some of these hazards may be naturally induced, such as seismic, geologic, or wildfire hazards. Additional hazards are human-made, including airport crash hazards and exposure to hazardous materials (Lincoln General Plan 2007).

A *hazardous material* is defined by the California Department of Toxic Substances Control (DTSC) as a material that poses a significant present or potential hazard to human health and safety or the environment if released because of its quantity, concentration, or physical or chemical characteristics (26 CCR 25501). Common hazardous materials include petroleum hydrocarbons, pesticides, volatile organic chemicals, and certain metals.

Various federal and state agencies exercise regulatory authority over the use, generation, transport, and disposal of hazardous substances. The primary federal regulatory agency is the EPA. The primary California state agency with similar authority and responsibility is the California Environmental Protection Agency (Cal-EPA), which may delegate enforcement authority to other local agencies with which it has agreements. Federal regulations applicable to hazardous substances are contained primarily in the CFR Titles 29 (Labor), 40 (Protection of Environment), and 49 (Transportation). State regulations are contained in CCR Titles 13 (Motor Vehicles), 19 (Public Safety), 22 (Social Security), and 26 (Toxics).

Specific legislation and policies related to hazards and hazardous materials are summarized below.

Local Regulations: City of Lincoln General Plan

Airport Hazards General Plan: Goal HS-4:

To minimize the possibility of the loss of life, injury, or damage to property as a result of airport hazards. [New Goal]

Policy HS-4.1 Airport Land Use Compatibility Plan

The City shall require that development around the Lincoln Regional Airport be consistent with the safety policies and land use compatibility guidelines contained in the adopted Placer County Airport Land Use Compatibility Plan. [Modified Existing Policy 11, Community Safety Element]

Policy HS-4.2 Compliance with FAA Regulations

The City shall ensure that development within the airport approach and departure zones are in compliance with Part 77 of the Federal Aviation Administration Regulations (FAA regulations that address objects affecting navigable airspace). [New Policy]

Policy HS-4.3 Development in Airport Vicinity

The City shall prohibit any new residential land uses within the city from being located within 1 mile of the main runway at Lincoln Regional Airport. [New Policy]

General Plan Goal HS-5: Hazardous Materials

To protect residents and property from the use, transport and disposal of hazardous materials. [New Goal]

Policy HS-5.1 Transporting Hazardous Materials

The City shall strive to ensure that hazardous materials are used, transported, and disposed within the City in a safe manner and in compliance with local, state and federal safety standards. [New Policy]

Policy HS-5.2 Attraction/Retention of Clean Industries

The City shall emphasize the attraction of clean non-polluting industries and maintain existing clean industries in the City. [New Policy]

Policy HS-5.3 Air Emissions of Existing Industries

The City shall strive to make improvements in air quality by coordinating with existing industries to improve air emissions. [New Policy]

Policy HS-5.4 Disclosure of Hazardous Materials

The City shall require disclosure of hazardous materials with the County Environmental Health Department by those using them within the city or proposing to use them in new industrial or commercial activities. [Modified Existing Policy 7, Community Safety Element]

Policy HS-5.6 Hazardous Waste Facility Siting

The City shall ensure that new hazardous waste facilities and those commercial and industrial land uses that use or produce hazardous waste are sited in an appropriate manner. [New Policy]

Policy HS-5.7 Contamination Prevention

The City shall protect soils, surface water and groundwater from contamination. [New Policy]

Policy HS-5.10 Designated Routes for Hazardous Materials

The City shall require that hazardous materials transported within the City be restricted to routes that have been designated for such transport. [New Policy]

Policy HS-5.11 County Hazardous Waste Management Plan

The City shall review all proposed development projects that involve the manufacturing, use, or transporting of hazardous materials to ensure compliance with the County Hazardous Waste Management Plan. [New Policy]

Policy HS-5.12 Hazardous Materials Inventory

The City may require, as a component of the environmental review process, a hazardous materials inventory for the site, including an assessment of materials and operations for any applications for land use entitlements. Particular attention should be paid to land that contained past agricultural uses. [New Policy]

Placer County Airport Land Use Compatibility Plan

The Placer County Airport Land Use Commission (ALUC) was established to ensure that there are no direct conflicts with land uses, noise, or other issues that would impact the functionality and safety of airport operations. One of the key functions of the ALUC is to require that cities' and counties' general plans and zoning ordinances are consistent with Airport Land Use Compatibility Plans, which contain noise contours, restrictions for types of construction and building heights in navigable air space and requirements impacting the establishment or construction of sensitive uses within close proximity to airports.

The Placer County ALUC adopted the Placer County Airport Land Use Compatibility Plan on October 25, 2000. This airport land use compatibility plan is primarily concerned with land uses near the three public-use airports in Placer County: Auburn Municipal Airport; Blue Canyon Airport; and the Lincoln Regional Airport. The influence area for each of the airports extends roughly two to three miles from the airport runways.

The City of Lincoln General Plan includes several policies and implementation measures that have been developed to address land use compatibility and safety issues associated with the Lincoln Regional Airport. For example, policies have been developed to ensure that all future development is consistent with the land use compatibility guidelines outlined in the Placer County Airport Land Use Compatibility Plan (General Plan Policies HS-4.1 and LU-2.10) and that new residential land uses be prohibited from locating within one mile of the airport's main runway (General Plan Policies HS-4.3 and LU-5.1). Additionally, Policy HS-4.2 requires new development around the airport to be in compliance with Federal Aviation Administration Regulations.

Placer County Airport Land Use Compatibility Plan contains the following policies applicable to the proposed Project. Section 3.7 "Land Use and Planning" also provides an analysis of land uses and safety issues within the vicinity of the airport:

Policy: 1.3.1. Airport Influence Area

(a) All lands on which the uses could be negatively affected by present or future aircraft operations at the following airports in Placer County, as well as lands on which the uses could negatively affect these airports:

(1) Auburn Municipal Airport.
(2) Blue Canyon Airport.
(3) Lincoln Regional Airport.

Policy: 1.3.2. Countywide Impacts on Flight Safety

Other lands, regardless of their location in the county, on which certain land use characteristics could adversely affect the safety of flight in the county. The specific uses of concern are identified in Policy 1.5.3.(c).

Policy: 1.4.1. Principal Compatibility Concerns

The Commission is concerned only with the potential impacts related to:
(a) Exposure to aircraft noise;
(b) Land use safety with respect both to people on the ground and the occupants of aircraft;

(c) Protection of airport airspace; and
(d) General concerns related to aircraft overflights.

Policy: 1.4.2. Other Airport Impacts
Other impacts sometimes created by airports (e.g., air pollution, automobile traffic, etc.) are not addressed by these compatibility policies and are not subject to review by the Airport Land Use Commission.

Hazardous Materials: Placer County Environmental Health Department

The Unified Hazardous Waste and Hazardous Management Regulatory Program (SB 1082, 1993) is a state and local effort to consolidate, coordinate, and make consistent existing programs regulating hazardous waste and hazardous materials management. Cal/EPA adopted implementing regulations for the Unified Program (CCR, Title 27, Division 1, Subdivision 4, Chapter 1) in January 1996. The Unified Program is implemented at the local level by Certified Unified Program Agencies (CUPAs).

The Placer County Environmental Health Department (PCEHD) is the Certified United Program Agency for all cities and unincorporated areas within Placer County, except for the City of Roseville. The CUPA was created by the California Legislature to minimize the number of inspections and different fees for businesses.

PCEHD maintains Hazardous Materials Business Plans for all of Placer County including businesses located in the City. Businesses that handle hazardous materials above certain specific amounts are required to establish plans for the handling and release of those materials. As the administering agency, PCEHD collects, verifies, and makes available basic information on the location, type, quantity, and health risks of hazardous materials to emergency response personnel, regulatory agencies, and the community.

The state of California adopted consolidated forms, which meet many related environmental regulatory reporting requirements in a single document. The Hazardous Materials Business Plan and relevant permits incorporates these forms and are required for all businesses that: 1) store, handle, use or otherwise maintain reportable quantities of hazardous materials on site at any one time; 2) generate any amount of hazardous waste and/or 3) have underground storage tanks.

Hazardous Waste Management Plan

Assembly Bill 2948 (Tanner, 1986) established procedures for the preparation of a County Hazardous Waste Management Plan (CHWMP). The CHWMP is intended to serve as the primary planning document for hazardous waste management within a County, and contains goals, policies and recommended programs for the management, recycling and disposal of hazardous wastes. The CHWMP principally governs the coordination and planning of hazardous waste disposal capacity between the County and state. The California Department of Health Services must give its approval to the plan before the document becomes effective.

A Hazardous Waste Management Plan (HWMP) was developed in 1988 and adopted in 1989 by Placer County in response to the Tanner Act (AB 2948). In accordance with Tanner Act requirements, the HWMP includes information on current and projected

hazardous waste generation in the county, including household hazardous waste, an inventory of contaminated sites and hazardous waste treatment, storage, and disposal facilities. The HWMP contains descriptive background information and policy guidance for: current hazardous waste generation; hazardous waste treatment, storage, or disposal facilities; and hazardous waste reduction. The HWMP also identifies a comprehensive set of siting criteria for hazardous waste facilities.

State Regulations

The EPA granted the state primary oversight responsibility to administer and enforce hazardous waste management programs. In addition, state regulations, which are equal to or more stringent than federal regulations, require planning and management to ensure that hazardous wastes are handled, stored, and disposed of properly to reduce risks to human health and the environment. Several key state laws pertaining to hazardous wastes are discussed below.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The Hazardous Materials Release Response Plans and Inventory Act, also known as the Business Plan Act, requires businesses using hazardous materials to prepare a hazardous materials business plan that describes their facilities, inventories, emergency response plans, and training programs. Under the Business Plan Act, *hazardous materials* are defined as raw or unused materials that are part of a process or manufacturing step. They are not considered hazardous waste, although the health concerns pertaining to the release or inappropriate disposal of these materials are similar to those relating to hazardous waste.

Hazardous Waste Control Act

The Hazardous Waste Control Act (HWCA) created the state hazardous waste management program, which is similar to, but more stringent than, the federal program under RCRA. The HWCA is implemented by regulations contained in 26 CCR, which describe the following aspects of hazardous waste management:

- Identification and classification;
- Sources;
- Transport;
- Design and permitting of recycling, treatment, storage, and disposal facilities;
- Treatment standards;
- Operation of facilities, including staff training;
- Closure of facilities; and
- Liability issues.

Regulations in 26 CCR list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of them. Under the HWCA and 26 CCR, hazardous waste generators must complete a manifest that accompanies the waste from the generator to the transporter to the ultimate disposal location. Copies of the manifest must be filed with the DTSC.

Emergency Services Act

Under the Emergency Services Act, the state developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an important part of the plan, which is administered by the California Office of Emergency Services. This office coordinates the responses of other agencies, including the EPA, the California Highway Patrol, the nine Regional Water Quality Control Boards (RWQCBs), the various air quality management districts, and county disaster response offices.

California Occupational Safety and Health Administration Standards

Worker exposure to contaminated soils, vapors that could be inhaled, or possibly groundwater containing hazardous levels of constituents would be subject to monitoring and personal safety equipment requirements that are established in California Occupational Safety and Health Administration (Cal-OSHA) regulations (Title 8) and specifically address airborne contaminants. The primary intent of the Title 8 requirements is to protect workers, but compliance with some of these regulations also would reduce potential hazards to non-construction workers and Project Area occupants because required site monitoring, reporting, and other controls would be in place.

Workers who are in direct contact with soil or groundwater containing hazardous levels of constituents would perform all activities in accordance with a hazardous operations site-specific health and safety plan (HSP), as outlined in Cal-OSHA standards. An HSP is not required for workers such as heavy equipment operators, carpenters, painters, or other construction workers who would not be performing investigation or remediation activities where direct contact with materials containing hazardous levels of constituents could occur. However, elements of an HSP protect those workers who may be adjacent to cleanup activities by establishing engineering controls, monitoring, and security measures to prevent unauthorized entry to cleanup sites and to reduce hazards outside the investigation/cleanup area.

Other State Laws, Regulations, and Programs

Additional state regulations that affect hazardous waste management include:

- The Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65), which requires the labeling of substances known or suspected by the state to cause cancer; and
- California Government Code 65962.5, which requires the Office of Permit Assistance to compile a list of potentially, contaminated sites in the state.

Federal Regulations

Comprehensive Environmental Response, Compensation, and Liability Act of 1980

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), also called the Superfund Act (42 USC 9601 et seq.), is intended to protect the public and the environment from the effects of prior hazardous waste disposal and new hazardous material spills. Under CERCLA, the EPA has the authority to seek the

parties responsible for hazardous materials releases and to ensure their cooperation in site remediation. CERCLA also provides federal funding (the "Superfund") for the remediation of hazardous materials contamination. The Superfund Amendments and Reauthorization Act of 1986 amend some provisions of CERCLA and provides for a Community Right-to-Know program.

EPA has the authority to implement CERCLA in all 50 states and all United States territories, using a variety of enforcement tools, including orders, consent decrees, and other small-party settlements. Identification, monitoring, and remediation of Superfund sites are usually coordinated by state environmental protection or waste management agencies. When potentially responsible parties cannot be identified or located, or when responsible parties fail to act, the EPA has the authority to remediate abandoned or historical sites where hazardous materials contamination is known to exist and to pose a human health hazard. Pursuant to CERCLA, the EPA maintains a National Priorities List (NPL) of uncontrolled or abandoned hazardous waste sites identified for priority remediation under the Superfund program. Sites are identified for listing on the basis of the EPA's hazard ranking system. Sites also may be placed on the NPL if they meet the following requirements:

- The Agency for Toxic Substances and Disease Registry of the U.S. Public Health Service has issued a health advisory that recommends removing people from the site.
- The EPA has determined that the site poses a significant threat to public health.
- It will be more cost-effective for the EPA to use its remedial authority than its emergency removal authority to respond to the hazard posed by the site.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) (42 USC 6901 et seq.) was enacted in 1976 as an amendment to the Solid Waste Disposal Act to address the nationwide generation of municipal and industrial solid waste. RCRA gives the EPA authority to control the generation, transportation, treatment, storage, and disposal of hazardous waste, including underground storage tanks storing hazardous substances. RCRA also establishes a framework for the management of non-hazardous wastes. RCRA addresses only active and future facilities; it does not address abandoned or historical sites, which are covered by CERCLA (see preceding section).

RCRA was updated in 1984 by the passage of the federal Hazardous and Solid Waste Amendments, which required land disposal of wastes to be gradually phased out. The amendments also increased the EPA's enforcement authority and established more stringent hazardous waste management standards, including a comprehensive underground storage tank program.

Federal Aviation Administration Regulations Part 77 - Obstructions Affecting Navigable Airspace

The FAA has established standards for determining what constitutes an obstruction for navigable airspace as follows:

> 77.23 Standards for determining obstructions.

(a) An existing object, including a mobile object, is, and a future object would be, an obstruction to air navigation if it is of greater height than any of the following heights or surfaces:
(1) A height of 500 feet above ground level at the site of the object.
(2) A height that is 200 feet above ground level or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile of distance from the airport up to a maximum of 500 feet.
(3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.
(4) A height within an en route obstacle clearance area, including turn and termination areas, of a Federal airway or approved off-airway route, that would increase the minimum obstacle clearance altitude.
(5) The surface of a takeoff and landing area of an airport or any imaginary surface established.

Federal Aviation Administration Advisory Circular 150/5200–33A

For airports that serve turbine-powered aircraft (such as the Lincoln Regional Airport), the FAA recommends a separation distance of at least 10,000 feet from any hazardous wildlife attractants. Additionally, FAA recommends no hazardous wildlife attractants. The proposed Project includes a potential wildlife attractant (i.e., the managed pond) within 10,000 feet of the airport.

Impact Analysis

Thresholds of Significance

The proposed Project would have a significant effect on public health and safety if it would:

- Create a significant hazard to the public or the environment as a result of routine transport, use, production, upset, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school;
- Bring people into direct contact with hazardous materials on a listed hazardous materials site compiled pursuant to Government Code 65962.5;
- Result in a safety hazard to people residing or working within an airport land use plan area; or
- Impair the implementation of or interfere with an emergency response or evacuation plan.

Approach and Methodology

Impacts on public health and safety associated with aircraft operations are generally treated in section 3.9 “Land Use and Planning” since land use compatibility and safety in the vicinity of the airport (within a 2-mile radius) is thoroughly addressed by the Placer County Airport Land Commission, *Airport Land Use Compatibility Plan*.

Aircraft safety related to wildlife incidents, primarily bird strikes are addressed pursuant to FAA guidelines and advisory circulars.

Impacts on the public and environment that could result from hazardous materials and other hazards were evaluated based on the results of the HEC report, which includes a list of all known hazardous sites in the study area and is assumed to be a preliminary inventory of all existing hazardous sites.

Evaluation of safety, fire, and emergency response impacts was performed, considering the relative location of the Project, the types of hazards present, and the proximity to emergency response services. It is assumed that hazardous spill prevention and response measures would be incorporated into the construction specifications.

Impacts and Mitigation Measures

Impact 3.5-1: Creation of a Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials—Less than Significant with Mitigation

Ongoing sale and usage of aviation fuel and the temporary storage of used oil on the airport requires transportation of fuels to the airport and the disposal of waste oil off of the airport. The transportation of hazardous materials is governed by the Department of Transportation as provided in 49 USC 5101 et seq. Spill response procedures for transportation related spills are outlined in 49 CFR 171.15, which requires that spills meeting certain criteria be reported to the National Response Center. The Lincoln Fire Department serves as the first responder for hazardous materials spills. With these provisions in place, impacts associated with the operation of an aviation fuel dispenser on the airport property would be less-than significant.

Construction of the proposed Project would require the use of vehicles and other construction equipment that use hazardous materials such as fuels, lubricants, and solvents. The accidental releases of small quantities of these substances during construction could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard. This impact is considered significant but can be reduced to a less-than-significant level with the implementation of Mitigation Measure 3.5-1.

Mitigation Measure 3.5-1: Prepare and Implement a Hazardous Materials Spill Prevention Control and Countermeasure Plan during Construction

As part of compliance with the NPDES General Construction Permit, a Hazardous Material Spill Prevention Control and Countermeasure Plan will be prepared for the use of construction equipment for the proposed Project and will minimize the potential for,

and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and identifies the parties responsible for monitoring and spill response. The measures and monitoring procedures required under the General Construction Permit will minimize the potential for the release of hazardous materials to the environment. The City will review and approve the Hazardous Materials Spill Prevention Control and Countermeasure Plan before allowing construction to begin.

The City will routinely inspect active portions of the Project Area to verify that the BMPs specified in the plan are properly implemented and maintained, and will immediately notify the contractor if there is a noncompliance issue and will require compliance. The federal reportable spill quantity for petroleum products, as defined in the EPA's CFR (40 CFR 110) is any oil spill that: (1) violates applicable water quality standards; (2) causes a film or sheen upon or discoloration of the water surface or adjoining shoreline; or (3) causes a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines.

If a spill is reportable, the contractor's superintendent will immediately notify the City of Lincoln, Placer County Department of Environmental Health and the DTSC, which have spill response and cleanup ordinances to govern emergency spill response. A written description of reportable releases will be submitted to the SVRWQCB. This submittal will include a description of the release, including the type of material and an estimate of the amount spilled, the date of the release, an explanation of why the spill occurred, and a description of the steps taken to prevent and control future releases. The releases will be documented on a spill report form.

If a reportable spill has occurred, and results determine that project activities have adversely affected surface or groundwater quality in excess of water quality standards, a detailed analysis shall be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City and its contractors will select and implement measures to control contamination, with a performance standard that water quality will be returned to baseline conditions. These measures will be subject to approval by the Placer County Department of Environmental Health and DTSC.

Impact 3.5-2: Location on a Site that Is Listed as Hazardous by the California Environmental Protection Agency or Other Government Agencies and, as a Result, Would Create a Significant Hazard to the Public or the Environment—Less than Significant with Mitigation

Construction on sites listed as hazardous by government agencies could expose employees and the public to hazardous materials. As noted in the setting of this section, there are several sites in and around the project alignment that are listed as hazardous in government databases. Various organic substances, metals, petroleum products, and other chemicals may be present in the soil at these sites. Therefore, soil disturbance from excavation, grading, and trenching activities in these areas could expose construction workers and the public to contaminated dust or soil gases. This impact is considered significant but can be reduced to a less-than-significant level by implementing Mitigation Measure 3.5-2.

Mitigation Measure 3.5-2: Prepare a Health and Safety Plan (HSP) for Construction Activities on Known Hazardous Materials Sites

If construction is anticipated to take place on a known hazardous materials site, as required by Cal-OSHA standards, a hazardous operation site-specific HSP for construction activities that take place on this site will be prepared and implemented. The site-specific HSP will be developed, as necessary, by an environmental contractor before any investigation or cleanup activities or construction activities begin in the area. Workers who could directly contact soil, vapors, or groundwater containing hazardous levels of constituents will perform all activities in accordance with the HSP.

Impact 3.5-3: Creation of a Hazard through the Accidental Exposure or Mobilization of Hazardous Materials during Construction—Less than Significant with Mitigation

Grading, trenching and other ground-disturbing activities have the potential to expose or mobilize hazardous substances in soils, sediments and groundwater. As described in the setting above, HEC's search of federal, state, and local environmental records for the study area showed that there are potential hazardous materials sites in the vicinity of the proposed Project Area, so it is possible that construction near these sites could result in hazards related to the mobilization of such substances. In addition, there is the possibility that unknown or unrecorded contamination exists because of past military or industrial uses or construction activities in the area. The exposure of construction workers to such materials would represent a significant impact but would be reduced to a less-than-significant level by incorporation of the following mitigation measure.

Mitigation Measure 3.5-3: Stop Work and Implement Hazardous Materials Investigations/Remediation

Prior to the onset of construction, all construction workers will be trained in the identification of potentially contaminated soil and water, including information on the characteristics of potential contamination, such as discolored soil, oils or sheens on water, and unusual odors. In the event that hazardous materials are encountered during construction, all construction activities in the area of the discovery will stop, and the project owner will conduct hazardous materials investigations to identify the nature and extent of contamination and evaluate potential impacts on project construction. If necessary, the City will implement remediation measures consistent with all applicable local, state, and federal codes and regulations. Construction will not resume until remediation is complete.

If waste disposal is necessary, the City will ensure that all hazardous materials removed during construction are handled and disposed of by a licensed waste-disposal contractor and transported by a licensed hauler to an appropriately licensed and permitted disposal or recycling facility, in accordance with local, state, and federal requirements.

Impact 3.5-4: Safety Hazards near a Public or Public-Use Airport—Less than Significant

Implementation of the proposed projects on the Lincoln Regional Airport would not result in a safety hazard relevant to the airport or to adjacent land uses. The City has reviewed the FAA Regulations (Part 77) concerning obstacles to navigable airspace as

they apply to the airport and surrounding areas and has identified that existing land uses would not constitute an obstacle to navigable airspace. The City will request a review of the proposed project by the Placer County Airport Land Use Commission to confirm the City's evaluation that land uses in the vicinity of the airport are compatible with aeronautical operations.

FAA Advisory Circular 150/5200–33A recommends a separation distance of at least 10,000 feet from any hazardous wildlife attractants for airports that serve turbine-powered aircraft (such as the Lincoln Regional Airport). The proposed project includes potential wildlife attractant habitats (i.e., the riparian corridor associated with Markham Ravine and various seasonal wetlands on the airport) within 10,000 feet of the airport. In accordance with CEQA, Public Resources Code 21096, the *Caltrans Airport Land Use Planning Handbook* must be utilized in the preparation of environmental documents for projects within airport land use compatibility plan boundaries. The proposal must be submitted to the Placer County Airport Land Use Commission for review.

It is important to note that wetlands and riparian corridors have historically surrounded Lincoln Regional Airport. The predecessor of the present-day airport was constructed in 1942 as a military airfield and deeded to the City in 1946. At that time, it is likely that wetlands and riparian features occupied areas surrounding the airfield. Many of these areas remain wetlands or riparian features to this day.

3.6 Hydrology and Water Quality

This section describes the setting and potential hydrology and water quality impacts of the proposed Project and identifies mitigation measures to address significant impacts. Specifically, it describes existing conditions related to hydrology and water quality and summarizes the overall federal, state, and regional/local regulatory framework that would affect implementation of the proposed Project.

Environmental Setting

Surface Water Hydrology

The Lincoln Regional Airport (the airport) is located in the northwestern portion of the City of Lincoln in Placer County. The City of Lincoln (the City) is located in the Great Valley geomorphic province of Northern California, an area drained by the Sacramento River system. Primary surface water features within the City flow westerly and include the Auburn Ravine and Markham Ravine drainages. Surface water drainage from the airport flows primarily into Dutch Ravine, a tributary to Markham Ravine.

Surface water drainage patterns on and around the airport were altered during its construction in 1942 (USGS Markham Ravine, California 15 minute topographic quadrangle, 1939 and USGS Lincoln, California 7.5 minute topographic quadrangle, 1953, photorevised 1981). The westerly flowing drainages that begin east of the airport were intercepted, diverted and channelized around the eastern-most runway. The channels redirected surface water flows northwest and southwest around the four original runways and directed flows back into Dutch Ravine, a natural drainageway along the airport's western boundary near Airport Road. Remnants of the channelization and surface water diversion programs are still apparent on the airport as linear drainage features. Some of these channels still serve as surface water conveyance features; some are delineated as wetland features (Section 3.2, Biological Resources).

The current airport configuration is located within three watersheds; Markham Ravine, Bunkham Slough and Coon Creek (*Drainage and Surface Waters, Impacts and Constraints Summary, Appendix H, City of Lincoln General Plan Update*, Civil Engineering Solutions, 2006). The largely undeveloped northern portions of the airport drain northwesterly into the Bunkham Slough and Coon Creek drainages. Most of the airport, and the most developed areas within the airport, drain west into Dutch Ravine, a tributary to Markham Ravine.

Before the airport was constructed, Dutch Ravine flowed across the airport property through section 7. The ravine was channelized around the northern and southern portions of the airfield and through the airport. Ultimately Dutch Ravine flows into Markham Ravine approximately 6 miles west of the airport near the Placer County-Sutter County line.

The Markham Ravine watershed totals approximately 32 square miles in mostly rural Placer County. Markham Ravine originates east of Lincoln in the Sierra Nevada foothills and flows west to the East Side Canal, a man-made flood control and drainage feature. Typically, Markham Ravine has well-defined channels that historically had only seasonal

flow before the regional development of mining canals, agricultural ditches and hydropower generation facilities.

Within the airport, surface water drainage is controlled by a system of drainage swales that collects and drains storm water around the runway and taxiways and ultimately directs flows into Dutch Ravine west of the airport. A series of culverts collects stormwater from some paved surfaces and from surface water drainages east of the airport. The culverts direct flows to surface water channels and swales that ultimately discharge into Dutch Ravine (Brandley, personal communication 2007). The City manages stormwater on the airport through an approved Stormwater Pollution Prevention Plan (SWPPP) prepared by Reinard W. Brandley (2007), WDID number 5S311006497.

The City of Lincoln operates and maintains a corporation yard along the airport's eastern property boundary at the end of Flightline Drive, which is not a part of the airport. Surface water from the corporation yard drains onto the airport and into the internal airport's internal drainage system. The airport does not have the ability influence stormwater drainage from the corporation yard that flows onto the airport.

Flooding

Lincoln Regional Airport is not located within either a 100-year or 500-year flood plain. The closest designated 100-year flood plain is along Markham Ravine south and east of the airport (*Flood Insurance Rate Map 06061C0382-F*, June 1998). Regionally, most of the drainageways are susceptible to winter storm flooding.

Groundwater Hydrology

Lincoln Regional Airport is located near the eastern boundary of the 351,000-acre North American sub-basin of the Sacramento Valley Groundwater Basin. Little or no groundwater flows into or out of the groundwater basin from the Sierra Nevada along the eastern edge (California Department of Water Resources, 2001). Groundwater recharge areas for the aquifers underlying the City are generally limited to the Coon Creek, Doty Ravine, Markham Ravine, Auburn Ravine, Ingram Slough and Orchard Creek stream channels.

Principal near-surface soils on the airport are identified in the Soil Conservation Service's (now Natural Resource Conservation Service) Soil Survey of Placer County, Western Part as Cometa-Ramona sandy loams, 1 to 5 percent slopes and San Joaquin-Cometa sandy loams, 1 to 5 percent slopes. Ramona sandy loams, 2 to 9 percent slope, cover minor areas in the southeastern and northwestern portions of the airport. These soils are categorized as Hydrologic Group D soils. The Placer County Flood Control and Water Conservation District's Storm Water Management Manual (1994) assumes infiltration rates ranging from 0.02 to 0.25 inches per hour for Group D soils, which is less than permeable soils that provide greater recharge opportunity (Placer County Flood Control and Water Conservation District's *Storm Water Management Manual* 1994). Soils with low infiltration rates limit infiltration of meteoric water that can recharge aquifers under normal circumstances.

The most shallow groundwater aquifers beneath the airport range in depth from about 40 to 60 feet below the existing ground surface. Deeper groundwater producing zones, usually in buried Tertiary stream channels, for the region range in depth from

approximately 250 to 400 feet below the existing ground surface. Groundwater gradient throughout regional is generally southwest.

Groundwater Quality

Groundwater delivered by the City of Lincoln is regularly tested and meets all primary and secondary drinking water standards. Arsenic concentrations in the City of Lincoln wells range from less than 0.002 mg/L to 0.0048 thousand parts per liter (mg/L). The U.S. Environmental Protection Agency is implementing a 0.01 mg/L standard for arsenic (City of Lincoln Drinking Water Source Assessment and Protection Program, 2002).

Regulatory Setting

City of Lincoln General Plan

The General Plan (City of Lincoln 2007) contains the following water resource-related goals, objectives, and policies:

Goal PFS 4 – Storm Water Drainage: To ensure provision and sizing of adequate storm drainage facilities to accommodate existing and planned development. [Existing Goal, Public Facilities Element]

Policy PFS-4.1 Adequate Storm Drainage Facilities
The City shall provide storm drainage facilities with sufficient capacity to protect the public and property from storm water damage. [New]

Policy PFS-4.2 Development Requirements
The City shall encourage project designs that minimize drainage concentrations and impervious coverage and avoid floodplain areas and, where feasible, be designed to provide a natural watercourse appearance. [New]

Policy PFS-4.3 Facilities Management
The City shall manage drainage facilities in accordance with local, state, and federal guidelines. [New]

Policy PFS-4.4 Storm Water Detention Basins
The City shall design storm water detention basins to ensure public safety, to be visually unobtrusive and to provide temporary or permanent wildlife habitat values and where feasible, recreational uses. [Modified Existing Policy, Public Facilities Element]

Policy PFS-4.5 Regional Drainage and Flood Control Efforts
For purposes of coordination, the City shall consider other regional drainage and flood control efforts that are underway in preparing a Drainage Management Plan. [Modified Existing Policy, Public Facilities Element]

Policy PFS-4.6 Pre-project Conditions
The City will require new development to provide stormwater detention sufficient to limit outflow per Figure 7-1 of the City's Storm Water Management Manual (February 1994), or as revised.

Master Drainage Plans shall be designed to require new development to provide, or contribute towards, storm water detention to reduce post development peak flow from a 100-year event to pre-development flow rate less 10 percent of the difference between the estimated pre-development and the post-development unmitigated peak flow rates. The Master Drainage Plan shall identify appropriate locations to achieve such post-development flows. This criterion is principally designed to address the 100-year event with appropriate consideration given for the feasibility of mitigating 2-year and 10-year events. [Modified Existing Policy, Public Facilities Element]

Policy PFS-4.7 Storm Water Runoff

The City shall require new development to provide storm water-retention sufficient for the incremental runoff from an eight-day 100-year storm. [Modified Existing Policy, Public Facilities Element]

Policy PFS-4.8 Discharge of Urban Pollutants

The City shall require appropriate runoff control measures as part of future development proposals to minimize discharge of urban pollutants (such as oil and grease) into area drainages. [Modified Existing Policy, Public Facilities Element]

Policy PFS-4.9 100-year Floodplain

The City will discourage development or major fill or structural improvements (except for flood control purposes) within the 100-year floodplain as regulated by FEMA. Requests for fill and improvements within the floodplain may be approved by the City based upon a detailed hydraulic volumetric analysis prepared to evaluate impacts and provide for any mitigation measures to be provided as a part of the development to the satisfaction of the City Engineer/Public Works Director. Recreational activities that do not conflict with habitat uses may be permitted within the floodplain. [Modified Existing Policy, Public Facilities Element]

Policy PFS-4.10 Erosion Control Measures

The City shall require adequate provision of erosion control measures as part of new development to minimize sedimentation of streams and drainage channels. [Modified Existing Policy, Public Facilities Element]

Policy PFS-4.11 Storm Water Management Manual

The City shall require drainage designs and practices to be in accordance with the Storm Water Management manual of the Placer County Flood Control District unless the City Engineer approves alternative methods. [Modified Existing Policy, Public Facilities Element]

Goal OCS-5 Water Resources: To preserve and enhance local streams, creeks, and aquifers. [New Goal]

Policy OSC-4.1 Identify and Protect Aquifers

The City shall identify and protect, in cooperation with Placer County and the Placer Legacy Open Space Program, local aquifers and water recharge areas. [Modified Existing Policy 2, Open Space, Conservation and Recreation Element]

Policy OSC-4.2 Develop Groundwater Management Plan

The City shall develop and periodically update a groundwater management plan to protect local aquifers. [New Policy]

Policy OSC-4.3 Protect Surface Water and Groundwater

The City shall ensure that new development projects do not degrade surface water and groundwater. [New Policy]

Policy OSC-4.4 Protection and Management of Flood Plains

The City shall encourage the protection of 100-year floodplains and where appropriate, obtain public easements for purposes of flood protection, public safety, wildlife preservation, groundwater recharge, access and recreation. [New Policy]

Policy OSC-4.5 Use of Reclaimed Water

The City shall encourage the use of reclaimed water, in place of treated potable water, for landscaping and other suitable applications. [Existing Policy 12, Open Space, Conservation and Recreation Element]

Policy OSC-4.6 Best Management Practices

The City shall continue to require the use of feasible and practical best management practices (BMPs) to protect surface water and groundwater from the adverse effects of construction activities and urban runoff. [New Policy]

Policy OSC-4.7 Landscape Irrigation

The City shall explore the possibility of using reclaimed water to irrigate new commercial developments and new areas with large landscape areas. In areas where reclaimed water can be provided in the future, the City shall require landscape irrigation to be installed so that the system could be used with reclaimed water. The City shall also explore the use of industrial process water for landscape irrigation provided that it meets City standards for irrigation. [New Policy]

City of Lincoln Groundwater Management Plan

In 2003 the City of Lincoln completed and adopted a SB1938 compliant Groundwater Management Plan (GMP). Its GMP provides a framework to effectively manage and protect its groundwater resources and includes BMO's as well as a series of management actions to be implemented. The GMP mission statement and primary groundwater management goal is to "ensure a viable resource for use by the City (Lincoln) to meet backup, emergency and peak demands without adversely affecting adjacent areas."

The 2003 GMP boundaries includes the City of Lincoln's sphere of influence (SOI), an area that extends slightly beyond the current city limits. Lincoln anticipates it will expand its current SOI as part of its 2006 General Plan Update. A draft version of the General Plan Update was published on October 3, 2006.

In addition to its planning benefit, the Lincoln GMP contains a sophisticated array of geophysical information regarding the basin underlying its SOI. Technical information collected to date, which have been included in the 2003 GMP and in subsequent investigations, has generated an extensive data set that the City intends to use to further understand and manage its underlying groundwater resources. With assistance from an AB303 grant from the California Department of Water Resources (DWR), the City installed five new multi-completion monitoring wells in 2005 to aid in basin management activities.

The GMP provides a framework process that describes the series of steps necessary to manage the basin, beginning with collecting the necessary data and developing a stakeholder participation program. The Lincoln GMP contains the following BMOs:

- Maintain groundwater elevations at a level that will ensure an adequate groundwater supply for backup, emergency and peak demands, without causing significant adverse impacts to adjacent areas.
- Preserve overall groundwater quality by stabilizing existing groundwater contaminant migration, avoiding known contaminated areas, and protecting recharge areas.
- Ensure that the direction of groundwater flow continues its southwesterly flow pattern despite additional groundwater extraction or other potential influences.

To achieve these BMOs, the City recognized that a substantial number of management actions must be continued or implemented. In many instances these actions apply to more than one BMO and relate to multiple AB 3030 management plan objectives.

State Regulations

The following sections describe state water quality control programs, plans, and policies applicable to the Project area and environs.

Porter-Cologne Water Quality Control Act of 1969

Section 13240 of the Porter-Cologne Water Quality Control Act requires each Regional Water Quality Control Board (RWQCB) to formulate and adopt water quality control plans, or basin plans, for all areas within the Region. The Porter-Cologne Act also requires each RWQCB to establish water quality objectives to ensure the reasonable protection of beneficial uses and a program of implementation for achieving water quality objectives within the basin plans. Title 40, Code of Federal Regulations, Part 131 requires each State to adopt water quality standards by designating water uses to be protected and adopting water quality criteria that protect the designated uses. In California, the beneficial uses and water quality objectives are the State's water quality standards.

Region 5 has two Basin Plans covering the Region: one for the Tulare Lake Basin and one for the Sacramento River and San Joaquin River Basins. The Region 5 Basin Plans, like those in other regions, were originally adopted in 1975. Major basin planning efforts included updates and revisions in 1984, 1989, 1994 and 1998. In addition, about every three years, a triennial basin plan review is completed that assesses the appropriateness of existing standards and evaluates and prioritizes basin planning issues.

Sacramento River Basin Plan

The Sacramento River Basin covers 27,210 square miles and includes the entire area drained by the Sacramento River. For planning purposes, this includes all watersheds tributary to the Sacramento River that are north of the Cosumnes River watershed. It also includes the closed basin of Goose Lake and drainage sub-basins of Cache and Putah Creeks.

The principal streams are the Sacramento River and its larger tributaries: the Pit, Feather, Yuba, Bear, and American Rivers to the east; and Cottonwood, Stony, Cache, and Putah

Creeks to the west. Major reservoirs and lakes include Shasta, Oroville, Folsom, Clear Lake, and Lake Berryessa.

DWR Bulletin 118-80 identifies 63 groundwater basins in the Sacramento watershed area. The Sacramento Valley floor is divided into 2 groundwater basins. Other basins are in the foothills or mountain valleys. There are areas other than those identified in the DWR Bulletin with groundwaters that have beneficial uses.

Streambed Alteration Agreement

California Department of Fish Game (DFG) regulates streambed alterations in accordance with the California Fish and Game Code 1601–1616: Streambed Alterations. Whenever a project proposes to alter a streambed, channel, or bank, an agreement with DFG is required. The agreement is a legally binding document that describes measures agreed to by both parties to reduce risks to fish and wildlife in the stream system during the project. This is a separate process from CEQA approval but is usually coordinated with CEQA compliance. Agreements typically have fewer procedural and legal requirements than CEQA in order to work with small-scale projects that are important to fish.

Federal Regulations

The following sections briefly describe federal water quality control programs, plans, and policies that are applicable to the proposed Project.

Federal Clean Water Act (CWA)

There are several sections of the CWA that pertain to regulating impacts on waters of the United States. Section 101 specifies the objectives of CWA implemented largely through Title III (Standards and Enforcement) and Section 301 (Prohibitions). The discharge of dredged or fill material into waters of the United States is subject to permitting specified under Title IV (Permits and Licenses) of CWA and specifically under Section 404 (Discharges of Dredge or Fill Material). Section 401 (Certification) specifies additional requirements for permit review, particularly at the state level.

Section 303—Total Maximum Daily Load Program (TMDL)

The State of California adopts water quality standards to protect beneficial uses of state waters as required by CWA 303 and the state's Porter-Cologne Water Quality Control Act of 1969. CWA 303(d) established the total maximum daily load process to guide the application of state water quality standards (see the discussion of state water quality standards below).

Section 401—Water Quality Certification

CWA 401 requires that an applicant pursuing a federal permit to conduct any activity that may result in a discharge of a pollutant obtain a water quality certification (or waiver). Water quality certifications are issued by RWQCBs in California. Under CWA, the state (as implemented by the relevant board) must issue or waive CWA 401 water quality certification for the Project to be permitted under CWA 404. Water quality certification

requires the evaluation of water quality considerations associated with dredging or the placement of fill materials into waters of the United States. Construction of the proposed Project would require CWA 401 certification for the Project if CWA 404 were triggered.

Section 402—National Pollutant Discharge Elimination System Program (NPDES)

The 1972 amendments to the Federal Water Pollution Control Act established the NPDES permit program to control discharges of pollutants from point sources (CWA 402). The 1987 amendments to CWA created a new section of CWA devoted to storm water permitting (CWA 402[p]). The EPA has granted the State of California primacy in administering and enforcing the provisions of CWA and the NPDES permit program. The NPDES permit program is the primary federal program that regulates point-source and non-point-source discharges to waters of the United States.

Section 404 - U.S. Clean Water Act

CWA 404 regulates the discharge of dredged and fill materials into waters of the United States, which include oceans, bays, rivers, streams, lakes, ponds, and wetlands. Project proponents must obtain a permit from the U.S. Army Corps of Engineers for all discharges of dredged or fill material into waters of the United States, including wetlands, before proceeding with a proposed activity. Before any actions that may impact surface waters are carried out, a delineation of jurisdictional waters of the United States must be completed following USACE protocols (Environmental Laboratory 1987) to determine whether the Project Area encompasses wetlands or other waters of the United States that qualify for CWA protection. These include any or all of the following:

- Areas within the ordinary high water mark of a stream, including non-perennial streams with a defined bed and bank, and any stream channel that conveys natural runoff, even if it has been realigned; or
- Seasonal and perennial wetlands, including coastal wetlands.

Wetlands are defined for regulatory purposes as areas “inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 CFR 328.3; 40 CFR 230.3).

Under the CWA 404 permit program, general permits (known as nationwide permits) have been adopted, and coverage under nationwide permits is possible when the amount of fill is relatively small (usually less than 0.5 acre). Projects that do not quality for a nationwide permit must obtain an individual permit, which has a longer and more involved permitting process.

Impact Analysis

Thresholds of Significance

Based on Appendix G of the State CEQA Guidelines and professional judgment, the proposed Project would result in a significant impact on hydrology or water quality if it would:

- Violate any water quality standards or waste discharge standards set by the RWQCB, Placer County Flood Control District or City standards, or otherwise substantially degrade surface or groundwater quality;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge at the Livermore-Amador Valley groundwater basin such that the local groundwater table would be lowered and local wells or water supply would be disrupted;
- Substantially reduce the amount or quality of water otherwise available for public water supplies;
- Substantially alter an existing drainage such that substantial erosion, siltation, or flooding would occur in the city or on property in adjacent municipalities;
- Create or substantially contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or create a substantial increase in calculated peak flood discharges;
- Substantially alter a natural water course;
- Place housing or other structures within a 100-year flood hazard zone, as defined by FEMA;
- Place within a 100-year flood hazard area structures that would impede or redirect flows;
- Disturb, alter, or remove a seep or spring that could adversely affect stream flow, slope stability, or riparian habitat; or
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

Approach and Methodology

The evaluation of hydrology and water quality effects is based on professional standards and the design standards prepared for the proposed Project. The key construction-related impacts were identified and evaluated qualitatively based on the physical characteristics of the Project area and the magnitude, intensity, location, and duration of activities. The key operational- or buildout-related impacts were identified and evaluated qualitatively and quantitatively based on currently available plans. It is assumed that the City will conform to City building standards, grading permit requirements, erosion control requirements and storm water treatment and detentions standards.

Impacts and Mitigation Measures

Impact 3.6-1: Potential for Increased Erosion and Sedimentation and Decreased Surface Water Quality during Construction—Less than Significant with Mitigation

Project construction activities such as grading, stockpiling of spoil materials, and other construction-related earth-disturbing activities could result in soil erosion and subsequent sediment transport to adjacent properties, roadways, or water courses, including the Dutch Ravine. Sediment transport to local drainage facilities such as drainage inlets, culverts, and storm drains could result in reduced storm flow capacity, resulting in localized ponding or flooding during storm events. The potential to increase erosion and sedimentation and decrease surface water quality is significant. The implementation of the following mitigation measures would reduce its impact to a less-than-significant level.

Mitigation Measure 3.6-1: Comply with National Pollutant Discharge Elimination System General Construction Permit

All construction activities will comply with the NPDES General Construction Permit, which contains standards to ensure that water quality is not degraded. As part of this permit, standard erosion control measures and BMPs will be identified in a Storm Water Pollution Prevention Plan (SWPPP) and will be implemented during construction to reduce sedimentation of waterways and loss of topsoil. As a performance standard, BMPs to be selected will represent the best available technology (BAT) that is economically achievable and the best conventional pollutant control technology (BCT) to reduce pollutants.

Commonly practiced BMPs may consist of a wide variety of measures taken to reduce pollutants in storm water and other non-point-source runoff. Measures range from source control to treatment of polluted runoff. BMPs can include watering active construction areas to control dust generation during earthmoving activities; using water sweepers to sweep streets and haul routes; and installing erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, and sandbag dykes) to prevent silt runoff to public roadways, storm drains or waterways. Topsoil will be stockpiled and replaced at the conclusion of construction activities. If appropriate for the development site, disturbed soil will be revegetated as soon as possible with the appropriate selection and schedule of plants. No disturbed surfaces will be left without erosion control measures in place between the rainy season, which generally occurs between October 15 and April 15.

Impact 3.6-2: Increase in Surface Runoff and Associated Water Quality Impacts on Local Waterways—Less than Significant With Mitigation

The existing condition on the airport is predominantly aircraft-related facilities surrounded by natural soil surfaces. The proposed Project, when fully built, would result in increasing impervious surfaces from approximately 95 acres to 196 acres, which would result in a reduction of 101 acres of natural soil surface available for infiltration of rainfall and runoff, potentially generating additional runoff during storm events.

Additional runoff could contribute to the flood potential of natural stream channels, accelerate soil erosion and stream channel scour, and provide an efficient means of transport for pollutants to enter waterways. Project features that detain water, such as the proposed swale between the runways would be graded to increase water storage volume.

Stormwater discharges from the Westside development would be directed via subsurface stormwater pipe system to the swale between the runways. This swale would be designed to capture and detain the flood flow that flows from airport impermeable surfaces and then release them into Dutch Ravine without increasing current discharge rates (Brandley, 2007). Thus, operation of the proposed Project would not generate an increase in runoff flows such that it would result in significant flooding or soil erosion impacts.

Any potential increase in surface runoff as a result of the Project that could potentially result in an increased transport of pollutants to waterways would be treated on-site (between the runways) in the swale and detained according to the requirements of the storm water NPDES permit.

During the dry season, motorized activities on the airport would release contaminants onto the impervious surfaces where they would accumulate until the first storm event. During this initial storm event or *first flush*, the concentrated pollutants would be transported in runoff to storm water drainage systems. Anticipated runoff contaminants associated with the operation of the proposed Project include sediment, oil and grease and metals. The proposed swale would collect storm flows from all impervious surfaces created within the airport.

This water quality system would be designed to carry up to the 10-year frequency flows on the airport and would address the storm water quality treatment. On-site water quality treatments will be included in airport design that are submitted and ultimately approved by the FAA for airport development.

The implementation of the following mitigation measures, however, will reduce the impact to a less than-significant level.

Mitigation Measure 3.6-2: Construct the Proposed Stormwater Detention Swale Between Runway 15R–33L and Runway 15L-33R Prior to Significantly Increasing the Amount of Impermeable Surfaces

In consideration of the Project buildout scenario, the addition of the stormwater swale between Runway 15R-33L (existing) and Runway 15L-33R (proposed) will help to detain storm water flows from flowing unimpeded into Dutch Ravine and Markham Ravine. The swale will be constructed, and the vegetation established as erosion protection, before significantly increasing the amount of impermeable surfaces so that the detention swale can effectively detain runoff in such as way that they can match the pre-project runoff conditions.

Impact 3.6-3: Potential for Degradation of Water Quality through the Accidental Release of Hazardous Materials—Less than Significant with Mitigation

During operations, the handling of fuels and hazardous materials could incur a risk of release to local waters. If a fuel tank or an oil line were ruptured, the surrounding environment would be at risk. However, as discussed in section 3.7, "Hazards and Hazardous Materials," existing local, state, and federal regulations effectively control the potential risks and mandate action in the event of accidental release, and operational risks thus are considered less than significant. Fuels, oils, lubricants, and other hazardous materials with the potential to degrade water quality may be released from equipment during construction. Excavation equipment, generators, and other equipment would use these hazardous materials on a regular basis during construction. Furthermore, open-water features are likely to interact with the shallow groundwater in the Project Area, providing a direct mechanism for contaminants to reach the aquifer. The impact of the proposed Project on water quality through the accidental release of hazardous materials during construction is considered significant. The implementation of the following mitigation measures, however, will reduce the impact to a less than-significant level.

Mitigation Measure 3.6-3a: Develop Hazardous Material Spill Prevention Control and Countermeasure Plan for Construction

The Project applicants or their contractors will prepare a Hazardous Material Spill Prevention Control and Countermeasure Plan as part of the NPDES General Construction Permit to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and identify the parties responsible for monitoring and spill response. Routine inspections and monitoring of BMPs by the City will ensure that minimal impacts to the environment occur. Commonly practiced BMPs include the use of containment devices for hazardous materials, the training of construction staff regarding safety practices to reduce the chance for spills or accidents, and the use of nontoxic substances where feasible. The plan also will describe actions required if a reportable spill occurs, such as which authorities to notify and the proper cleanup procedures. The Hazardous Material Spill Prevention Control and Countermeasure Plan will contain standards considered sufficiently protective such that significant adverse impacts on surface and groundwater quality will be avoided.

Mitigation Measure 3.6-3b: Implement Measures to Maintain Groundwater or Surface Water Quality

If an appreciable spill has occurred, and results determine that Project activities have adversely affected surface water or groundwater quality, the City shall be responsible for ensuring that a detailed analysis will be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City, its contractors, and applicants for specific development projects within the airport will select and implement measures to control contamination, with a performance standard that surface water or groundwater quality must be returned to baseline conditions. These measures will be subject to approval by the City.

Impact 3.6-4: Substantial Depletion of Groundwater Supplies or Interference with Groundwater Recharge—Less than Significant

Groundwater would not be used as a water supply for the proposed Project. The proposed Project would, however, create new impervious surfaces that could interfere with groundwater recharge to alluvial and unconfined aquifers and potentially affect groundwater supplies or levels. The City operates one water well on the airport that supplements its potable water requirements. The airport does not rely on groundwater for its water supply.

Runoff from areas that do not collect or infiltrate water, such as roofs and other 'hard' surfaces, would be routed to the swale between the runways that will enhance potential for infiltration prior to draining off site. The existing soil conditions are not favorable for infiltration and thus recharge from the Project site is likely limited in the pre-project conditions. The proposed Project would not adversely affect groundwater levels or recharge. The airport is near the eastern boundary of the 351,000-acre North American sub-basin of the Sacramento Valley Groundwater Basin. Little or no groundwater flows into or out of the groundwater basin from the Sierra Nevada along the eastern edge. Recharge areas for the aquifer system underlying the City generally are limited to the Coon Creek, Doty Ravine, Markham Ravine, Auburn Ravine, Ingram Slough, and Orchard Creek stream channels.

A hard surface, those that are impermeable and which create surface water runoff during storm events, is about 20% of the airport. Proposed Projects would increase the impermeable surface area to about 30%. With annual precipitation at approximately 16 inches, reduction in recharge could be as much as 87 acre-feet if all of this runoff had no opportunity to infiltrate (Brandley, personal communication 2007). However, as noted above, site drainage will be routed through swales and basins providing time for infiltration. Stormwater that does not infiltrate into the swale would be released into the Dutch Ravine channel. Therefore, even if the airport were a groundwater recharge area, the proposed Project would not be large enough to interfere with recharge. Thus, the interference with groundwater recharge is considered less than significant.

3.7 Land Use and Planning

This section of the EIR describes existing and proposed land uses in and around the Project Area and the potential impacts of the proposed Project on these conditions. Information about the Project Area and the regional location was obtained from relevant plans, including the Airport Master Plan, City of Lincoln General Plan, the Airport Land Use Compatibility Plan (Placer County). Growth-inducing impacts are discussed in Chapter 4.

Environmental Setting

Existing Land Uses

The City of Lincoln is located 23 miles north of Sacramento and adjoins the Cities of Roseville and Rocklin to the south in western Placer County. The City is situated in the eastern portion of the Sacramento Valley; the airport is located in the extreme northwestern portion of the City limits. The airport, as shown in Figure 3.7-1, is surrounded by the City of Lincoln on the east and by unincorporated Placer County lands on the south, west, north and northeast.

Project Area

Lincoln Regional Airport is located in the northwestern portion of the City of Lincoln three miles northwest of the downtown area. The airport was originally established in 1942 as a U.S. Army Air Corps training facility. Airfield ownership and 640 acres (Section 17, Township 12 north, Range 6 east) were transferred to the City of Lincoln in 1947. Since the City acquired the property the airport has been in continual use as a general aviation airport.

The airport is bounded by Nicolaus Road on the south; Airport Road on the west; Aviation Boulevard on the east and Wise Road on the north. Access to the airfield and the airport offices is via Flightline Drive west of Aviation Boulevard, north of Nicolaus Road.

Currently, the airport occupies approximately 775-acres which includes the active airfield (runway, taxiways, aprons, infields, helipad, aircraft hangars and tie-down parking and fuel island); airport offices and pilots lounge; fixed base operator and on-airport businesses; automobile parking; city-operated weather station and a city-owned water well. All of the current land uses on the airport are considered aviation compatible.

The majority of land within the airport boundaries is designated as Industrial-Planned Development (IPD) in the Lincoln General Plan (2007) and is zoned Industrial-Planned Development (I-PD). The northwest portion of the airport, about 80-acres, at the intersection Wise Road and Airport Road is designated for agricultural (AG) land use.

The City of Lincoln has designated approximately 90 acres on the airport between Flightline Drive and Aviation Boulevard as the Lincoln Airport Business Park. The City prepared an Initial Study and Intent to Adopt a Mitigated Negative Declaration (CEQA Guidelines 15070 –15075) to evaluate the environmental impacts of the proposed

development (EIP Associates August 2004). The environmental investigations included a wetland delineation and special status species survey.

The business park is owned by the City and includes commercial and business lots ranging in size from 0.5 to 2.6 acres. The business park would allow for development of approximately 930,000 square feet of buildings and is assumed to be fifty percent industrial and fifty percent office space. In 2006, the City certified the Mitigated Negative Declaration for the Lincoln Airport Business Park. However, environmental impacts analysis associated with the approved business park are not included in this EIR. Cumulative impacts associated with the Airport Master Plan and the Lincoln Airport Business Park are discussed in Chapter 4 of this EIR.

The City of Lincoln owns a 26-acre undeveloped parcel adjoining the airport at the north end of Flightline Drive, north and west of the existing City corporation yard (Figure 2-4). This parcel has been evaluated for wetlands (ECORP 2004) but is not within the current airport property boundaries. However, in the future, the City may consider annexing the parcel into the airport and therefore, it is included as part of the study area of this EIR.

Adjacent Land Uses

Land use in the City east of the airport and east of Aviation Boulevard includes primarily light industrial business. These business parks are consistent with the City of Lincoln goals to construction aeronautical compatible uses in the vicinity of the airport.

Land uses south, north and west of the airport are within the City's proposed sphere of influence in unincorporated Placer County. These areas are generally rural residential and agriculture with scattered residences on minimum parcel sizes of 10 acres. Land uses within two miles of the airport are compatible with aircraft operations and future uses are subject to review and approval by the Placer County Airport Land Use Commission.

Proposed Land Uses

City of Lincoln General Plan (2050) and zoning designations on the Lincoln Regional Airport would not change. The Airport Master Plan (Brandley 2007) proposes construction of aviation related facilities to meet projected future aircraft demands by extending the existing runway, and constructing a new parallel runway, taxiways, aircraft storage, parking and aircraft maintenance facilities. The master plan proposes to set aside approximately 90 acres on the west side of the airport and 24 acres on the airport's southeastern corner for light industrial uses. These future light industrial uses could include businesses and industries that are not related to aviation, but which would be compatible with other airport land uses.

Proposed land uses, and specific airport improvements identified in the Airport Master Plan include:

- Construct new runway safety area at north end of the extension of runway 15R-33L;
- Extend existing taxiway 1,000 feet north and construct cross taxiway and aircraft holding area to service the extension of runway 15R-33L;

- Construct a new runway (15L-33R, 3,350 feet long; 75 feet wide) parallel to existing runway (15R-33L);
- Relocate the existing helipad;
- Construct West Side Taxiway System;
- Construct a new jet center, arrivals and departures building and parking on the east side of the airport;
- Construct new hangars and aircraft parking areas south of the existing airport offices and on east side of the existing taxiway;
- Construct new roads, taxilanes, hangars and aircraft parking and infrastructure to serve the west side aviation requirements;
- Construct new access road to service the west side aviation development;
- Construct extensions of the perimeter security fence;
- Extend primary runway (15R-33L) 1,000 feet to the north for a total length of 7,001 feet. This runway extension is shown on the City of Lincoln General Plan and on the existing airport layout plan and is included in the master plan (2007); and
- Designate 90 acres on the western portion of the airport and 24 acres on the airport's southeastern corner for light industrial uses. These land uses conform to existing airport zoning designations. Specific uses would be required to be compatible with other airport land uses and aircraft operations.

Regulatory Setting

City of Lincoln

Airport property is designated Industrial Planned Development (IPD) and Agriculture (AG) in the City's General Plan (2007). The AG designation is assigned to about 80-acres at the northwest corner of the airport, within the proposed runway protection zone for Runway 15. The remainder of the airport is designed IPD in the 2007 General Plan.

The purpose of the IPD designation is to set aside land for the creative and flexible use of land for industrial purposes. Planned Industrial land uses include those areas currently used for, proposed as, or adjacent to industrial development, including manufacturing, warehousing, storage, research and development, and utility use.

The purpose of the AG designation is to conserve lands that should remain as open space because of their value for agricultural production. Uses that would typically be appropriate in this land use designation include but are not limited to agricultural activities and other low intensity open space type uses. The minimum parcel size for this designation is 20 acres. Allowable residential development in areas designated Agriculture includes single-family homes, secondary residential units, caretaker/employee housing, and farm worker housing.

Rural residential zoning designation provides for large rural lots and is applied to parcels around the airport in order to reduce potential conflicts with air traffic operations. Development within this classification will usually include larger-than-average houses with accessory buildings such as barns. Residential densities shall be in the range of 1 dwelling unit(s) per 2 to 5 gross acres.

City of Lincoln General Plan Goals and Policies

The City of Lincoln has incorporated the following airport-specific land use policies into the City's General Plan. If a policy or goal is new based on the 2007 update to the General Plan, it is noted.

Economic Development: Policy ED-4.3 Attract New Businesses

The City shall encourage new businesses to locate in the following areas: downtown Lincoln; along the future Highway 65 Bypass; at the Lincoln Regional Airport; and in the business park surrounding the airport. [New Policy]

Economic Development Goal ED.5: Airport

To develop the Lincoln Airport to maximize the long-term economic return for the greater Lincoln community. [Modified Existing Goal]

Policy ED-5.1 Marketing Strategy

The City shall encourage the location of aviation research, manufacturing, and service activities at the Lincoln Airport. [Modified Existing Policy]

Policy ED-5.2 Designate Land for Business Aviation Industry

The City shall designate a portion of the surplus industrial land serving the Lincoln Airport as a business aviation center for the Sacramento region. [Modified Existing Policy]

Policy ED-5.3 Fiscal Solvency

The City shall create an airport operation that maximizes and sustains annual profitability for the airport. [Modified Existing Policy]

Land Use Policy LU-2.10 Airport Buffer

Protect existing and planned local air transportation facilities from encroachment by potentially incompatible land uses and require developers to file an aviation easement with the City if a proposed development or expansion of an existing use is located in an area subject to a designated overlay district within the Placer County Airport Land Use Compatibility Plan (ALUCP). [Revised Land Use Element Policy 4.12]

Land Use Policy LU-5.1 Rural Land Uses

The City shall urge Placer County to maintain low-density rural land use designations and large parcel zoning in areas outside the city limits. The City shall also urge Placer County to require new subdivisions of land within one mile of the Lincoln Regional Airport runway to maintain a maximum density of one dwelling unit per 20 acres, and provide aviation easements. This will preserve current operations and planned runway expansion. [Revised Land Use Element Policy 4.24]

Special Use District Goals and Policies

To organize new Special Use Districts to create dynamic community and regional serving commercial areas and locations for residential uses that are well integrated with future highway development and protection of the Lincoln Municipal Airport. [New Goal]

Transportation Goal T-6: Aviation
To continue to support the operation and promotion of the Lincoln Regional Airport. [New Goal]

Transportation Policy T-6.1 Expansion of Services
The City shall explore opportunities for expanding aviation services for the region from the Lincoln Regional Airport. [New Policy]

Transportation Policy T-6.2 Runway Expansion
The City shall plan for and protect from encroachment the expansion of the main runway at Lincoln Regional Airport by approximately one mile at the northern end. [New Policy]

Health and Safety Goal 4: Airport Hazards
To minimize the possibility of the loss of life, injury, or damage to property as a result of airport hazards. [New Goal]

Policy HS-4.1 Airport Land Use Compatibility Plan
The City shall require that development around the Lincoln Regional Airport be consistent with the safety policies and land use compatibility guidelines contained in the adopted Placer County Airport Land Use Compatibility Plan. [Modified Existing Policy 11, Community Safety Element]

Policy HS-4.2 Compliance with FAA Regulations
The City shall ensure that development within the airport approach and departure zones are in compliance with Part 87 of the Federal Aviation Administration Regulations (FAA regulations that address objects affecting navigable airspace). [New Policy]

Policy HS-4.3 Development in Airport Vicinity
The City shall prohibit any new residential land uses within the City from being located within 1 mile of the main runway at Lincoln Regional Airport. [New Policy]

Policy HS-8.6 Development Around Airport
The City shall require that development around Lincoln Airport be consistent with the noise standards contained in the approved Airport Land Use Commission Plan, and where deemed appropriate, require navigation easements from new development. [Modified Existing Policy 5, Noise Element]

Policy HS-8.7 Update Airport Master Plan
The City shall pursue the update of the Airport Master Plan noise contours through the year 2030, consistent with the anticipated use of the airport by larger aircraft, and to revise the General Plan as necessary to reflect new noise contours. [Modified Existing Policy 7, Noise Element]

City of Lincoln Planning and Zoning Code

City of Lincoln zoning ordinance Division VIII, Chapter 18.70, *Lincoln Municipal [Regional] Airport Hazard Zone* (April 2003) sets forth requirements to prevent public nuisances and protect public safety on and around the airport. Land on the airport is zoned "Industrial Planned Development" (Zoning Code Chapter18.28 and Chapter 18.32 September 1994) and "Agriculture" (Zoning Code Chapter 18.29, September 1994).

The zoning districts correspond with City of Lincoln General Plan designations. The Industrial Planned Development zoning district is a combined zone – Light Industrial District and Planned Development District and is "established to encourage and provide for a creative and more flexible approach to the use of land…" (Chapter 18.32, Section 18.32.010, February 1984). All of the existing and proposed airport development is located within this zoning district.

The Agriculture District, at the northwestern corner of the airport, north of Runway 15-33. This district is primarily designed for crop cultivation, livestock and low-density housing. This 80-acre parcel on the airport is within the runway safety zone.

Placer County Airport Land Use Compatibility Plan

The Placer County Airport Land Use Commission (ALUC) adopted the Placer County Airport Land Use Compatibility Plan on October 25, 2000. The basic function of the Placer County Airport Land Use Compatibility Plan is to promote the compatibility between the airports in Placer County and the land uses that surround them. The Plan serves as a tool for the Commission in fulfilling its duty to review airport and adjacent land use development proposals. The Plan also sets compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development.

The Plan is primarily concerned with land uses near the three public-use airports in Placer County: Auburn Municipal Airport; Blue Canyon Airport; and Lincoln Airport. The influence area for each of the airports extends roughly two to three miles from the airport runways. These influence areas encompass lands within three local government jurisdictions in Placer County: County of Placer, City of Auburn, and City of Lincoln.

The State Aeronautics Act establishes the relationship between the Placer County Airport Land Use Commission and the City of Lincoln. The ALUC is not simply an advisory body for the City Council, but rather serves a function similar to the County Local Agency Formation Commission (LAFCO). Within the bounds defined by State law, the decisions of the ALUC are final. The ALUC does not need county or City approval in order to adopt its Compatibility Plan or to carry out ALUC land use project review responsibilities. The ALUC does not have jurisdiction on the airport, or on aircraft operations, only on lands within vicinity of the airport.

According to the Placer County Airport Land Use Compatibility Plan, also explicit in the statutes are two limitations on the powers of ALUCs. Specifically, ALUCs have no authority over existing land uses (Section 21674(a)) or over the operation of airports

(Section 21674(e)). Neither of these terms is defined within the statutes, although the interpretation of their meaning is fairly standard throughout the state.

Existing Land Uses — The precise wording of the Aeronautics Act is that the authority of ALUCs extends only to land in the vicinity of airports that is "not already devoted to incompatible uses." The working interpretation of this language is that ALUCs have no state-empowered authority over existing land uses. The question then becomes one of determining what conditions qualify a land use as existing.

For airport land use planning purposes, a land use can generally be considered existing once the local agency has completed all discretionary actions on the project and only ministerial approvals remain. A vacant property thus can be considered "devoted to" a particular use, even if the activity has not begun, once local government commitments along with substantial construction investments by the property owner make it infeasible for the property to be used for anything other than its proposed use. Local government commitment to a proposal can usually be considered firm once a vesting tentative map, development agreement, or other land use entitlement has been approved.

Operation of Airports — Any actions pertaining to how and where aircraft operate on the ground or in the air around an airport are clearly not within the jurisdiction of ALUCs to regulate. ALUC involvement with aircraft operations is limited to taking the operational characteristics into account in the development of land use compatibility plans. This limitation on the jurisdiction of ALUCs cannot, however, be taken to mean that they have no authority with respect to new development on airport property. For example, the law specifically requires ALUCs to review proposed airport master plans for consistency with the commission's plans. ALUCs also are generally conceded to have authority to review proposals for non-aviation development on airport property.

A third, less absolute, limitation concerns the types of land use actions that are subject to ALUC review. The current law emphasizes local general plans as the primary mechanism for implementing the compatibility policies set forth in an ALUC's plan. Thus, the county and each affected city are required to make its general plan consistent with the ALUC plan (or to override the commission). Once a local agency has taken this action to the satisfaction of the Airport Land Use Commission, the ALUC's authority to review projects within that jurisdiction is narrowly limited. The only actions for which review remains mandatory are proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations affecting land within an airport influence area. For an ALUC to review individual projects, the local agency must agree to submit them.

State of California: CalTrans Aeronautics Division

The California Department of Transportation, Division of Aeronautics is responsible for funding, licensing, and permitting programs for airports and heliports. Assistance for the development and maintenance of aviation facilities through engineering and aviation experience is provided, as well as systems planning and environmental and community service programs.

In 1972, California adopted noise standards in an effort to bring about cooperation of airport proprietors, air carriers, pilots, local government, the general public and Caltrans. The regulatory role of the state is to assure accuracy and standardization in noise

monitoring systems and to balance the conflicting needs of the general public in the variance process. Noise variances are issued by the state to allow for the continued operation of an airport under certain conditions. Variance requirements however, may not conflict with federal law. (The California Aviation System Plan, Policy Element, January 1998)

U.S. Department of Transportation: Federal Aviation Administration

The Federal Aviation Administration (FAA) administers the Airport Improvement Program (AIP) that finances eligible aviation facility improvements. All airports are required to prepare and maintain a current Airport Layout Plan (ALP) in order to receive federal funding under the AIP. The City of Lincoln may request funding from the FAA to construct the projects identified in the Airport Master Plan and shown on the ALP (2007). These projects, and other constructed prior to the updated ALP are subject to FAA assurances for airport land uses.

The City of Lincoln may request and ultimately accept FAA grants to fund airport improvements. When the City accepts the grants, as they have in the past, the FAA requires grant assurances, which generally stipulate land uses on the airport. The fundamental grant assurance condition requires that the City maintain land developed or purchased with FAA grants for aviation compatible purposes in perpetuity. Land use changes depicted on the ALP, whether publicly or privately funded, must be approved by the FAA are subject to review under the National Environmental Policy Act and must conform with existing grant assurance conditions.

Impact Analysis

Thresholds of Significance

The proposed Project would have a significant effect on land use and public policy if it would:

- Physically divide an established community;
- Introduce new land uses that would conflict with established uses within the vicinity of the Project Area; or
- Conflict with applicable land use plans or policies adopted by agencies with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect.

Approach and Methodology

The analysis assesses potential conflicts that could arise from new land use patterns, including aircraft arrival and departure flight tracks. Existing and future land use conditions are compared through the review and evaluation of existing land use information obtained from relevant plans and maps.

Impacts and Mitigation Measures

Impact 3.7-1: Physically Divide an Established Community – No Impact

The proposed Project would not physically divide an established community. The proposed Project is entirely contained within the existing airport boundary and is consistent with existing airport operations. The proposed Project does not add new types of operations or activities, does not expand current airport property boundaries and does remain compatible with surrounding existing land uses. There is no impact.

Impact 3.7-2: Introduce New Land Uses That Would Conflict with Established Uses Within the Vicinity of the Airport – No Impact

The proposed airport Projects do not introduce new land uses that conflict with established uses within the vicinity of the airport. The Lincoln Regional Airport has been operating as an airport since the mid-1940's. Land uses in the vicinity of the airport have changed as new industrial and residential developments have been constructed east of the airport within City limits. The unincorporated areas of Placer County north, west and south of the airport have remained rural, although residential units on large lots have been constructed, particularly south of Nicolaus Road. The airport master plan provides consistency with the City of Lincoln's General Plan and zoning ordinance designations as light industrial and maintains its primary function as a general aviation airport that represents an opportunity to provide revenue to the City by designating, areas on the airport for light industrial development. Since the airport master plan does not introduce new land uses within the airport, or in its vicinity, there is no impact.

Impact 3.7-3: Development Proposed by the Airport Master Plan Could Conflict with an Adopted Applicable Land Use Plan, Policy or Regulation of an Agency with Jurisdiction Over the Project Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect – Less Than Significant.

The City of Lincoln has local jurisdiction over the approval of the airport master plan, and therefore over the impacts of individual projects that comprise the developments and improvements to the airport. The City is obligated to consult with the Placer County Airport Land Use Commission to assure that airport projects are compatible with the Placer County Airport Land Use Compatibility Plan.

The City has provided the ALUC with the Lincoln Regional Airport Master Plan (2007) and the ALUC will provide comments related to the master plan and ALUCP and this EIR. The Airport Master Plan is consistent with the City's General Plan (2007) land use and zoning designations as described above and does not conflict with any other land use plan, City policy or regulation. There is no impact.

3.8 Public Services and Utilities

This section describes the environmental setting and impacts to public services and utilities of the proposed Project, including development proposals and associated infrastructure improvements. These are described and analyzed with respect to public services and demand.

Environmental Setting

This section describes the setting and potential public services and utilities impacts of the proposed Project. Sources of data used in the preparation of this section include the most recent version of the City of Lincoln General Plan (City of Lincoln 2007), and the City of Lincoln General Plan Update Draft Environmental Impact Report, (ESA, 2007).

Water

Placer County Water Agency (PCWA) is the primary water provider to the Study Area. PCWA derives its water from two different watersheds. The major source is the Bear River, with a PCWA diversion at Lake Spaulding, which is located in the Sierra Foothills. Surface water flows by gravity and is transported approximately 70 miles by open canals, siphons, and pipes to the Foothill Water Treatment Plant (WTP) at Newcastle, CA and to the Sunset WTP at Rocklin, CA.

The Foothill WTP has a capacity to treat approximately 55 million gallons per day (mgd) and the Sunset WTP has a capacity of approximately 8 mgd. PCWA provides treated surface water supply to meet the City's maximum daily demands. The supply comes from the Foothill WTP, through a network of miles of large diameter pipelines (24 through 42-inches in diameter). Treated water from the Sunset WTP travels less than a mile via a 30-inch pipeline. This treated water from both sources is conveyed to a PCWA metering station adjacent to the City's 5 million gallon concrete storage tank at Conspiracy Point.

Conspiracy Point is located at the southeast corner of the Twelve Bridges development, near the easterly edge of the City limits. The City's contract limit for PCWA treated surface water supplies in 2004 for maximum daily deliveries was approximately 15 mgd, or approximately 10,000 gallons per minute. PCWA has recently approved the construction of a new 30 mgd WTP along Ophir Road near the Community of Newcastle. This WTP, along with a new pipeline conveyance system, would provide additional treated water supplies to the City. The City is PCWA's largest wholesale customer for the purchase of treated water. The City's long-term contract with PCWA allows Lincoln to purchase additional capacity on a first come, first served basis. As part of the recent PCWA analysis of surface water needs in Western Placer County, (PCWA Surface Water Supply Update Western Placer County, March 13, 2001), PCWA identified a projected City of Lincoln demand of approximately 35,000 acre feet per year based on Lincoln's existing General Plan.

Currently, the City has a conveyance capacity through the PCWA water delivery system totaling approximately 21 mgd. Of this total, up to 6 mgd was originally supplied from the Sunset Water Treatment Plant in the 1970's, with the additional 15 mgd representing 51 percent of the total capacity of PCWA 42-inch Penryn-Lincoln pipeline completed in 2003. The majority of PCWA water deliveries to the City of Lincoln is stored in City-

owned storage tanks and then passed into the City's distribution system by gravity via a network of 16 to 30-inch water pipelines. In addition to the 5 million gallon (mg) storage tank previously mentioned, the City operates two additional tanks (1.5 mg and 3 mg), for total storage capacity of 9.5 million gallons.

Nevada Irrigation District (NID), Placer County Water Agency and the City of Lincoln have entered into a temporary water sharing agreement in 2004 that provides for the transfer of NID raw water to PCWA for supplying treated water customers that are within both NID's service boundaries and the incorporated portions of the City. Each of the water agencies has agreed to provide treated water service to their respective service areas within the proposed Project boundaries.

The City of Lincoln and NID are developing a framework for an agreement addressing NID's commitment for the provision of treated water to those portions of NID's service boundary that are within the proposed Project's boundaries. NID completed an analysis of their raw water supplies in 2005, (NID Raw Water Master Plan Update, 2005) which identified adequate raw water availability to meet the proposed needs of the City, (12,000 – 13,000 acre feet per year) within NID's service area that is within the proposed Project boundaries.

The City uses groundwater from four wells to supplement its water supply. The wells are connected to the City's water distribution system. Liquid chlorine is added to the pumped groundwater at each well site and each well site is equipped with 10,000-gallon pressure tanks.

Wastewater

The Lincoln Wastewater Treatment and Reclamation Facility (WWTRF) provides secondary and tertiary treatment of municipal wastewater from all parts of the City and is located southwest of the City on both sides of Fiddyment Road between Athens Avenue and Moore Road. The existing facilities consist of an influent pump station, headworks screening and flow measurement, oxidation ditches, secondary clarifiers, maturation ponds, filtration facilities, dissolved air flotation separators, ultraviolet (UV) light disinfection facilities, solids handling facilities, effluent reaeration and pumping, a pipeline to an outfall in Auburn Ravine, effluent and emergency storage, and several land disposal fields. Effluent may be discharged into the Auburn Ravine near the WWTRF or is used for on-site reclamation of fodder crops or for off-site reclamation at varying municipal, commercial and industrial facilities throughout the City. A portion of annual wastewater effluent must be stored and/or reclaimed due to restrictions on receiving water impacts during critical periods of fish migration in the creek. The existing National Pollutant Discharge Elimination System (NPDES) permit for the WWTRF limits average wastewater flow to 3.3 mgd, given the amount of back-up reclamation capability available to the facility when the permit was issued. However, the WWTRF process components offer a minimum dry weather hydraulic capacity of 4.2 mgd. Some facility components were constructed with a dry weather structural capacity of up to 12 mgd. Current dry weather flows at the facility are estimated to be 2.4 mgd, or approximately 60 percent of the current dry weather hydraulic capacity of the facility.

The WWTRF was designed with provisions to expand its capacity to at least 12 mgd for citywide flows based on the 1998 General Plan. The design also included site planning for an expansion of up to approximately 33 mgd to accommodate flows generated by the

draft General Plan area (approximately 25 mgd) as well as possible regional flows from Placer Nevada Wastewater Authority (PNWA) communities (approximately 8 mgd).

Wastewater collection in the City is mainly via a gravity system. However, six lift stations are also used to assist in the collection of wastewater. Sewer trunk lines that extend from the wastewater treatment plant are either 15 inches or 24 inches in diameter.

Stormwater Drainage

The Markham Ravine and Auburn Ravine watersheds, which are part of the Cross Canal Drainage Basin, provide the necessary drainage for the City. Both of these ravines flow in a westward direction from the Sierra Nevada foothills east of Lincoln, and discharge into the Sacramento River west of the City. Orchard Creek and Ingram Slough are tributary drainages to Auburn Ravine within the area. At a citywide level, the drainage system consists of a combination of valley gutters, underground pipes, and drop inlets. Drainage within the urban portions of the City discharges into both the Auburn Ravine and Markham Ravine. In non-urban areas, drainage is by overland flow and through various drainage swales that lead to the two ravines and their tributaries.

The City experiences two types of flooding. The first is associated with the Markham and Auburn Ravines and their tributaries. The second is localized in nature and due to inadequate surface flow. Heavy rainfall periods can result in both types of flooding occurrences. Additionally, a general lack of curbs and gutters in parts of the City and locally inadequate or incomplete storm drains results in standing water that is both a nuisance and a potential hazard. The Federal Emergency Management Agency (FEMA) has prepared the Flood Insurance Rate Maps (June 8, 1998) for the City. Flood zones or 100-year flood hazard areas include: Auburn Ravine, Markham Ravine, and Orchard Creek. These flood zone areas are predominately greater within the southwestern portion of the Study Area.

Solid Waste

Solid waste generated in the City is collected and hauled by the City to the Western Regional Sanitary Landfill (WRSL) located on 320 acres at the southwest corner of Athens Road and Fiddyment Road. The solid waste is collected at curbside, typically in 90-gallon containers supplied by the City. In addition, the City provides for green waste recycling with the use of curbside collection typically presented in 90-gallon containers and transported to the WRSL. The landfill is owned by the Western Placer Waste Management Authority (WPWMA), which is comprised of the Cities of Roseville, Rocklin and Lincoln, and Placer County. The WRSL is a Class III non- hazardous landfill. The landfill has a remaining capacity of 14,011,000 tons. In January of 2004, WPWMA expanded the capacity of the landfill to 25.7 million cubic yards. The landfill is permitted for a maximum daily tonnage of 1,200 tons per day, and in 2002 received 219,109 tons.

The WPWMA also operates a Material Recovery Facility (MRF), which opened in November of 1995 at the WRSL. The MRF separates and recovers waste products for recycling, reuse, or conversion to energy resources. In 2001, the MRF diverted 48,965 tons of materials from landfill disposal. The MRF is currently permitted for a maximum daily tonnage of 1,200 tons per day.

While the landfill can accept up to 1,200 tons per day, the MRF is only able to process approximately 1,050 tons per day due to the limited size of the handling floor and the number of operating hours per day (12 hours Monday through Friday, with reduced hours on the weekend). If more than 1,050 tons comes to the facility in one day, the amount that cannot be processed in one day is processed the next day.

In May 2003, the WPWMA approved a Capacity Enhancement Project, enabling staff to pursue revisions to existing permits to increase the landfill and MRF capacity. Implementation of this proposed Project would increase the landfill's maximum allowable daily tonnage to 1,900 tons/day. The permitted MRF tonnage would increase to 1,750 tons/day, and the permitted peak daily number of vehicles at the MRF would be increased to 939. The MRF would also extend its processing hours to 16 hours (two full shifts) and would expand the handling floor. These improvements, coupled with several other improvements proposed as part of this proposed Project, would allow the MRF to handle the proposed permitted 1,750 tons/day on a daily basis, with no surplus material carried over to the next day.

Public Utilities

Pacific Gas and Electric (PG&E) provides natural gas service through its pipeline distribution system. Natural gas is delivered via major gas transmission lines which are tapped at the Lincoln Junction Station located on the south side of Nicolaus Road just to the west of the existing developed City area. From the junction station, natural gas is transported via a six-inch transmission line to the Lincoln Meter, located adjacent to the UPRR and Eighth Street. Natural gas is then delivered from the Lincoln Meter site to residents through a citywide network of two and four-inch distribution lines.

Electrical service is also provided by PG&E. The area north of Athens Road is located within PG&E's Area 6. Lincoln's electricity is provided via a 60-kilovolt (KV) transmission line feeding the Lincoln Substation at Highway 65 and Gladding Road. From this location, electricity is directed throughout the City via 12 KV distribution lines. From the Lincoln Substation, the 60 KV transmission line continues to the south of the City.

Fire Protection

Thirteen full time Fire Suppression Officers, six full time Fire Captains, two full time Fire Operations Chiefs and twenty Volunteer Firefighters, ten Reserve Firefighters and one full time Fire Chief staff the City of Lincoln Fire Department (Fire Department). Twenty-four hour staffing and service is provided from two staffed fire stations. The current Fire Department's Insurance Services Office (ISO) rating is 5 on a scale of 1 to 10 with 1 representing the best service. Response times average is 7.5 minutes in the City.

The Department operates three fire stations: Station Number 33 located at 472 E. Street in Downtown Lincoln which is primarily operated on a volunteer basis; Station Number 34 which is located in Downtown Lincoln, at 126 Joiner Parkway, is staffed full time; and Station Number 35 located at 2525 E. Lincoln Parkway in the Twelve Bridges area is staffed full time.

Water for firefighting is provided via a single transmission line connecting the Sunset Water Treatment Plant to the City's four water storage tanks, and from a series of recently developed municipal wells located in the northwest and southwest portions of the City, including one well on the airport.

Law Enforcement

Law enforcement services are provided to the City by the Lincoln Police Department (Police Department). Thirty sworn officers, including the Police Chief and seven support personnel staff the Police Department. The Department is equipped with twelve patrol cars and has one station, located at 770-7th Street.

During the 2004 calendar year, the Police Department recorded 21,957 service calls. Average response times are generally within the following time frames:

- Code 3: 3 to 4 minutes
- Priority A: 7 to 8 minutes
- Priority B: 15 minutes

Within the unincorporated areas, the Placer County Sheriff's Department provides patrol services and the California Highway Patrol provides traffic control. The Placer County jail is used for all arrests within the City.

Schools

The Western Placer Unified School District (Western Placer USD) provides most of the educational services for the City. The Western Placer USD is projected to grow from its current (2005) enrollment of 4,000 students to over 10,000 within the next ten years. The Western Placer USD has four K-5 elementary schools, one K-8 school (in Sheridan), one grade 6-8 middle school, one grade 9-12 high school, and two alternative schools in the City. The City also has one private elementary school, as well as four other private schools scheduled to open between 2006 and 2009.

The total public school enrollment for the Western Placer USD during the 2001 – 2002 school year was 3,614 students. The Western Placer USD projections are that total enrollment will increase to over 9,000 within the next ten years. In addition to its public school enrollment, the Western Placer USD serves an additional 225 students in the Horizons Instructional Systems program. This program is a charter school program funded by the State that provides independent study, site-based instruction, and instructional support to home-schooled students.

The Western Placer USD currently has several ongoing developments. The Western Placer USD has acquired a 179-acre site that contains a past Native American Indian encampment. As a result of this acquisition, an Educational Foundation has been established to manage the Outdoor Learning Environment (OLE) that will create multiple uses for this site. The Western Placer USD is also planning the development of a joint complex with the local community college for students in grades 11 to 12 and 13 to 14.

Regulatory Setting

California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates privately owned telecommunications, electric, natural gas, water, railroad, rail transit, and passenger transportation companies. CPUC is responsible for ensuring California utility customers have safe, reliable utility service at reasonable rates, protecting utility customers from fraud, and promoting the health of California's economy. The CPUC establishes service standards and safety rules and authorizes utility rate changes as well as enforcing CEQA for utility construction. The CPUC also regulates the relocation of power lines by public utilities under its jurisdiction, such as PG&E. The CPUC works with other state and federal agencies in promoting water quality, environmental protection, and safety.

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24)

The Energy Efficiency Standards for Residential and Nonresidential Buildings were established in 24 CCR Part 6 in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. New standards were adopted by the CPUC in 2001 as mandated by Assembly Bill (AB) 970 to reduce California's electricity demand. The new standards went into effect on June 1, 2001. The standards (along with standards for energy efficient appliances) have saved more than $20 billion in electricity and natural gas costs. It is estimated that the standards will save $57 billion by 2011.

California Integrated Waste Management Act

In 1989, AB 939, known as the Integrated Waste Management Act, was passed into law. Enactment of AB 939 established the California Integrated Waste Management Board (CIWMB), and set forth aggressive solid waste diversion requirements. Under AB 939, every city and county in California is required to reduce the volume of waste sent to landfills by 50%, through recycling, reuse, composting, and other means. AB 939 requires counties to prepare a Countywide Integrated Waste Management Plan (CIWMP). An adequate CIWMP contains a summary plan that includes goals and objectives, a summary of waste management issues and problems identified in the incorporated and unincorporated areas of the county, a summary of waste management programs and infrastructure, information about existing and proposed solid waste facilities, and an overview of specific steps that will be taken to achieve the goals outlined in the components of the CIWMP.

Impact Analysis

Thresholds of Significance

Water Supply

The proposed Project would have a significant impact on water supply and infrastructure if it would:

- Have insufficient water supplies available to serve the Project from existing entitlements and resources, requiring new or expanded entitlements;
- Require the extension or substantial reconstruction of major water and wastewater lines to serve new development, the construction of which could cause significant environmental impacts;
- Create substantial demand for water beyond the existing or planned city water supply, requiring additional water storage capacity;
- Conflict with the use, operation, or maintenance of an existing utility line or increase the risk of accidental damage to an existing utility line.

Wastewater

The proposed Project would have a significant effect on wastewater if it would:

- Result in the need for extension of new wastewater services into a currently unserviced area;
- Result in an increased demand for wastewater conveyance or treatment that requires construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Result in a determination that there is inadequate wastewater treatment or disposal capacity to serve the projected demand, in addition to existing service commitments;
- Conflict with the current infrastructure plans of wastewater service providers; or exceed the wastewater treatment requirements of the RWQCB.

Storm Drainage

The proposed Project would have a significant effect on storm drainage if it would:

- Require or result in the construction of new stormwater facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects;
- Generate additional stormwater runoff that would exceed the existing or planned capacity of the City's storm drain system and require the construction or substantial expansion of existing facilities the construction of which could cause significant environmental impacts; or
- Conflict with the use, operation, or maintenance of an existing utility line or increase the risk of accidental damage to an existing utility line.

Utilities

The proposed Project would have a significant effect on utilities if it would:

- Require the substantial expansion or construction or utility infrastructure, which would result in significant physical impacts;
- Conflict with the use, operation, or maintenance of an existing utility line or increase the risk of accidental damage to an existing utility line;
- Result in a substantial unanticipated decrease in remaining available space at a landfill;
- Interfere with the accomplishment of waste diversion goals mandated by the California Integrated Waste Management Act;
- Use fuel or energy in a wasteful manner;
- Result in an increase of the city's dependence on nonrenewable energy resources; or require substantial increases on peak and base period demand for electricity and other forms of energy and additional capacity of local or regional energy supplies.

Public Services

The proposed Project would have a significant impact on public services if it would:

- Result in an increased demand for police and fire services exceeding existing or planned staffing levels;
- Result in response times to calls for fire and police services beyond established levels;
- Increase the potential risk for urban fire hazards;
- Increase the risk of wildland fire hazards;
- Result in a demand for school services beyond the existing or planned capacity of the school district served; or create a demand for school services or other public facilities that would require the building of new facilities that caused an adverse physical impact.

Approach and Methodology

The analysis of potential impacts on utilities and public services is based on a review of the airport master plan the City's General Plan's guidelines and policies, and the City's utility plan. Impacts were evaluated based on the likeliness to increase demand, and interfere with or exceed capacity of existing utilities and public service systems.

Impacts and Mitigation Measures

Public Services

Impact 3.8-1: Increased Demand for Fire Protection Services—Less than Significant

Project implementation would not significantly increase demand on the City of Lincoln for fire protection services to serve the proposed Project. Station #34 is currently the

closest station to the proposed Project. The Lincoln Fire Department averages 7.5 minutes response time to a call. It is unlikely that the proposed Project will prevent fire services from providing current levels of service to Lincoln residents. The General Plan EIR states that General Plan policies PFS 8.2, PFS 8.4 and PFS 8.5 would ensure adequate staffing levels and capital improvements to accommodate an increase in demand for fire protection services. Potential impacts from the General Plan were considered less-than significant in the General Plan EIR (ESA 2007). For these reasons, the proposed Project would have a less-than-significant impact related to the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable levels of performance for fire protection.

Impact 3.8-2: Exposure of People or Structures to Increased Risk of Loss, Injury, or Death Involving Urban or Wildland Fires—Less than Significant with Mitigation

The Project Area is located in rural and industrial areas with ruderal vegetation, agricultural fields and structures that may be susceptible to wildland fire. However, the proposed Project would consist primarily of commercial and road development and would not include any structures that would house people, putting them at risk to urban or wildland fire. The proposed Project Area is a moderately hazardous area and at risk of wildfire during construction. After full development of the proposed Project, minimal wildland fire risk would remain. During construction, when the possibility of igniting flammable materials is greatest, this impact is considered significant, but it can be reduced to a less-than-significant level with the implementation of Mitigation Measure 3.8-2.

Mitigation Measure 3.8-2: Implement Procedures to Reduce Fire Risk During Construction

During construction, all staging areas or areas slated for development using spark-producing equipment will be cleared of dried vegetation or other materials that could serve as fire fuel. Any construction equipment that normally includes a spark arrester will be equipped with an arrester in good working order. In addition, during construction, adequate water will be made available for fire protection.

Impact 3.8-3: Potential Increased Need for or Adverse Effects on Police Services (Response Times or Facilities)—Less than Significant

Project implementation would not significantly increase the need for City-provided law enforcement services on the Project Area. The City of Lincoln's police services are housed at the Lincoln Police Department station, approximately 3.2 miles southeast of the proposed Project area. Police service standards require priority one calls to be answered within an average of 5 minutes. The proposed Project does not contain a housing component that would dramatically increase the demand for police services or increase the need for routine patrols, which would degrade current levels of services. In addition, the proposed Project is consistent with General Plan assumptions for the City of Lincoln. The General Plan assumes that development of industrial and commercial uses will contribute to additional daytime population increases within the City. The General Plan EIR states that General Plan policies PFS 8.8, PFS 8.11 and Implementation Measure #4 would ensure adequate staffing levels and capital improvements to accommodate an

increase in demand for police services. In addition, policies HS 9.1, HS, 9.2 and HS 9.4 promote the implementation of a coordinated emergency response plan both locally and regionally through the continued coordination with Placer County and other appropriate agencies. Potential impacts from the General Plan were considered less than significant in the General Plan EIR (ESA, 2007). Therefore, it is unlikely that the proposed Project would significantly degrade current levels of police service to Lincoln residents. The impact will be less than significant. No mitigation is required.

Impact 3.8-4: Disruption of or Adverse Effects on Public Schools or Other Public Services—Less than Significant

The proposed Project involves the construction of roads and commercial space. No permanent residences would be created. Therefore, the proposed Project would not result in additional demand on public facilities or substantial effects on public schools or libraries. The impact is less than significant. No mitigation is required.

Utilities

Water Supply and Infrastructure

Impact 3.8-5: Construction-Related Water Service Interruptions—Less than Significant with Mitigation

The proposed Project would involve grading, construction, and placement/relocation of water service infrastructure within existing open space. This impact would be less than significant with the implementation of Mitigation Measure 3.8-5.

Mitigation Measure 3.8-5: Conduct an Investigation of Utility Line Locations and Maintain Utility Services

A detailed study identifying the locations of utilities along the proposed Project alignment will be conducted during the design phase of the Project. For areas with the potential for adverse impacts on utility services, the following measures will be implemented.

- Utility excavation or encroachment permits will be required from the appropriate agencies. These permits include measures to minimize utility disruption. The City and its contractors will comply with permit conditions. Such conditions will be included in construction contract specifications.
- Utility locations will be verified through a field survey (potholing) and use of the Underground Service Alert services.
- Detailed specifications will be prepared as part of the design plans to include procedures for the excavation, support, and fill of areas around utility cables and pipelines. All affected utility services will be notified of the City's construction plans and schedule. Arrangements will be made with these entities regarding the protection, relocation, or temporary disconnection of services.
- Residents and businesses in the Project Area will be notified of planned utility service disruption 2 to 4 days in advance, in conformance with County and state standards.
- Disconnected cables and lines will be reconnected promptly.

- The City will observe California Department of Health Services (DHS) standards, which require:
- A 10-foot horizontal separation between parallel sewer and water mains, and
- A 1-foot vertical separation between perpendicular water and sewer line crossings. In the event that separation requirements cannot be maintained, the City will obtain a DHS variance through provisions of water encasement or other means deemed suitable by the department.

Impact 3.8-6: Adverse Effects on the Capacity of Water Services—Less than Significant

The proposed Project will not create a substantial demand for water beyond the existing or planned city water supply, and will not require additional water storage capacity. Existing and planned facilities and water sources are adequate to provide for the proposed Project. Policies PSF 2.1 and PSF 2.6 of the General Plan EIR require the City to continue development of a long term water supply with all the appropriate districts including PCWA and NID. Therefore, this impact is considered less than significant. No mitigation is required.

Wastewater Capacity and Infrastructure

Impact 3.8-7: Adverse Effects on the Capacity of Wastewater Services—Less than Significant

The proposed Project will not result in a significant increase in demand for wastewater services. The airport is currently served by the City's wastewater facilities. Because sufficient collection, conveyance, and treatment exists for the proposed Project, impacts to wastewater services and water services are less than significant, and no mitigation is required.

Storm Drainage

Impact 3.8-8: Result in Demand for Additional Stormwater Drainage Infrastructure—Less than Significant

Flooding and water quality impacts associated with stormwater runoff are addressed in section 3.6, "Hydrology and Water Quality." This impact discussion concerns infrastructure demand. The General Plan Policies PFS 4.1 through PFS 4.5, PFS 4.8 and PFS 4.10 require adequate storm drainage facilities, flood control efforts and erosion control measures.

The proposed Project includes the construction of a storm water swale to control runoff and the establishment of vegetation as erosion protection to detain runoff in such a way to match pre-project runoff conditions. This is considered a less than significant impact related to infrastructure demand.

Other Utilities

Impact 3.8-9: Adverse Effects on Other Utilities—Less than Significant

Utility infrastructure is addressed in Impacts 3.8-5 and 3.8-7 above. Waste diversion goals are discussed in Impact 3.8-10 below. The General Plan EIR (ESA, 2007) states that implementation of General Plan Policies would ensure that adequate and efficient public utilities are provided to meet the needs of residents of the city. For example, Policy 6.1 requires that the City coordinate with gas and electricity service providers to plan for future utility extensions that provide adequate levels of service. The proposed project will not result in a significant increase in demand for electricity or gas and a substantial expansion of utility infrastructure would not be required.

In addition, implementation of General Plan Policy PFS 6.3, OSC 3.1 and OSC 3.4 would promote energy conservation measures including the use of green building techniques and the use of renewable energy resources. The General Plan EIR found that no significant impacts associated with energy supply are anticipated to result from General Plan buildout. Development of the proposed Project would not result in an increase in dependence on nonrenewable energy resources or result in substantial increases in peak and base period use of energy. Under CEQA, a project's impacts would be significant if they result in "wasteful, inefficient, and unnecessary consumption of energy" (PRC 21100[b][3]). All new development would be required to incorporate energy conservation measures in compliance with Title 24 of the UBC. As a result, impacts on energy would be less than significant. No mitigation is required.

Finally, the General Plan EIR (2006) found that there would be no impacts related to the provision of local and regional communication systems. The proposed Project is consistent with improvements identified in the General Plan. The Project's impacts on other utilities are considered less than significant. No mitigation is required.

Solid Waste Capacity

Impact 3.8-10: Adverse Effects on the Capacity of Solid Waste Landfills—Less than Significant

The proposed Project is not expected to significantly increase the amount of solid waste generated at the airport from current levels; however, the proposed Project is expected to generate solid waste during construction. As described in the "Existing Conditions" part of this section, Lincoln's solid waste is transported and stored in the Western Regional Sanitary Landfill, which has a remaining capacity of 14,011,000 tons and can accept municipal solid waste and construction and demolition debris (Class III disposal site). As such, the landfill would have ample capacity to accept routine solid waste associated with both the construction and operation of the proposed Project. In addition, as described in the General Plan EIR (ESA, 2006), adherence to General Plan policies PFS 5.2, PFS 5.3, PFS 5.5, and PFS 5.7 would decrease the amount of generation of solid waste, thereby increasing the life span of the WRSL, and the Project would participate in the citywide recycling and source reduction efforts. Based on these considerations and consistencies with the City's General Plan, the proposed Project would not substantially reduce the capacity of the Western Regional Sanitary Landfill. Therefore, this impact is considered less than significant. No mitigation is required.

3.9 Noise

This chapter addresses noise impacts associated with aircraft operations and construction activities associated with implementation of the proposed Project. This study includes a discussion of existing conditions; a summary of local general plan policies and regulations related to noise issues; and an analysis of direct, indirect, and cumulative environmental impacts of the Project. Where feasible, mitigation measures are recommended to reduce the level of significant impacts.

The key sources of data and information used in the preparation of this section are listed below:

- City of Lincoln General Plan (City of Lincoln 1988 and 2006).
- *Placer County Airport Land Use Compatibility Plan*, (Placer County October 2000).
- Brown-Buntin Associates, Inc., *Aircraft Noise Assessment, Airport Master Plan, Lincoln Regional Airport, Lincoln, California*, July 2007 (Included as Appendix E).

The following are brief definitions of acoustical terms used in this discussion:

- *Sound*—A vibratory disturbance created by a vibrating object that, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism such as the human ear or a microphone.
- *Noise*—Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- *Ambient noise*—The composite of noise from all sources near and far in a given environment, exclusive of particular noise sources to be measured.
- *Decibel (dB)*—A unitless measure of sound on a logarithmic scale that indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micropascals.
- *A-Weighted Decibel (dBA)*—An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear. Typical A-weighted noise levels for various types of noise sources are shown in Table 3.9-1.
- *Equivalent Sound Level (Leq).* Leq represents an average of the sound energy occurring over a specified period. In effect, Leq is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period.
- *Exceedance Sound Level (Lxx).* The sound level exceeded XX% of the time during a sound level measurement period. For example L50 is the sound level exceed 50% of the time and L90 is the sound level exceeded 90% of the time.
- *Day-Night Level (L_{dn})*—The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10 p.m. to 7 a.m.
- *Community Noise Equivalent Level (CNEL)*—The energy average of the A weighted sound levels occurring during a 24-hour period with 5 dB added to the A-weighted sound levels occurring during the period from 7 p.m. to 10 p.m. and 10 dB added to the A-weighted sound levels occurring during the period from 10 p.m. to 7 a.m.

Table 3.9-1. Typical A-Weighted Sound Levels

Sound Source	Sound Level (dBA)	Typical Response
Carrier deck jet operation	140	Painfully loud
Limit of amplified speech	130	
Jet takeoff (200 feet) Auto horn (3 feet)	120	Threshold of feeling and pain
Riveting machine Jet takeoff (2000 feet)	110	Very annoying
Shout (0.5 feet) New York subway station	100	
Heavy truck (50 feet) Pneumatic drill	90	Hearing damage (8-hour exposure)
Passenger train (100 feet) Helicopter (in flight, 500 feet) Freight train	80	Annoying
Freeway traffic (50 feet)	70	Intrusive
Air conditioning unit (20 feet) Light auto traffic (50 feet)	60	
Normal speech (15 feet)	50	Quiet
Living room Bedroom Library	40	
Soft whisper (15 feet)	30	Very quiet
Broadcasting studio	20 10 0	 Just audible Threshold of hearing

L_{dn} and CNEL values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

A doubling of acoustical energy from a noise source results in a 3-dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness usually will be different from what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels, when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 hertz) range. However, it is widely accepted that people are able to begin to detect sound level changes of 3 dB for typical noisy environments. Further, a 10-dB increase is generally perceived as a doubling of loudness. Therefore, doubling sound energy (e.g., doubling the volume of traffic on a highway) generally would be perceived as a detectable, but not substantial, increase in sound level.

Environmental Setting

Sensitive Land Uses and Sensitive Receptors

Noise-sensitive land uses generally are defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Noise-sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, and certain types of recreational uses. Noise-sensitive receptors are people on this land.

Land in the vicinity of the airport, and those land uses affected by aircraft noise are shown in Table 3.9-2.

Table 3.9-2 Land Uses in the Vicinity of the Airport

Direction Around Airport	Primary Land Uses (Within 4,000 feet of the airport)
North	Wise Road at the northern end of the airport; scattered rural residential units; unincorporated Placer County, proposed City of Lincoln sphere of influence.
South	Nicolaus Road at the southern end of the airport; scattered rural residential units; unincorporated Placer County, proposed City of Lincoln sphere of influence.
East	Aviation Blvd at the eastern side of the airport; commercial business parks, within the City limits.
West	Airport Road at the western side of the airport; scattered rural residential units; unincorporated Placer County, proposed City of Lincoln sphere of influence.

Existing Noise Environment

The CNEL, 60-dBA and 55-dBA contours for 2003 related to aircraft operations are shown in the City of Lincoln General Plan. During that year, annual airport operations totaled approximately 175,000. The CNEL 60-dBA contour interval is used to identify the limits of low-density residential development. The CNEL 55-dBA contour interval is used by the State of California to identify the likely noise impact on rural residential land uses.

The ALUCP states that the underlying land use designations, noise compatibility criteria, and the projected noise contours indicates that noise exposure levels will not present a significant impact with respect to land use compatibility in the airport environs under current and reasonably foreseeable conditions. Noise contours in the ALUCP were prepared using the FAA's Integrated Noise Model (Version 6.1, Mead & Hunt, 2004 and 2005).

Based on aircraft noise modeling prepared for this EIR (Brown-Buntin 2007), the CNEL 70-dBA and 65-dBA noise contours remain within the immediate vicinity of the runway and therefore do not extend off of the airport. The CNEL 60-dBA noise contour extends north of the runway approximately 3,000 feet, but remains within airport property. The CNEL 60-dBA noise contour also extends about 1,900 feet south of the runway, approximately 450 feet south of Nicolaus Road, off of airport property. This closed contour affects approximately 3.5-acres of undeveloped land on the south side of

Nicolaus Road. No other land uses within the vicinity of the airport are affected by the CNEL 60-dBA noise contour.

Regulatory Setting

City of Lincoln

Zoning Ordinance: *Title 20, Lincoln Municipal [Regional] Airport* of the City's zoning ordinance provides general operational and safety codes for the airport, but does not specifically identify any airport noise standards.

City of Lincoln General Plan: The City of Lincoln is in the process of updating its General Plan (1988). The updated General Plan is currently under environmental review (*Environmental Impact Report on the Draft 2050 Lincoln General Plan Update,* 2006). The updated General Plan modifies and updates elements of the adopted General Plan with respect to noise and noise-related land use issues. Listed below are the existing Goals and Polices and the updated goals and polices for the City of Lincoln's General Plan:

Current Airport Noise Goals and Policies:

GOAL: To protect residents from health hazards and annoyance associated with excessive noise levels.

Policies:

1. To use adopted noise compatibility guidelines to evaluate compatibility of proposed new development [Modified in updated General Plan as Policy HS 8.9].
2. To require noise analysis of proposed development projects as part of the environmental review process and to require mitigation measures that reduce noise impacts to acceptable levels [Modified in updated General Plan as Policy HS 8.14].
3. To require noise buffering or insulation in new development along major streets and highways, and along railroad tracks [Modified in updated General Plan as Policy HS 8.11].
4. To control noise sources in residential areas by restricting truck traffic to designated truck routes.
5. To require that development around Lincoln Airport be consistent with the noise standards contained in the approved Airport Land Use Commission Plan [Modified in updated General Plan as Policy HS 8.6].
6. To establish an ongoing noise-monitoring program for the purpose of enforcing noise standards established by the city [Modified in updated General Plan as Policy HS 8.5].
7. To pursue the update of the Airport Master Plan noise contours through the year 2010 and beyond, consistent with the anticipated use of the airport by larger aircraft, and to revise the General Plan as necessary to reflect new noise contours [Modified in updated General Plan as Policy HS 8.7].

Proposed City of Lincoln Updated General Plan Goals and Policies

GOAL HS-8: To protect residents from health hazards and annoyance associated with excessive noise levels. [Existing Goal]

Policy HS-8.1 Sensitive Receptors: The City will allow the development of new noise-sensitive land uses (which include but are not limited to residential, health care facilities and schools) only in areas exposed to existing or projected levels of noise which satisfy the levels specified in Table 8.1. Noise mitigation measures may be required to reduce noise in outdoor activity areas and interior spaces to levels specified in Table 8.1. [New Policy]

Policy HS-8.2 Protect Residential Areas: The City will strive to achieve exterior noise levels for existing and future dwellings in residential areas that do not exceed exterior noise levels of 60 dBA CNEL and interior noise levels of 45 dBA CNEL. [New Policy]

Policy HS-8.5 Noise Monitoring: The City shall establish an ongoing noise monitoring program for the purpose of enforcing noise standards established by the City. [Modified Existing Policy 6, Noise Element]

Policy HS-8.6 Development Around Airport: The City shall require that development around Lincoln Airport be consistent with the noise standards contained in the approved Airport Land Use Commission Plan, and where deemed appropriate, require navigation easements from new development. [Modified Existing Policy 5, Noise Element]

Policy HS-8.7 Update Airport Master Plan: The City shall pursue the update of the Airport Master Plan noise contours through the year 2030, consistent with the anticipated use of the airport by larger aircraft, and to revise the General Plan as necessary to reflect new noise contours. [Modified Existing Policy 7, Noise Element]

Policy HS-8.9 Noise Compatibility Guidelines: The City shall use adopted noise compatibility guidelines to evaluate compatibility of proposed new development and ensure compatibility between residential, commercial and other surrounding land uses. [Modified Existing Policy 1, Noise Element]

Policy HS-8.10 Sound Attenuation Features: The City shall require sound attenuation features such as walls, berming, and heavy landscaping between commercial and industrial uses and residential uses to reduce noise and vibration. Setback distances may also be used to reduce noise. [New Policy]

Policy HS-8.11 Noise Buffering: The City shall require noise buffering or insulation in new development along major streets and highways, and along railroad tracks. [Modified Existing Policy 3, Noise Element]

Policy HS-8.14 Noise Analysis: The City may require noise analysis of proposed development projects as part of the environmental review process and to require mitigation measures that reduce noise impacts to acceptable levels. [Modified Existing Policy 2, Noise Element]

Placer County Airport Land Use Compatibility Plan

Projected Noise Levels — The evaluation of airport/land use noise compatibility shall consider the *future* Community Noise Equivalent Level (CNEL) contours of each airport as depicted in Chapters 4, 5, and 6 of this plan. These contours are calculated based upon aircraft activity forecasts which are set forth in an airport master plan or which are considered by the Placer County Airport Land Use Commission to be plausible (refer to activity data in Chapters 4, 5, and 6). The Airport Land Use Commission or the entities that operate airports in Placer County should periodically review the projected noise level contours and update them if appropriate.

Application of Noise Contours — The locations of CNEL contours are among the factors used to define compatibility zone boundaries and criteria. It is intended that noise compatibility criteria be applied at the general plan, specific plan, or other broad-scale level. Because of the inherent variability of flight paths and other factors that influence noise emissions, the depicted contour boundaries are not absolute determinants of the compatibility or incompatibility of a given land use. Noise contours can only quantify noise impacts in a general manner; except on large parcels or blocks of land (sites large enough to have 3 dB or more of variation in CNELs), they should *not* be used as site design criteria. (Note, though, that the airport noise contours set forth in this *Plan* are to be used as the basis for determining compliance with interior noise level criteria as listed in Policy 4.1.5.)

Noise Exposure in Residential Areas — The maximum CNEL considered normally acceptable for residential uses in the vicinity of the airports covered by this *Plan* is 60 dB.

Noise Exposure for Other Land Uses — Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in Table 2B.

Interior Noise Levels — Land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria:

(a) The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near airports is 45 dB CNEL in:

- Living and sleeping areas of single- or multi-family residences;
- Hotels and motels;
- Hospitals and nursing homes;
- Churches, meeting halls, office buildings, and mortuaries; and
- Schools, libraries, and museums.

(b) The noise contours depicted in ALUCP shall be used in calculating compliance with these criteria. Also, the calculations should assume that windows are closed.

(c) When reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with these criteria shall be submitted to the ALUC under the following circumstances:

(1) Any mobile home situated within an airport's 55-dB CNEL contour. [A typical mobile home has an exterior-to-interior noise level reduction (NLR) of approximately 15 dB with windows closed.]

(2) Any single- or multi-family residence situated within an airport's 60-dB CNEL contour. [Wood frame buildings constructed to meet 1990s standards for energy efficiency typically have an NLR of approximately 20 dB with windows closed.]

(3) Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated with an airport's 65-dB CNEL contour.

Engine Run-Up and Testing Noise — ALUC consideration of noise from these activities shall be limited as follows:

(a) Aircraft noise associated with pre-flight engine run-ups, taxiing of aircraft to and from runways, and other operation of aircraft on the ground is considered part of airport operations and therefore is not subject to ALUC authority.

(1) However, the Commission may take into account noise from these sources when reviewing the compatibility of proposed land uses near the airport to the extent that this noise is reflected in airport noise contours approved by the airport proprietor and the Commission.

(2) Noise from aircraft ground operations also should be considered by the Commission when reviewing airport master plans or development plans.

State of California

The State of California has established noise standards (Title 21, California Code of Regulations [CCR] Section 6) that govern the operation of aircraft and aircraft engines for all airports operating under a valid permit issued by Caltrans. These regulations are based on CNEL levels and suggest a maximum of 60 dB as the suitable standard for urban residential land uses and 55 dB for rural residential land uses. Department of Housing and Community Development interior noise standards are 45 dB CNEL with windows closed. State law requires noise insulation of new multi-family dwellings constructed within the 60 dB CNEL noise exposure contours of airports. The California Noise Insulation Standard states that houses within the 60 dB CNEL contour must insulate to provide an interior noise level of 45 dB.

Federal Guidelines

FAA noise guidelines for land uses within airport environs indicate that L_{dn} levels below 65 dB are acceptable for all sensitive land uses including residential development. The FAA recognizes the Community Noise Equivalent Level (CNEL) as an alternative metric for California. The United States Department of Housing and Urban Development (HUD) also establishes the 65 dB L_{dn} as acceptable for outdoors noise in residential areas; higher levels are normally acceptable but require special approval.

Impact Analysis

Approach and Methodology

This section analyzes the Project impacts on existing conditions and with Project full buildout. Land use impacts associated with aircraft operations is analyzed section 3.9 "Land Use and Planning." Cumulative buildout with Project conditions in 2030 is analyzed in Chapter 4, "Cumulative Impacts."

Aircraft Impacts

Brown-Buntin Associates (2007, Appendix E) modeled future aircraft noise conditions using flight tracks (Figure 3.9-1) from the aircraft mix identified in the Master Plan. The noise assessment assumes existing conditions and two future conditions, (1) completion of the parallel runway and existing Runway 15-33 and (2) with the parallel runway and the 1,000-foot northern extension of Runway 15-33 (Figures 3.9-2, 3.9-3, 3.9-4).

The extension of Runway 15-33 to the north and the construction of a shorter (3,350 feet) parallel runway, coupled with changes in aircraft mix, extend the CNEL 60-dBA noise contour about 2,750 feet south of Nicolaus Road. The closed CNEL 60-dBA noise contour south of Nicolaus Roads to include about 60-acres of rural and low-density residential units (1 dwelling unit/10 acres), all within unincorporated Placer County (Figures 3.9-3 and 3.9-4).

These noise changes are the result of increased aircraft activity, shift in aircraft types to larger aircraft, the extension of Runway 15-33 and the construction of the new parallel runway.

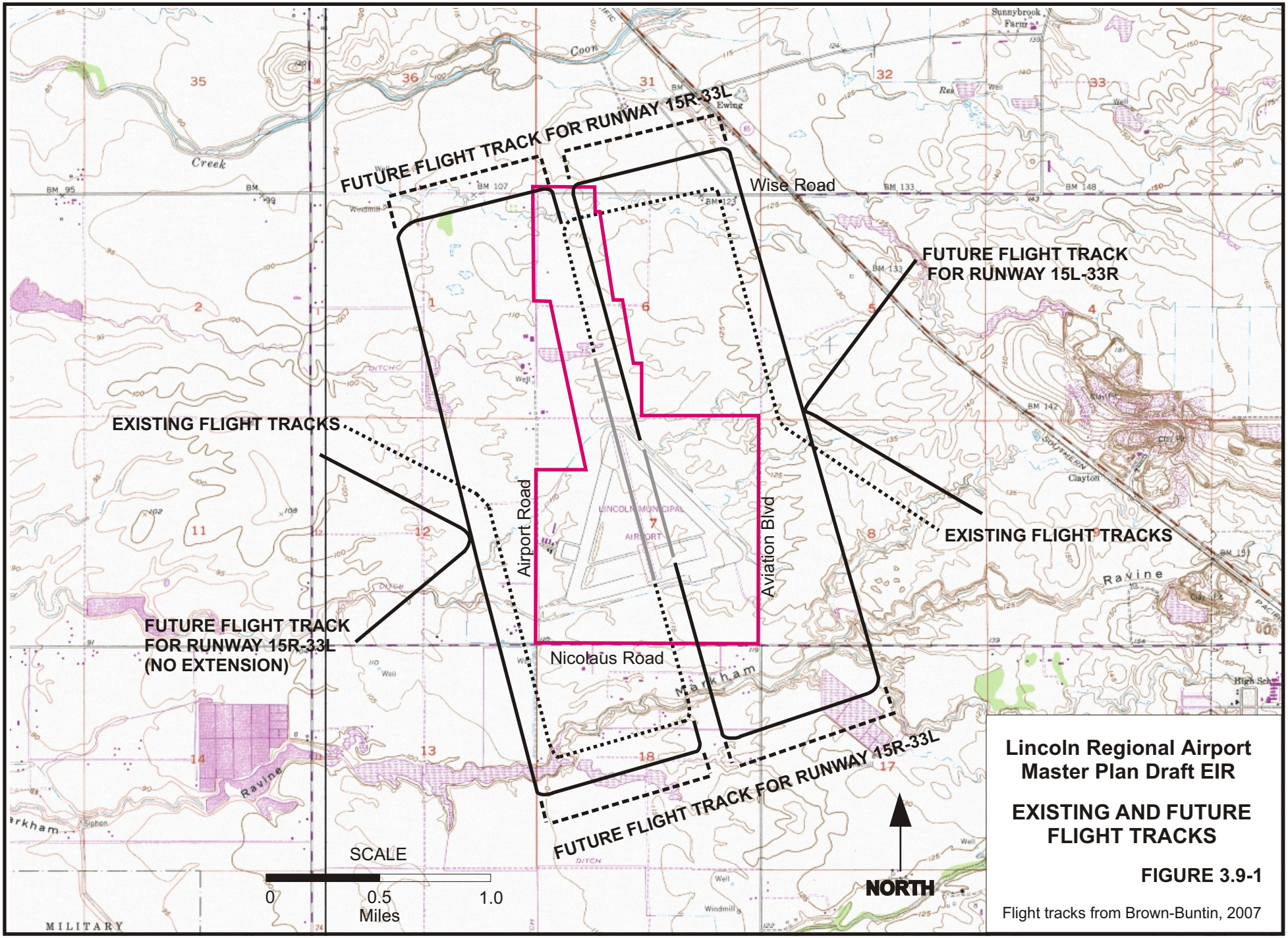
Figure 3.9-5 shows the land use compatibility zones established by the ALUCP for the Lincoln Regional Airport. The extended CNEL 60-dBA noise contour is included in Zone B1:

> The limits of *Zone B1* reflect both noise and safety concerns consistent with the types of instrument approach procedures established at the airport, the types of aircraft which operate there, and the projected volume of aircraft activity. Lack of significant existing or anticipated future compatibility conflicts within the zone also is a factor in the zone size. The length of the zone is primarily set with respect to the point at which aircraft pass below 300 feet above the ground when approaching the runway on a straight-in instrument approach. This distance also encompasses the 55-dB CNEL contour.

Construction Impacts

Evaluation of construction noise impacts associated with the proposed Project is based on methodology developed by the Federal Transit Administration (2006) (FTA).

Construction noise levels are commonly described on the basis of average noise levels during operation, such as L_{eq} or L_{50}, rather than day-night metrics, such as L_{dn} or CNEL.

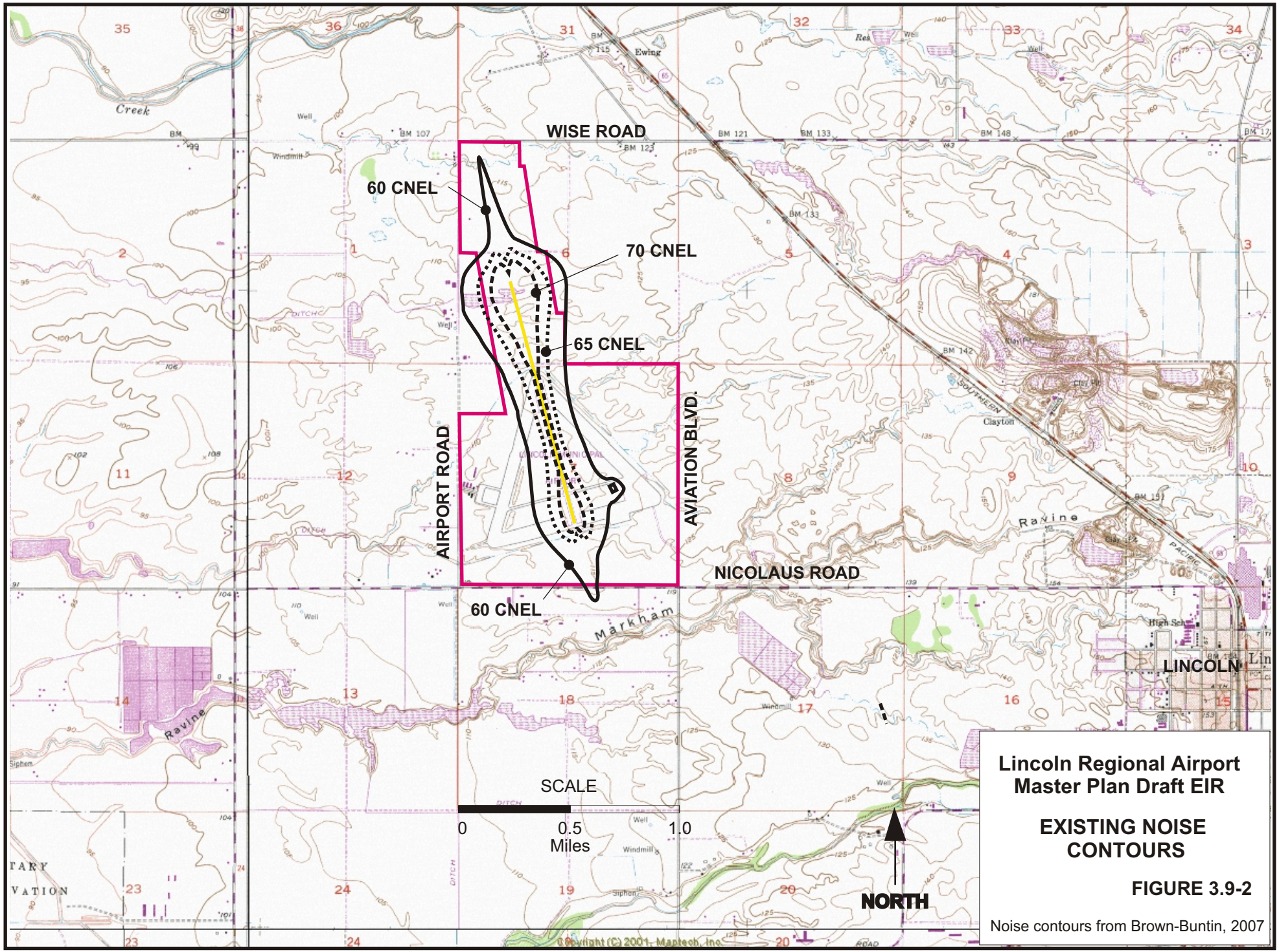


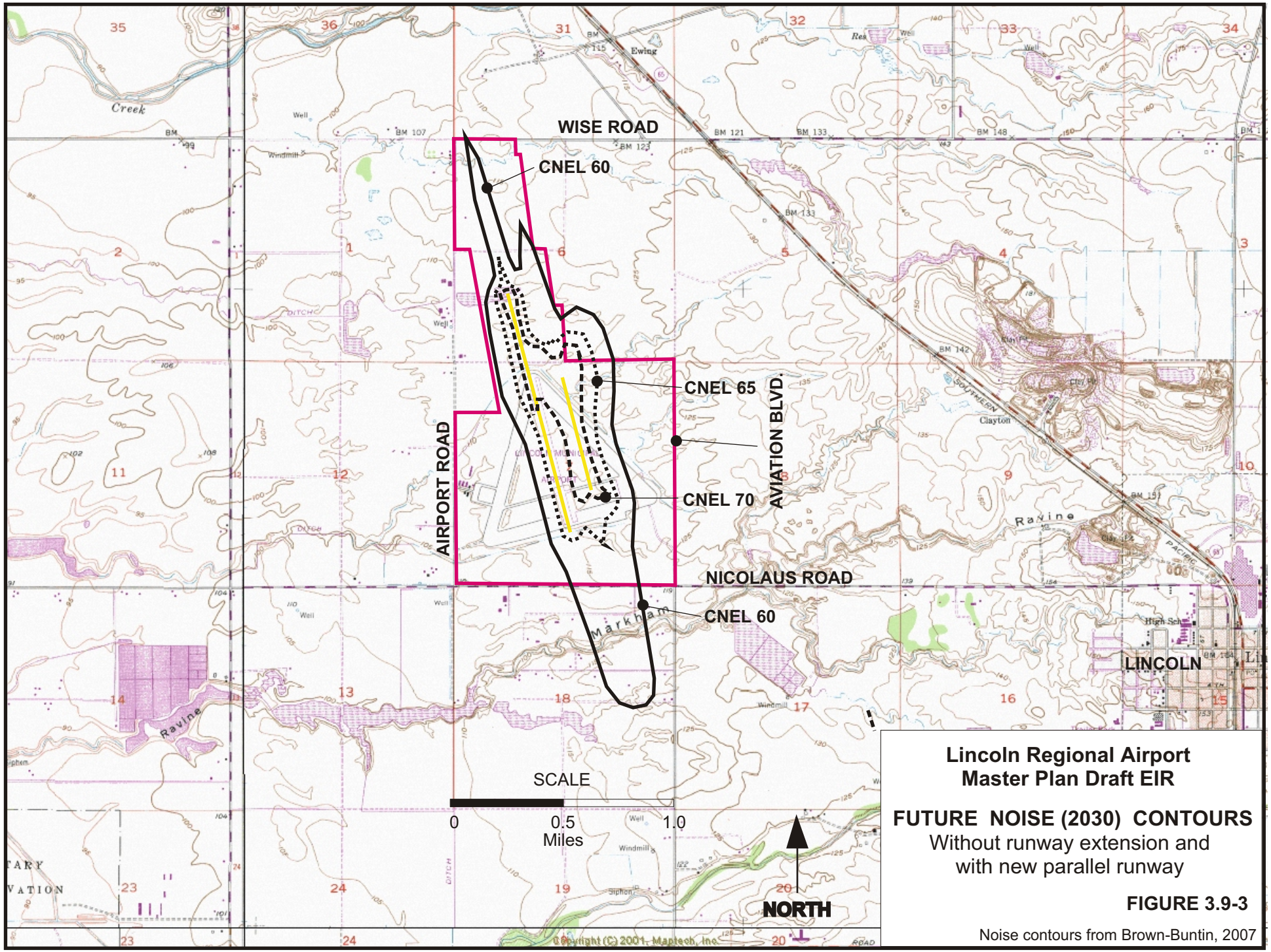
Lincoln Regional Airport Master Plan Draft EIR

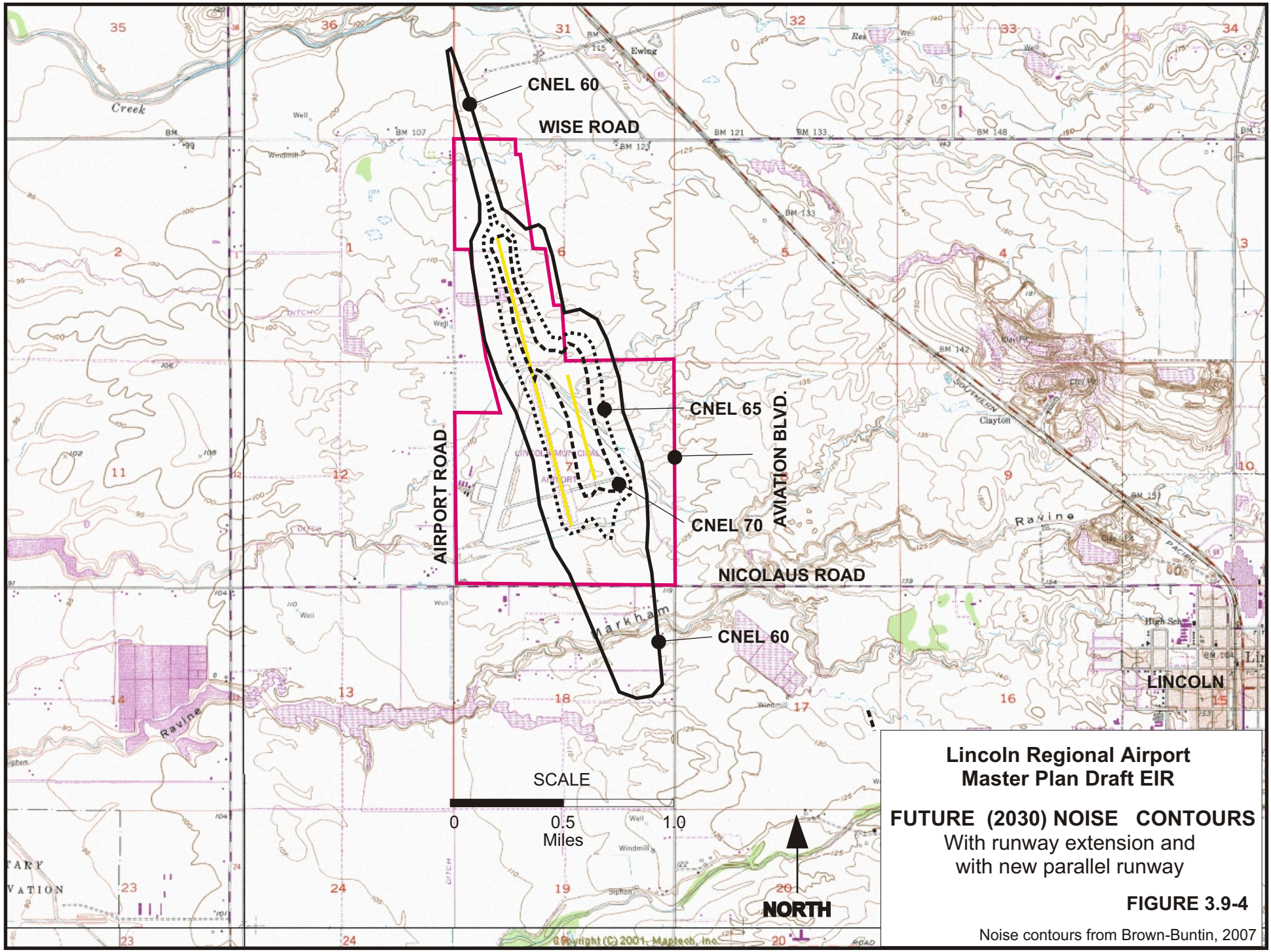
EXISTING AND FUTURE FLIGHT TRACKS

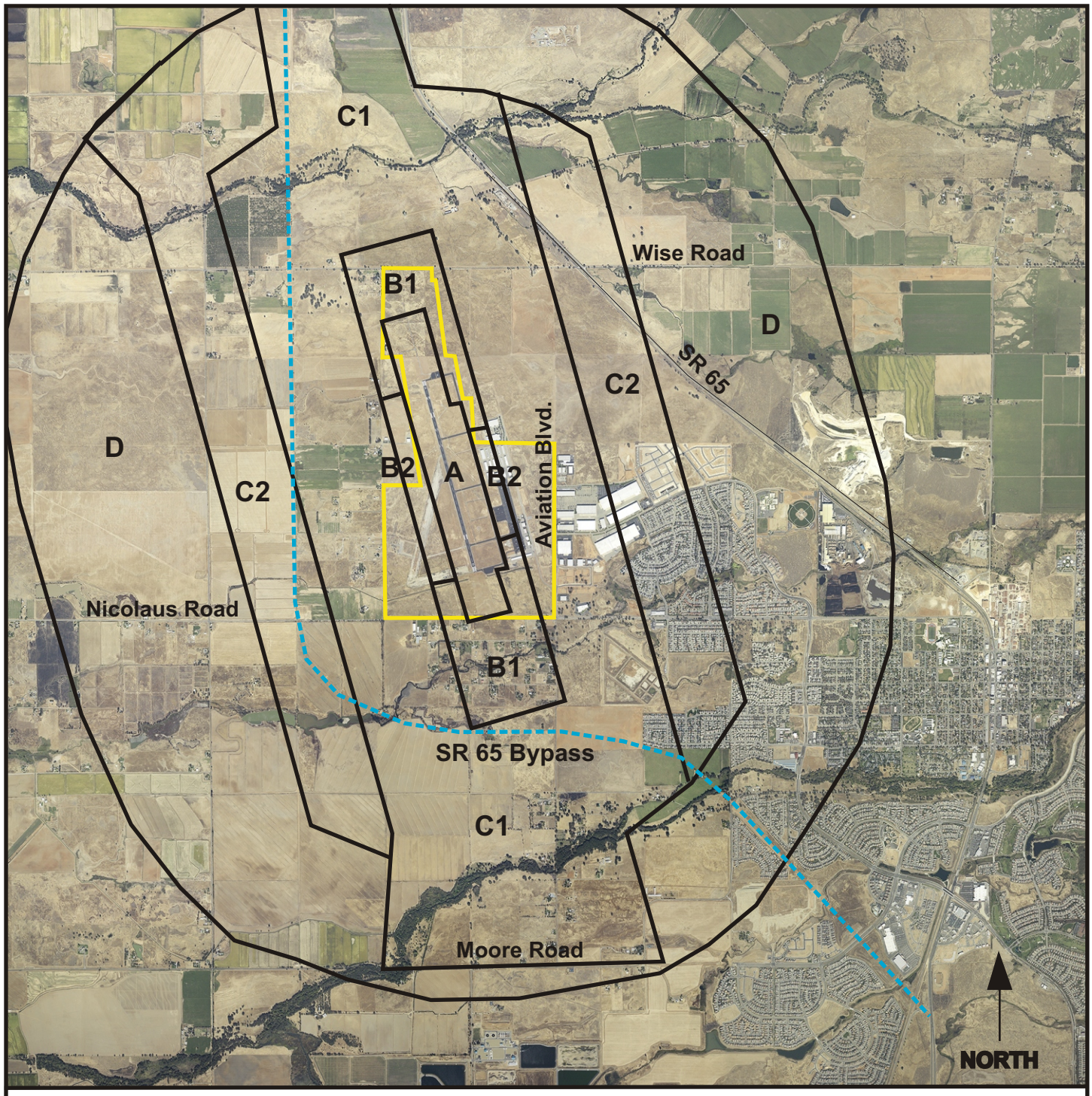
FIGURE 3.9-1

Flight tracks from Brown-Buntin, 2007


WISE ROAD
60 CNEL
70 CNEL
65 CNEL
60 CNEL
AIRPORT ROAD
AVIATION BLVD.
NICOLAUS ROAD
Markham
Ravine
Ravine
LINCOLN
SCALE
0
0.5
1.0
Miles
NORTH
Lincoln Regional Airport
Master Plan Draft EIR
EXISTING NOISE
CONTOURS
FIGURE 3.9-2
Noise contours from Brown-Buntin, 2007


WISE ROAD
CNEL 60
CNEL 65
CNEL 70
CNEL 60
AIRPORT ROAD
AVIATION BLVD.
NICOLAUS ROAD
LINCOLN
SCALE
0
0.5
Miles
1.0
NORTH
Lincoln Regional Airport
Master Plan Draft EIR
FUTURE NOISE (2030) CONTOURS
Without runway extension and
with new parallel runway
FIGURE 3.9-3
Noise contours from Brown-Buntin, 2007


CNEL 60
WISE ROAD
CNEL 65
CNEL 70
CNEL 60
AIRPORT ROAD
AVIATION BLVD.
NICOLAUS ROAD
LINCOLN
SCALE
0
0.5
Miles
1.0
NORTH
Lincoln Regional Airport
Master Plan Draft EIR
FUTURE (2030) NOISE CONTOURS
With runway extension and
with new parallel runway
FIGURE 3.9-4
Noise contours from Brown-Buntin, 2007



Compatibility Land Use Guidelines

Zone A: Aircraft uses
Zone B1: Open Space; limited agricultural uses; aircraft storage, auto parking
Zone B2: Open Space; limited agricultural uses; aircraft storage, auto parking
Zone C1: Open Space; agricultural uses; stock yards; limited retail; rural estates (2-10 acre parcels)
Zone C2: Open Space; agricultural uses; stockyards; retail, office buildings; recreational facilities, parks; high density residential; mobile home parks
Zone D: Agricultural uses; all residential and mobile home parks; recreational facilities, commercial; retail; office buildings

Lincoln Regional Airport Master Plan Draft EIR

AIRPORT LAND USE COMPATIBILITY ZONES

FIGURE 3.9-5

Source: Compatibility Guidelines for Specific Land Uses, Placer County Airport Land Use Compatibility Plan 2000, Appendix D

Consequently, L_{50} is used in this analysis to determine the significance of construction noise impacts.

Thresholds of Significance

Operational Impacts

CEQA requires the significance of noise impacts to be determined for proposed projects. The process of assessing the significance of noise impacts associated with a proposed project starts by establishing thresholds at which significant impacts are considered to occur. Next, noise levels associated with project related activities are predicted and compared with the significance thresholds. A significant impact is considered to occur when a predicted noise level exceeds a threshold.

Aircraft Operations

Operations of the proposed Project would have a significant impact on the noise sensitive receivers if the following occurs:

- Expose people residing or working in the Project area to excessive noise levels.

Construction

The proposed Project would have a significant impact on the noise-sensitive receivers if it would result in the following:

- Noise-generating construction activity that would occur between the hours of 6 p.m. Saturday and 6:30 a.m. Monday; 8 p.m. and 6:30 a.m. Monday, Tuesday, Wednesday, and Thursday; 8 p.m. Friday and 9 a.m. Saturday, or at all on City-observed holidays.

Impacts and Mitigation Measures

Impact 3.9-1: Exposure of Noise-Sensitive Land Uses to Excessive Aircraft Noise —Less than Significant with Mitigation

Extending Runway 15-33 to the north does not increase the CNEL 60 south of Nicolaus Road, when compared to maintaining the existing runway length through the life of the Airport Master Plan in 2030. The runway extension does extend the CNEL 60 contour north of Wise Road, but does not impact existing land uses. By the year 2030 aircraft noise levels increase to CNEL 60 dBA over approximately 60 acres of rural and low-density residential areas south of Nicolaus Road. The Placer County Airport Land Use Commission, Airport Land Use Compatibility Plan for the Lincoln Regional Airport identifies noise from individual aircraft flying at 600 feet above the existing ground surface as a factor for exposure of noise-sensitive land uses. Implementing mitigation measure 3.9-1 reduces this noise impact to less than significant.

Mitigation Measure 3.9-1: Implement Airport Land Use Compatibility Guidelines

Placer County Airport Land Use Compatibility Plan establishes land use practices within the CNEL 60 dBA contour, the approach and departure zones, to reduce impacts of noise on sensitive receptors:

(1) Locate new structures a maximum distance from the extended runway centerlines;
(2) As necessary, construct new residential units with a minimum noise limit reduction of 20 dBA; and
(3) Do not allow construction of schools, day care centers, libraries, hospitals, nursing homes or outdoor theaters;

Impact 3.9-2: Noise During Construction Activities—Less than Significant with Mitigation

Construction of the proposed Project would temporarily increase noise levels at noise-sensitive locations in the vicinity of the Project Area. Noise increases would result both from on-site construction activities, especially during site preparation, grading, and other earth-moving activities, as well as from construction-related vehicle traffic delivering materials to and from the construction site.

A detailed inventory of construction equipment that would be used for the proposed Project was not available; therefore, this analysis estimates Project related construction noise assuming that typical construction equipment would be used during construction activities. Table 3.9-3 presents a list of noise generation levels for these typical equipment types (Federal Transit Administration 2006). Implementing mitigation measures 3.9-2a, 3.9-2b, and 3.9-2c, reduces the construction noise impact to less than significant.

Table 3.9-2. Construction Equipment Noise Emission Levels

Equipment	Noise Level at 50 Feet (dBA)
Air Compressor	81
Backhoe	80
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Bulldozer	85
Generator	81
Grader	85
Loader	85
Truck	88

Source: Federal Transit Administration 2006.

Mitigation Measure 3.9-2a: Limit Hours of Construction

Construction activities will be prohibited between the hours of 6 p.m. Saturday and 6:30 a.m. Monday, 8 p.m. and 6:30 a.m. Monday through Thursday, 8 p.m. Friday and 9 a.m. Saturday, or anytime on City-observed holidays.

Mitigation Measure 3.9-2b: Employ Noise-Reducing Construction Practices

The construction contractor will employ noise-reducing construction practices such that City noise ordinance standards are not exceeded. Measures that will be used to limit noise include:

- Locating equipment as far as practical from noise-sensitive uses;
- Not using equipment that is louder than standard equipment;
- Selecting haul routes that affect the fewest number of people;
- Using noise-reducing enclosures around noise-generating equipment; and
- Constructing barriers between noise sources and noise-sensitive land uses to block sound transmission.

Mitigation Measure 3.9-2c: Prepare a Noise Control Plan

The construction contractor will prepare a detailed noise control plan based on the construction methods proposed. This plan will identify specific measures that will be taken to ensure compliance with the noise limits specified above. The noise control plan will be reviewed and approved by City staff before any noise-generating construction activity begins.

Section 3.10 Transportation and Circulation

Introduction

This section summarizes the transportation and traffic analysis prepared by DKS Associates (DKS 2007, included as Appendix F) for the City of Lincoln, specifically to assess the surface transportation impacts that would result from the increased number of based aircraft as described in the Lincoln Regional Airport Master Plan. Impacts on the roadway, transit, bicycle and pedestrian systems are identified and mitigation measures are recommended to reduce the significance of impacts.

Transportation impacts associated with annual aircraft operations and the number of based aircraft was evaluated under existing, year 2012, and cumulative conditions (2030). Year 2012 was selected as an intermediate year because it represents the year that Caltrans expects to open the proposed State Route 65 Lincoln Bypass, which is expected to alter transportation patterns within the City of Lincoln. Year 2030 was selected as the cumulative conditions timeframe because it is the horizon year for the Lincoln Regional Airport Master Plan.

The evaluation of the operating characteristics of the existing circulation system in the City of Lincoln is the initial task in defining the transportation impacts annual aircraft operations. Information on the existing transportation system was assembled from field observations, surveys (including traffic counts), previous environmental impact reports, and available information from the City of Lincoln and the California Department of Transportation (Caltrans).

For the purpose of evaluating the non-aviation areas that are identified in the proposed Airport Master Plan, the traffic analysis contained in this chapter tiers off of the traffic analysis conducted as part of the City's General Plan 2050 Draft Environmental Impact Report (ESA 2006).

Existing Streets and Highways

The existing roadway system in the City of Lincoln and study area for this traffic analysis are shown in Figure 3.10-1. The existing roadway system is a product of local streets and state highways that have served the City for decades and new roadways that have been designed to serve the City's new specific plan areas. The following provides a brief description of the major existing roadways in the vicinity of the airport.

Flightline Drive is a north-south two-lane roadway that runs parallel to the runway of Lincoln Regional Airport. It provides access to the airport and the City's corporation yard to the north. It currently terminates at the entrance to the corporation yard.

Aviation Boulevard is a north-south arterial in the northern portion of the City of Lincoln that provides access to the airport via Flightline Drive and to the Lincoln Air Center. It has four lanes from Nicolaus Road to Venture Drive and two lanes from Venture Drive to its terminus north of Venture Drive.

Nicolaus Road is an east-west arterial in the northern portion of the City of Lincoln, and is a rural road in western Placer County. It has two lanes west of Aviation Boulevard / Nelson Lane, four lanes between Aviation Boulevard / Nelson Lane and Joiner Parkway, and two

lanes between 7th Street and Joiner Parkway. West of the City of Lincoln, Nicolaus Road continues as a two lane rural roadway to the Sutter County line, where it becomes Marcum Road.

Nelson Lane is a north-south rural road in Placer County. It has two lanes between Nicolaus Road (at Aviation Boulevard) and Moore Road.

Dowd Road is a north-south rural road in Placer County. It has two lanes between Riosa Road and Moore Road.

Joiner Parkway is a north-south arterial from Nicolaus Road to Stanmark Drive in the western portion of the City of Lincoln. It has four lanes between Nicolaus Road and Stanmark Drive. Joiner Parkway has a posted speed limit of 45 miles per hour with channelized turn lanes.

State Route 193 (SR 193) is an east-west State highway that connects Interstate 80 in Newcastle with SR 65 in Lincoln. SR 193 is a two-lane conventional highway within the City of Lincoln with signalized intersections at SR 65, East Avenue and Ferrari Ranch Road. The road is also known as McBean Park Drive west of East Avenue.

Seventh Street is a two-lane street that runs east-west through downtown Lincoln. As the northern most road in downtown, it connects Nicolaus Road to State Route 65, via H Street and 9th Street.

East Lincoln Parkway is a two lane north-south arterial from Stanmark Drive to the Rocklin City Limit, where it continues south as Wildcat Boulevard. East Lincoln Parkway has a posted speed limit of 45 miles per hour with channelized turn lanes.

Ferrari Ranch Road is a four lane arterial from SR 193 to a dead end west of Joiner Parkway. Ferrari Ranch Road has a posted speed limit of 45 miles per hour with channelized turn lanes.

Sterling Parkway is a two lane arterial from SR 65 to East Lincoln Parkway. Sterling Parkway has a posted speed limit of 35 miles per hour with channelized turn lanes.

Wise Road is an east-west two-lane rural roadway that runs along the northern boundary of the City of Lincoln and provides access between SR 65 and unincorporated areas north of Lincoln.

State Route 65 (SR 65) is a north-south State highway that begins at Interstate 80 in Roseville and extends north through Lincoln to State Route 70 near Marysville. Within the City of Lincoln, SR 65 is a two-lane conventional highway north of the Auburn Ravine, four-lane south of the Auburn Ravine, with signalized intersections at Sterling Parkway, Sterling Pointe Shopping Center, Lincoln Hills Shopping Center, Ferrari Ranch Road, Gateway Drive, First Street, Third Street, State Route 193, Fifth Street and Seventh Street.

In order to reduce traffic volumes on downtown streets, Caltrans has approved construction of a bypass around the City of Lincoln. The SR 65 Bypass project will provide a new alignment of SR 65 through the Lincoln area. The Bypass project will be constructed towards the west around the current City of Lincoln boundaries. The project will be approximately 10 miles long, and is planned as a freeway (limited access). In its initial construction, the facility will

range from 2 and 4 lanes, and will extend from SR 65 at Industrial Boulevard in Lincoln to a point on the highway just north of Sheridan. The SR 65 Bypass passes south and west of the airport and provides intersection access via Nelson Road north bound to the airport.

Approach and Methodology

Existing Roadway Volumes

One of the key evaluation measures of the City's roadway system is a comparison of daily and peak hour traffic volumes on its major roadway system. The traffic data used in this existing conditions analysis came from daily and turning movement traffic counts performed in 2006 and 2007. Average daily traffic volumes (ADT) represent the total volume passing a point or segment of roadway, in both directions, on an average weekday. Existing lane geometry and existing morning (a.m.) and evening (p.m.) peak hour traffic volumes at the study area intersections are described in the DKS traffic analysis (Appendix F).

Project Trip Generation

Since the Lincoln Regional Airport Master Plan represents a unique land use, unique trip generation calculation techniques were employed to determine the proposed Project's trip generation. In order to determine appropriate trip generation rates for the airport, first a unit of land use was needed. Since the airport consists of relatively little building square footage other than hangar space, the unit decided on was "airport-based aircraft." Airport-based aircraft represent aircraft that spend the majority of their time at Lincoln Regional Airport and are not transient in nature. Other existing land uses, including maintenance, fueling, and training facilities, contribute to the trip generation calculations associated with airport-based aircraft. It is assumed that based aircraft increases and the growth of other land uses will remain proportionate throughout the master plan's time frame, year 2030.

In order to determine the trip generation associated with airport based aircraft, 24-hour "hose" counts were taken on Flightline Drive over a one-week (seven day) period in July 2007. The City of Lincoln currently has a corporation yard at the northern terminus of Flightline Drive. Because this City facility is not airport-related, it was important to separate out the trips associated with the corporation yard from the trips associated with the airport. Therefore two count hoses were placed on Flightline Drive. One hose was placed at the southern end of Flightline Drive to count total vehicles entering and exiting Flightline Drive. The other hose was placed between the northern-most airport driveway and the corporation yard driveways. This count allows the airport trips to be isolated from the corporation yard trips. Since the hoses were in place for an entire week, it was possible to determine the following average existing trips for the airport. Table 3.10-1 shows the results of the two hose counts on Flightline Drive. The table shows that Flightline Drive is busiest during the week between Tuesday and Thursday and the least busy during the weekend.

In order to provide a reasonable "worst-case" scenario, a trip generation rate has been used based on the Tuesday through Thursday observed traffic counts. The rate of 0.97 round trips per based aircraft has been rounded up to an even 1 round trip per based aircraft. Table 3.10-2 shows the existing and proposed trip generation for the Lincoln Airport based on the number of based aircraft.

TABLE 3.10-1
Lincoln Airport One Week Hose Counts:
July 26 to August 1, 2007

		Two-Way Trips	Based Planes	Round-Trips Per Plane
Project	Weekly Average (Seven Days)	Airport Trips	368	231	0.80
		Corp Yard Trips	269		
		Total Flightline Dr Trips	637		
	Weekend Average (Two Days)	Airport Trips	207	231	0.45
		Corp Yard Trips	73		
		Total Flightline Dr Trips	280		
	Weekday Average (Five Days)	Airport Trips	433	231	0.94
		Corp Yard Trips	347		
		Total Flightline Dr Trips	780		
	Tuesday-Thursday Average (Three Days)	Airport Trips	449	231	**0.97**
		Corp Yard Trips	343		
		Total Flightline Dr Trips	792		

Source: DKS Associates, 2007

TABLE 3.10-2
Vehicular Trip Generation of the Proposed Project

Land Use Scenario	Units	Trip Generation Rate (Daily Vehicle Round Trips)	Daily Vehicle Round Trips
Existing Conditions	231 based aircraft	1 per unit	231
Buildout of Master Plan[1]	398 based aircraft	1 per unit	398 (167 new)
2012 Level of Airport Development[2]	258 based aircraft	1 per unit	258 (27 new)

Source: DKS Associates, 2007

Notes [1]: Used for Existing Plus Project and 2030 Plus Project

[2]: Used for 2012 Plus Project

Project Trip Distribution

The Placer County travel demand model (refined for the City of Lincoln, General Plan, 2050) and aircraft ownership information from the Airport Master Plan were used to determine the proposed Project's trip distribution. The estimated trip distribution of the proposed project

under existing conditions based on the model and ownership data shows that approximately 23% of the airport related trips remain within the City of Lincoln, while approximately 45% go south toward Rocklin, Roseville, and Sacramento County. The analysis also shows that approximately 14% of the trips go to the east, 8% go toward the west, and 10% go toward the north.

Project Trip Assignment

The Placer County travel demand model (refined for the City of Lincoln General Plan 2050) was used to determine the assignment of the Project's trips to the City's roadway system. The estimated assignment of the proposed project trips based on the model is shown in Figure 3.10-2 for existing plus project conditions and Figure 3.10-3 for 2012 plus project conditions. Figure 3.10-4 shows model results for 2030 plus project. Cumulative effects are described in Chapter 4. There is a different assignment of the project's trips between the scenarios because increased future development and roadway improvements in the 2012 and cumulative (2030) scenario would change travel patterns.

Traffic Studies

The analysis of the existing plus project scenario is based upon adding volumes associated with the proposed project to the existing traffic count data. The future State Route 65 (SR 65) Lincoln Bypass was not assumed in the existing plus project scenario, but was included in the analysis of 2012 conditions and cumulative (2030) conditions.

Year 2012 conditions reflects estimates of 2012 development levels and is based on partial build-out of the City of Lincoln residential, retail, office and industrial uses under the City's existing General Plan. The no Project 2012 scenario assumes the existing airport operations are in place on the project site. The plus project scenario replaces the existing airport operations with the Lincoln Airport Master Plan of May 2007. Both scenarios use the same land use assumptions for areas outside the project site. The SR 65 Lincoln Bypass is assumed to be constructed as a four-lane freeway splitting off from the existing SR 65 at Industrial Avenue to the Ferrari Ranch Interchange and continuing north as a two-lane highway to rejoin the existing highway at Sheridan. The SR 65 Lincoln Bypass is projected to divert traffic from G Street in downtown Lincoln. For 2012 scenarios, the Bypass is assumed to have a grade-separated interchange at Ferrari Ranch Road, an at-grade intersection at Nelson Lane, a grade-separated bridge (without turning access) at Nicolaus Road, and an at-grade intersection at Wise Road.

For the purpose of evaluating the non-aviation areas that are identified in the proposed Airport Master Plan, the traffic analysis contained in this chapter tiers off the traffic analysis conducted as part of the City's General Plan 2050 Draft Environmental Impact Report (DEIR Chapter 5, Tables 5-16 and 5-17, DKS 2006). The traffic analysis in the General Plan 2050 DEIR utilizes existing City General Plan land use designation (IL) and zoning (Light-Industrial/Planned Development L-I/PD) for the airport's aviation and non-aviation areas alike.

Pursuant to City Planned Development zoning requirements (LCM Chapter 18.32) the non-aviation areas will be subject to subsequent land use actions by the City of Lincoln including adoption of a General Development Plans (GDP) or preliminary development plans at such time as general or specific non-aviation development plans are proposed. No general or

specific development plans or changes to existing land use entitlements are proposed by the Airport Master Plan for the airport's non-aviation areas.

Intersection Level of Service

Determination of roadway operating conditions is based upon comparison of traffic volumes to roadway capacity. The term "level of service" describes the operating conditions of a roadway segment or intersection. Level of service is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Level of Service (LOS) "A" through "E" generally represents traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced conditions.

Under the General Plan (2050), the City of Lincoln has set a standard of LOS "C" for its roadway system. Caltrans' "State Route 193 Transportation Concept Report" has a concept LOS of "E". The Caltrans "State Route 65 Transportation Concept Report" has a concept LOS of "D" for the segment of SR 65 through downtown Lincoln. This report acknowledges that when it was written the operations on State Route 65 in downtown Lincoln had already degraded to LOS "F". This deficiency is one reason the SR 65 Lincoln Bypass freeway will be constructed. The Caltrans "Guide for the Preparation of Traffic Impact Studies" states that if a state highway facility is already experiencing a level of service lower than the target, then that existing level of service should be maintained.

For intersection-based capacity analyses, different analysis methodologies are utilized depending upon whether an intersection is controlled by a traffic signal, two-way stop sign control, or all-way stop sign control. Tables 3.10-3 to 3.10-5 apply the level of service definitions to signalized and un-signalized intersections, respectively. For signalized intersections on a state highway (SR65 or SR193) the *2000 Highway Capacity Manual* methodology was used. This was to comply with the Caltrans *Guide for the Preparation of Traffic Impact Studies*. For signalized intersections under its jurisdiction, the City of Lincoln utilizes the *Circular 212* (*Interim Materials on Highway Capacity)* methodology. For un-signalized intersection, the *2000 Highway Capacity Manual* methodology was employed in this study. For un-signalized intersections, the average delay per vehicle and intersection level of service documented in this report reflects average intersection conditions. Individual movements may exhibit worse operating conditions.

TABLE 3.10-3
LEVEL OF SERVICE DEFINITIONS
SIGNALIZED INTERSECTIONS ON STATE HIGHWAYS

Level of Service (LOS)	Control Delay Per Vehicle (seconds)	Description
A	≤ 10.0	Very low control delay. Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10.0 and ≤ 20.0	Generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS "A," causing higher levels of average delay.
C	> 20.0 and ≤ 35.0	These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and ≤ 55.0	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and ≤ 80.0	These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	> 80.0	This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

TABLE 3.10-4
LEVEL OF SERVICE DEFINITIONS
SIGNALIZED INTERSECTIONS ON CITY STREETS

Level of Service (LOS)	Sum of Critical Lane Volumes by Signal Phasing (vehicles / critical lane / hour)		
	2-Phase	3-Phase	4 or more Phase
A	0-900	0-855	0-825
B	901-1050	856-1000	826-965
C	1051-1200	1001-1140	966-1100
D	1201-1350	1141-1275	1101-1225
E	1351-1000	1276-1425	1226-1375
F	>1000	>1425	>1375

Sources: *Interim Materials on Highway Capacity*, Transportation Research Board, Circular 212, Washington, D.C., 1980.

TABLE 3.10-5
LEVEL OF SERVICE CRITERIA
UNSIGNALIZED INTERSECTIONS

Level of Service (LOS)	Total Delay Per Vehicle (seconds)
A	≤ 10
B	> 10 and ≤ 10
C	> 10 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: *Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.*

Table 3.10-6 summarizes existing a.m. and p.m. peak hour operating conditions at the study area intersections. During the a.m. peak hour, the intersection of State Route 65 with 7th Street operates at level of service "E". The intersection of State Route 65 with State Route 193 operates at level of service "D". During the p.m. peak hour, the intersections of State Route 65 with 7th Street, State Route 193, and Sterling Parkway all operate at level of service "D". All other study intersections currently operate at level of service "C" or better and are within the City's level of service standards.

It should be noted that previous studies listed these intersections at worse levels of service. More recent counts have shown that volumes on State Route 65 through downtown Lincoln have decreased since previous counts were taken. This is partially due to the opening of the East Lincoln Parkway bridge over State Route 65, which provides a new access from west Lincoln to State Route 65.

TABLE 3.10-6
EXISTING CONDITIONS
A.M. AND P.M. PEAK HOUR

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Criteria [1]	LOS	Criteria [1]	LOS
Dowd Road and Nicolaus Road	Two-Way-Stop	12.1 sec	B	11.6 sec	B
Airport Road and Nicolaus Road		9.3 sec	A	9.8 sec	A
Aviation Boulevard and Nicolaus Rd	Four-Way-Stop	8.4 sec	A	8.4 sec	A
Joiner Pkwy and Nicolaus Road		0.50 v/c	A	0.42 v/c	A
State Route 65 and 7th Street	Signal	**69.1 sec**	**E**	39.6 sec	D
State Route 65 and SR 193		52.7 sec	D	47.5 sec	D
Joiner Pkwy and 1st Street		0.54 v/c	A	0.37 v/c	A
Joiner Pkwy and Ferrari Ranch Rd		0.37 v/c	A	0.37 v/c	A
State Route 65 and Sterling Pkwy		39.7 sec	D	35.0 sec	C

Notes:
1. Signalized intersection – Volume/Capacity Ratio (V/C), Un-signalized intersection – Average delay per vehicle
2. **Bold** indicate intersection does not meet appropriate standards of significance.
Source: DKS Associates, 2007.

Existing Transit System

The City of Lincoln currently operates buses on three "deviated" fixed routes throughout the City. According to the Lincoln Transit schedule, on the City's web site Routes 102 and 203 travel near the project site. The fare is $0.75 for passengers ages 3 to 59, $0.50 for passengers 60 and over, and free for passengers under three years of age. Route 102 operates during the a.m. peak hour and stops at the intersection of Aviation Boulevard and Venture Drive. For Route 203 service hours are Monday through Friday (except holidays) from 8:45 a.m. to 5:30 p.m. Route 203 offers a "deviated" stop on Flightline Drive.

Lincoln Transit also provides demand response service primarily for elderly and disabled persons although the service is also open to the general public. Dial-A-Ride service is provided Monday through Friday from 8:00 a.m. to 5:00 p.m. The service area includes the city limits of Lincoln and the Roseville Galleria shopping mall. Transfers to Placer County Transit and Roseville Transit (fixed-route, Dial-A-Ride and commuter) are available at the Galleria.

Existing Pedestrian And Bicycle Facilities

Bicycle and pedestrian facilities are provided in selected locations within the study area. Class II bike lanes exist on Joiner Parkway, East Lincoln Parkway, Ferrari Ranch Road and Sterling Parkway. A Class II bike lane also exists on the north side of Nicolaus Road between Teal Hollow Drive and Joiner Parkway.

REGULATORY SETTING

City of Lincoln General Plan

The following list of policies from the City of Lincoln General Plan (2050) Public Facilities Element (PFE) relates to roadways in the vicinity of the project. These policies are intended to provide adequate streets and circulation.

City Streets

PFE 5-1 Maintain a minimum level of service (LOS) "C" for city streets and intersections currently operating at level of service "C" or better, and for all new streets and intersections within the city.

PFE 5-2 Identify and monitor critical intersections on an annual basis and construct needed improvements in a timely manner if LOS drops below "C".

PFE 5-3 Design future roads to provide logical connections and efficient access between future developments.

PFE 5-3 The City will continue to place a very high priority on the construction of the Highway 65 Bypass and to aggressively pursue its funding and construction with Caltrans, Placer County Transportation Planning Agency, and other appropriate agencies and private sources.

Roadway Financing

PFE 5-10 Require developers to construct the first two lanes of any road (including curbs, gutters and sidewalks) within their projects.

PFE 5-11 Require dedication by affected property owners of right-of-way for all streets and interchanges.

Alternative Travel Modes

PFE 5-14 Provide pedestrian/bicycle crossings at appropriate intervals along new roadways that will adequately serve new large-scale commercial office, industrial developments, and residential development.

PFE 5-10 Continue to provide a funding mechanism for community transit services and require that new employment-generating, large-scale commercial, office, and residential development be adequately served by transit.

PFE 5-17 Encourage specific plans and development plans to include design of pedestrian access that enables residents to walk from their homes to places of work, recreation, and shopping.

IMPACT ANALYSIS

Threshold of Significance

For the purposes of this EIR, an impact is considered significant if the proposed project would:

- Change the level of service from acceptable (LOS A, B, or C) to unacceptable (LOS D, E, or F) on City intersections;
- Change the level of service from acceptable (LOS A, B, C, or D) to unacceptable (LOS E or F) on SR 65 consistent with Caltrans' Transportation Concept Reports and Traffic Impact Guidelines;
- Exacerbate conditions on roadways or intersection that already (or are projected to) operate at unacceptable levels;
- Result in the need for a traffic signal by virtue of the peak hour volume warrant criteria being met;
- Result in unmet transit demand within the study area;
- Interfere with existing or planned transit, bicycle, or pedestrian facilities in the study area;
- Or increase the potential for conflicts between vehicles, pedestrians, and bicyclists.

Approach and Methodology

The traffic impacts of the proposed project were based on the Placer County travel demand model, which was developed by DKS Associates in 2004. This model was validated to 2004 conditions. The model translates land uses into roadway and intersection volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi- family dwelling units, and the amount of square footage of various categories of non-residential uses) and a detailed description of the roadway system. The model covers not only the City of Lincoln, but also the entire Sacramento region (including the portions of Placer County west of Colfax). The model maintains a general consistency with the trip distribution and mode choice estimates from the regional model used by the Sacramento Area Council of Governments (SACOG).

The outputs of the travel demand model include average daily and peak hour traffic volume forecasts on roadway segments as well as for turning movements at intersections. The level of service of Lincoln's arterial and collector roadway system is primarily dictated by the capacity and operations of its signalized intersections. For this EIR, levels of service were evaluated at 13 existing and planned study intersections in the project vicinity using intersection geometrics (Appendix F) identified in recent environmental documents prepared for the City and the project plans.

IMPACTS AND MITIGATION MEASURES

Impact 3.10-1: Existing Traffic Conditions Plus Project Conditions – Significant Impact

Table 3.10-7 and Table 3.10-8 summarize a.m. and p.m. peak hour operating conditions at the study area intersections under the existing plus project conditions. It should be noted that no new intersections or modified intersection geometrics are assumed as part of the project, so intersection geometrics are identical for both no project and plus project cases. All city intersections operate within the City's level of service "C" standard. The Caltrans intersections were studied using the HCM 2000 method to comply with the Caltrans *Guide for the Preparation of Traffic Impact Studies*. The intersection of State Route 65/ 7th Street currently operates at LOS "E" with an average delay of 69.1 seconds in the a.m. peak hour. With the addition of the proposed project, this intersection would remain at LOS "E" but the average delay would increase to 70.1 seconds. This represents a significant impact.

TABLE 3.10-7
EXISTING PLUS PROJECT SCENARIO
A.M. PEAK HOUR INTERSECTION OPERATING CONDITIONS

Intersection	Control	Without Project		With Project	
		Criteria [1]	LOS	Criteria [1]	LOS
Dowd Road and Nicolaus Road	Two-Way-Stop	12.1 sec	B	12.1 sec	B
Airport Road and Nicolaus Road		9.3 sec	A	9.3 sec	A
Aviation Boulevard and Nicolaus Rd	Four-Way-Stop	8.4 sec	A	8.4 sec	A
Joiner Pkwy and Nicolaus Road		0.50 v/c	A	0.51 v/c	A
State Route 65 and 7th Street	Signal	**69.1 sec**	**E**	***70.1 sec***	***E***
State Route 65 and SR 193		52.7 sec	D	52.7 sec	D
Joiner Pkwy and 1st Street		0.54 v/c	A	0.54 v/c	A
Joiner Pkwy and Ferrari Ranch Rd		0.37 v/c	A	0.37 v/c	A
State Route 65 and Sterling Pkwy		39.7 sec	D	39.7 v/c	D

Notes:

1. Signalized intersection – Volume/Capacity Ratio (V/C), Un-signalized intersection – Average delay per vehicle
2. **Bold** indicates intersection does not meet appropriate standards of significance.
3. ***Bold Italics*** indicates LOS Impact

Source: DKS Associates, 2007.

TABLE 3.10-8
EXISTING PLUS PROJECT SCENARIO
P.M. PEAK HOUR INTERSECTION OPERATING CONDITIONS

Intersection	Control	Without Project		With Project	
		Criteria [1]	LOS	Criteria [1]	LOS
Dowd Road and Nicolaus Road	Two-Way-Stop	11.6 sec	B	11.6 sec	B
Airport Road and Nicolaus Road		9.8 sec	A	9.8 sec	A
Aviation Boulevard and Nicolaus Rd	Four-Way-Stop	8.4 sec	A	8.5 sec	A
Joiner Pkwy and Nicolaus Road		0.42 v/c	A	0.43 v/c	A
State Route 65 and 7th Street	Signal	39.6 sec	D	40.0 sec	D
State Route 65 and SR 193		47.5 sec	D	47.8 sec	D
Joiner Pkwy and 1st Street		0.37 v/c	A	0.37 v/c	A
Joiner Pkwy and Ferrari Ranch Rd		0.37 v/c	A	0.37 v/c	A
State Route 65 and Sterling Pkwy		35.0 sec	C	35.6 sec	D

Notes:
1. Signalized intersection – Volume/Capacity Ratio (V/C), Un-signalized intersection – Average delay per vehicle
2. **Bold** indicates intersection does not meet appropriate standards of significance.
Source: DKS Associates, 2007.

Mitigation Measure 3.10-1: Existing Plus Project Conditions

Construction of the approved and funded State Route 65 Lincoln Bypass would divert much of the traffic currently using State Route 65 from downtown Lincoln to the Bypass. This would improve the level of service at this intersection to "D" or better. Therefore this impact would be temporary in nature until the Bypass is opened and less than significant.

Impact 3.10-2: Traffic Conditions in 2012 – Less Than Significant

Table 3.10-9 shows the levels of service at study intersections under 2012 no project conditions. It should be noted that there are three new intersections assumed to be in place by 2012 with the initial construction of the SR 65 Lincoln Bypass. These include the two intersections comprising the interchange of SR 65 with Ferrari Ranch Road and the new at-grade intersection of SR 65 and Nelson Lane. The table shows that the intersection of Nicolaus Road/ Nelson Lane/ Aviation Boulevard is assumed to be signalized by 2012. This assumption is based on correspondence from the City's public works department. All intersections are projected to operate within the standards of significance stated previously in this chapter. It should be noted that the intersections along old State Route 65 through downtown Lincoln improve when compared to existing conditions due to the opening of the Lincoln Bypass, which diverts much of the traffic from downtown Lincoln.

Tables 3.10-10 and 3.10-11 summarize a.m. and p.m. peak hour operating conditions at the study area intersections under 2012 conditions with the proposed project respectively. The tables show that project-added traffic slightly increases delay or v/c ratio at some intersections. All intersections continue to operate at acceptable levels of service with or without the proposed project. This represents a less than significant impact. No mitigation measures are required.

TABLE 3.10-9
2012 NO PROJECT SCENARIO
A.M. AND P.M. PEAK HOUR INTERSECTION OPERATING CONDITIONS

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Criteria [1]	LOS	Criteria [1]	LOS
Dowd Road and Nicolaus Road	Two-Way-Stop	11.4 sec	B	11.5 sec	B
Airport Road and Nicolaus Road		8.9 sec	A	10.1 sec	B
Aviation Boulevard and Nicolaus Rd	Signal	0.43 v/c	A	0.34 v/c	A
Joiner Pkwy and Nicolaus Road		0.45 v/c	A	0.37 v/c	A
State Route 65 and 7th Street		34.4 sec	C	39.4 sec	D
State Route 65 and SR 193		37.0 sec	D	30.4 sec	C
Joiner Pkwy and 1st Street		0.64 v/c	B	0.43 v/c	A
Joiner Pkwy and Ferrari Ranch Rd		0.54 v/c	A	0.76 v/c	C
State Route 65 and Sterling Pkwy		17.9 sec	B	9.5 sec	A
Ferrari Ranch Road and SR 65 Lincoln Bypass NB Ramps		0.65 v/c	B	0.70 v/c	B
Ferrari Ranch Road and SR 65 Lincoln Bypass SB Ramps		0.16 v/c	A	0.32 v/c	A
Nelson Lane and SR 65 Lincoln Bypass		0.72 v/c	C	0.65 v/c	B

Notes:

1. Signalized intersection – Volume/Capacity Ratio (V/C), Un-signalized intersection – Average delay per vehicle

2. **Bold** indicates intersection does not meet appropriate standards of significance.
3. ***Bold Italics*** indicates LOS Impact
Source: DKS Associates, 2007.

TABLE 3.10-10
2012 PLUS PROJECT SCENARIO
A.M. PEAK HOUR INTERSECTION OPERATING CONDITIONS

Intersection	Control	Without Project		With Project	
		Criteria [1]	LOS	Criteria [1]	LOS
Dowd Road and Nicolaus Road	Two-Way-Stop	11.4 sec	B	11.4 sec	B
Airport Road and Nicolaus Road		8.9 sec	A	8.9 sec	A
Aviation Boulevard and Nicolaus Rd	Signal	0.43 v/c	A	0.43 v/c	A
Joiner Pkwy and Nicolaus Road		0.45 v/c	A	0.45 v/c	A
State Route 65 and 7th Street		34.4 sec	C	34.4 sec	C
State Route 65 and SR 193		37.0 sec	D	37.0 sec	D
Joiner Pkwy and 1st Street		0.64 v/c	B	0.64 v/c	B
Joiner Pkwy and Ferrari Ranch Rd		0.54 v/c	A	0.54 v/c	A
State Route 65 and Sterling Pkwy		17.9 sec	B	17.9 sec	B
Ferrari Ranch Road and SR 65 Lincoln Bypass NB Ramps		0.65 v/c	B	0.65 v/c	B
Ferrari Ranch Road and SR 65 Lincoln Bypass SB Ramps		0.16 v/c	A	0.16 v/c	A
Nelson Lane and SR 65 Lincoln Bypass		**0.72 v/c**	**C**	**0.72 v/c**	**C**

Notes:

1. Signalized intersection – Volume/Capacity Ratio (V/C), Un-signalized intersection – Average delay per vehicle

2. **Bold** indicates intersection does not meet appropriate standards of significance.
3. ***Bold Italics*** indicates LOS Impact
Source: DKS Associates, 2007.

TABLE 3.10-11
2012 PLUS PROJECT SCENARIO
P.M. PEAK HOUR INTERSECTION OPERATING CONDITIONS

Intersection	Control	Without Project		With Project	
		Criteria [1]	LOS	Criteria [1]	LOS
Dowd Road and Nicolaus Road	Two-Way-Stop	11.5 sec	B	11.5 sec	B
Airport Road and Nicolaus Road		10.1 sec	B	10.1 sec	B
Aviation Boulevard and Nicolaus Rd	Signal	0.34 v/c	A	0.34 v/c	A
Joiner Pkwy and Nicolaus Road		0.37 v/c	A	0.37 v/c	A
State Route 65 and 7th Street		39.4 sec	D	35.3 sec	D
State Route 65 and SR 193		30.4 sec	C	26.5 sec	C
Joiner Pkwy and 1st Street		0.43 v/c	A	0.43 v/c	A
Joiner Pkwy and Ferrari Ranch Rd		0.76 v/c	C	0.76 v/c	C
State Route 65 and Sterling Pkwy		9.5 sec	A	9.5 sec	A
Ferrari Ranch Road and SR 65 Lincoln Bypass NB Ramps		0.70 v/c	B	0.70 v/c	B
Ferrari Ranch Road and SR 65 Lincoln Bypass SB Ramps		0.32 v/c	A	0.32 v/c	A
Nelson Lane and SR 65 Lincoln Bypass		0.65 v/c	B	0.65 v/c	B

Notes:

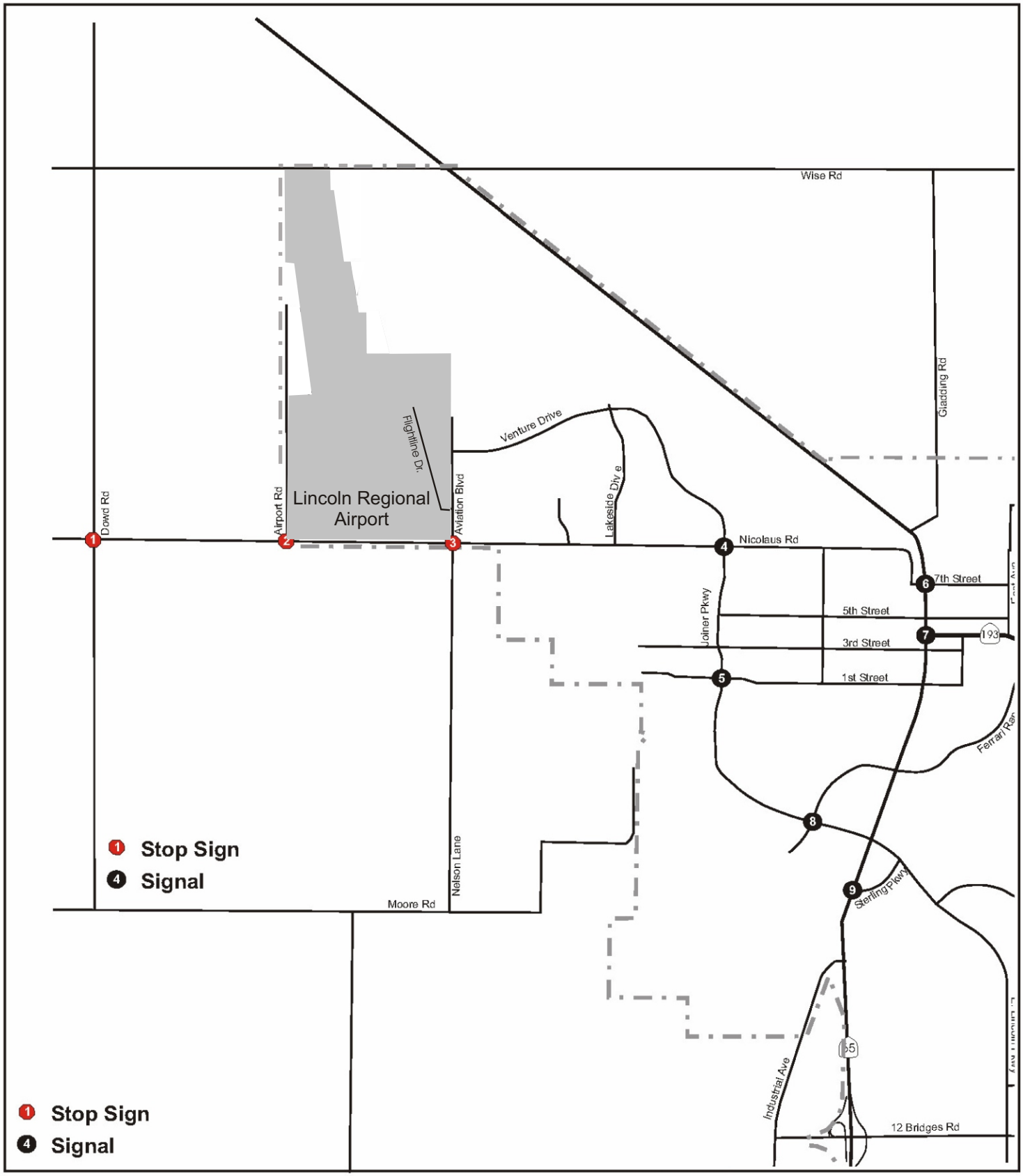
1. Signalized intersection – Volume/Capacity Ratio (V/C), Un-signalized intersection – Average delay per vehicle

2. **Bold** indicates intersection does not meet appropriate standards of significance.
3. ***Bold Italics*** indicates LOS Impact

Source: DKS Associates, 2007.

Impact 3.10-3: The proposed project would increase the demand for transit services in the study area – Less Than Significant

With the addition of based aircraft at the airport, there could be a slight increase in demand for transit services in the City of Lincoln. This increase would be very minor, as it is very unlikely that airplane owners or flight school attendees would rely on transit to access the airport. Also, there currently is no transit service to the airport. The impact is considered to be less than significant. No mitigation measures are required.

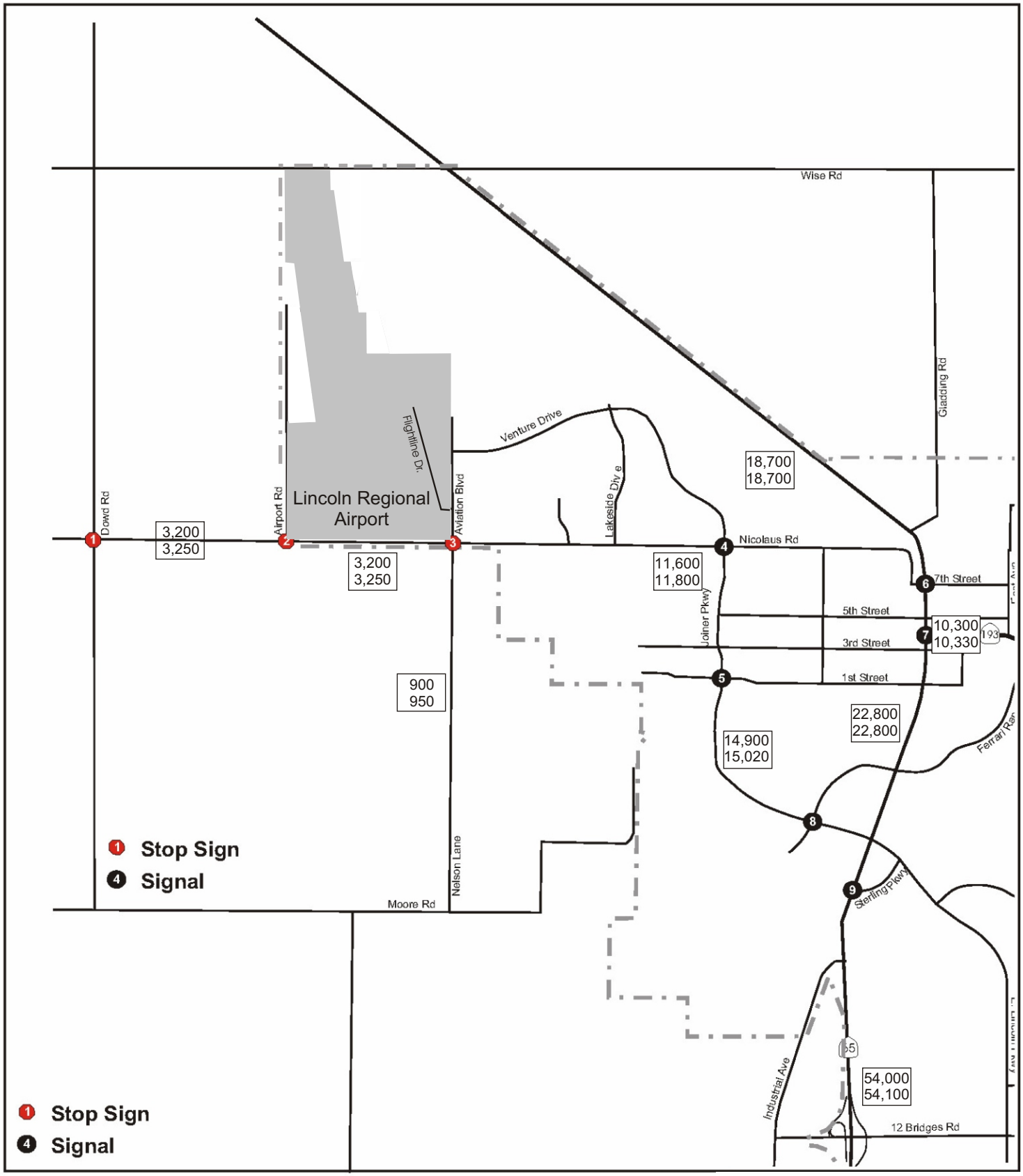


DKS Associates
TRANSPORTATION SOLUTIONS

Lincoln Regional Airport Master Plan
Draft Environmental Impact Report

November 2007

Figure 3.10-1
Existing Study Intersections



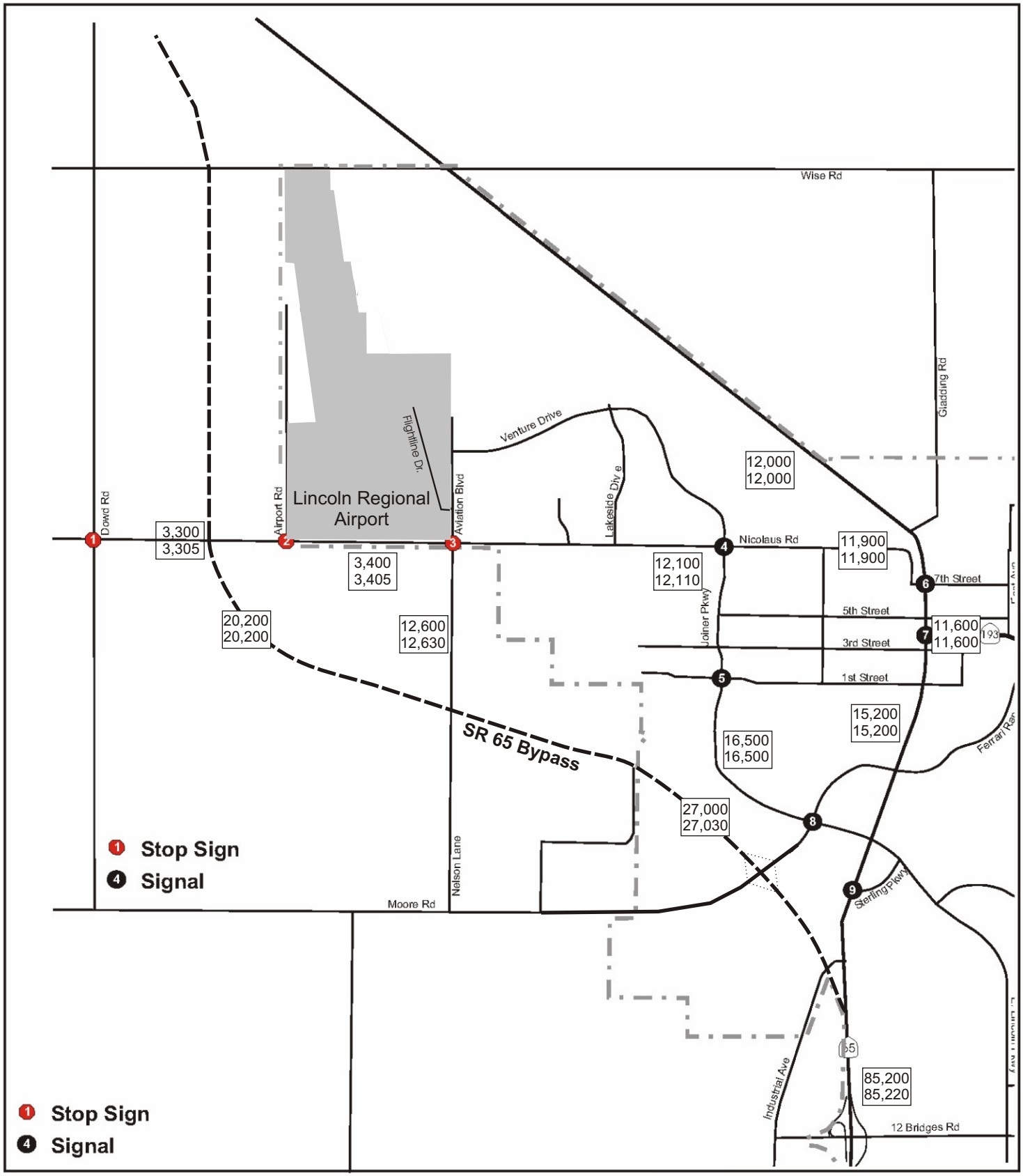
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Lincoln Regional Airport Master Plan
Draft Environmental Impact Report

November 2007

Figure 3.10-2
Existing Plus Project
Daily Traffic Volumes

10,300 Existing Traffic Volume
10,330 Existing Plus Project Traffic Volume



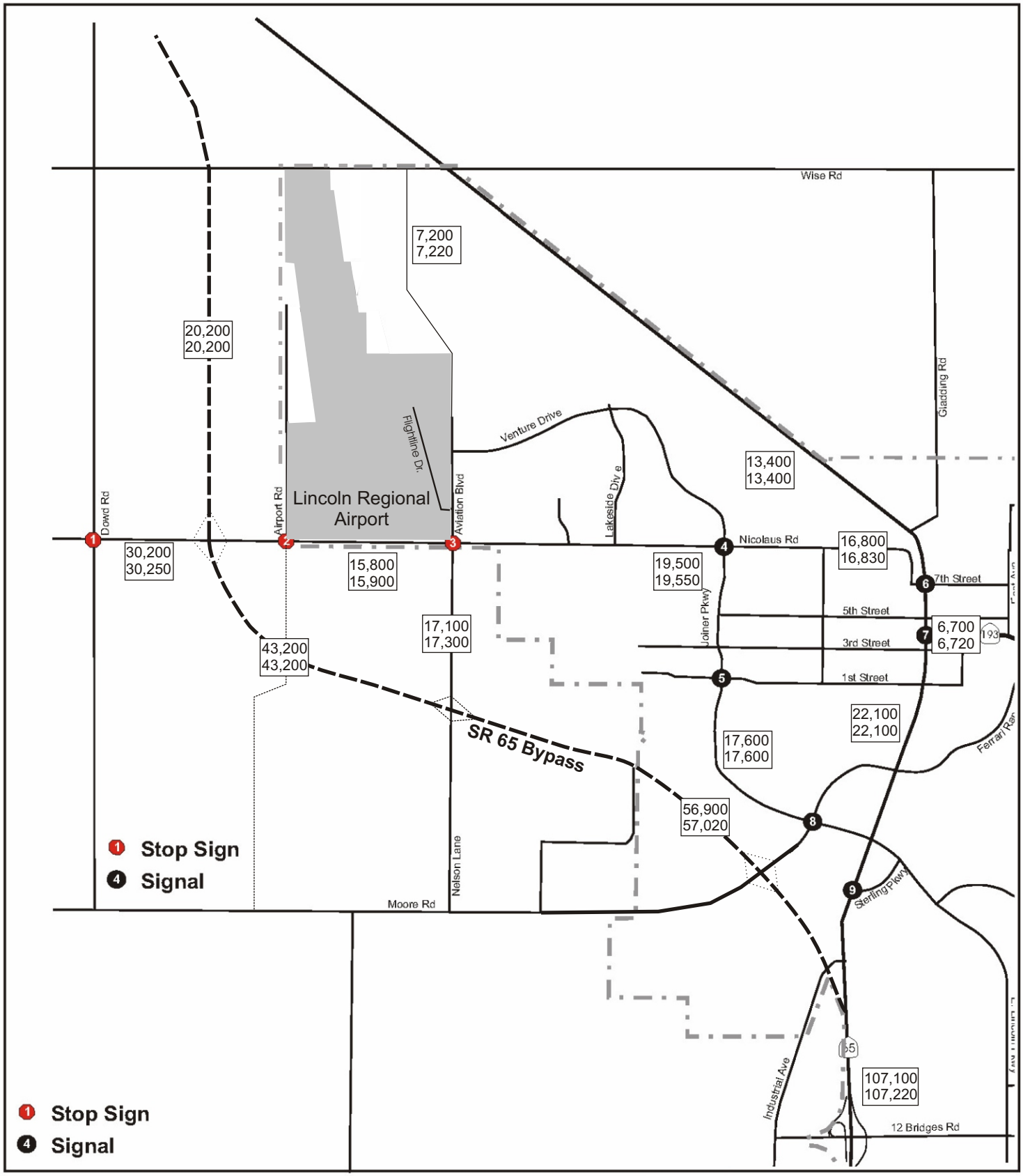
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Lincoln Regional Airport Master Plan
Draft Environmental Impact Report

November 2007

Figure 3.10-3
2012 No Project and Plus Project Daily Traffic Volumes

12,600 2012 No Project
12,630 2012 Plus Project



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Lincoln Regional Airport Master Plan
Draft Environmental Impact Report

November 2007

Figure 3.10-4
2030 No Project and Plus Project Daily Traffic Volumes

56,900 2030 No Project
57,020 2030 Plus Project

3.11 Effects Found Not to Be Significant

During preparation of this EIR, the following environmental categories were found to have no potential for significant effects and are not examined in detail.

Aesthetics and Visual Resources

The U.S. Army Air Corps constructed Lincoln Regional Airport in 1942 on 640-acres of undeveloped rural acreage 0.25 miles north of Markham Ravine along what is now Nicolaus Road. Minor drainageways that flowed east to west across the property were diverted and channelized around the triangular runway configuration. Airport and aircraft structures, including living quarters, were constructed in the western portion of the airport near what is now Airport Road.

Since assuming ownership of the airport, the City of Lincoln has abandoned the triangular runway configuration and uses one north-south 6,001-foot long runway. Airport offices, aircraft hangars and aviation related businesses are all located on the eastern portion of the airport and are served by Flightline Road, west of Aviation Boulevard.

The Lincoln Regional Airport is bounded on the north by Wise Road, on the east by Aviation Boulevard, on the south by Nicolaus Road and on the west by Airport Road. The airport is located in the northwestern portion of the City of Lincoln and is surrounded on the north, south and west by unincorporated Placer County.

Viewers traveling past the airport on Nicolaus Road cannot view airport structures or the runway. Part of the airport property is fenced along Nicolaus Road, but most of the southern portion of the airport blends with surrounding rural uses. Virtually none of the airport is visible from Wise Road. Views from Airport Road include a fence and wooden buildings associated with the former Army Air Corps facilities (section 3.5, “Cultural Resources” describe the former Army facilities).

Flightline Drive west of Aviation Boulevard serves as the primary access into the airport. Aircraft hangars, aircraft parking and aviation business are visible from along the west side of Flightline Drive. A proposed business park, between Flightline Drive and Aviation Boulevard is described in Chapter 4, “Cumulative Effects.” Structures and facilities on the airport, and visible from outside of the airport, are all aircraft and aviation-related. The most common visual element to viewers in the vicinity of airport are arriving and departing aircraft.

North of the airport, along Wise Road, is undeveloped rural unincorporated Placer County. There is one rural residence west of the centerline of Runway 15-33 on the north side of Wise Road and two on the south side.

West of the airport, along Airport Road is rural unincorporated Placer County. There are several rural residences on 20-acre parcels on the west side of Airport Road and one on the east. Airport Road intersects Nicolaus Road, but does not extend north to Wise Road.

South of the airport, along Nicolaus Road is rural unincorporated Placer County. There are several rural residences on the south side of Nicolaus Road between Airport Road and Aviation Boulevard.

East of the airport, along Aviation Boulevard are business park developments within the City of Lincoln. The business parks are typically concrete tilt-up structures, surrounded by paved parking areas and minimal landscaping.

The proposed airport Projects are consistent with current airport views and do not alter the character of the landscape or interfere with vistas.

Agricultural Resources

Constructed in 1942, and expanded to its current configuration in the 1970's, the airport is located on modified topography in the northwestern corner of the City of Lincoln. The land on which the airport is constructed has not been used for agricultural purposes since at least 1942. One soil mapping unit on the airport, Cometa-Ramona sandy loams, 1 to 5 percent slopes meets the criteria for farmland of statewide importance as outlined in the U.S. Department of Agriculture's *Land Inventory and Monitoring Project for the Placer County, Western Part, Soil Survey*, 1995. This mapping unit underlies about 450-acres, mostly in section 17, the active airfield portion of the airport.

However, this soil unit has been out of agricultural production for 60 years and FAA guidelines and City of Lincoln General Plan designations and zoning ordnances discourage agricultural uses on airport property. Therefore, the proposed Project does not convert the mapping unit of statewide importance to non-agricultural uses.

Mineral Resources

The airport is constructed on alluvium of the Quaternary Riverbank Formation, which generally is composed of unconsolidated stream and basin clay to sand/gravel-sized deposits (Section 3.4 Geology, Soils and Paleontology). These surface deposits are wide spread throughout western Placer County and are not generally considered economic deposits. The closest mining activities are the clay extraction pits about three miles east of the airport associated with Gladding-McBean. These deposits are not known to occur under the airport.

The Project site is not located within a Mineral Resource Zone, as defined by the California Geological Survey. According to the Placer County General Plan Update Draft EIR, the only mineral resource sites in the vicinity of the Project site include a clay plant in the City of Lincoln and a sand and gravel operation southeast of the City. The proposed Project would not affect operation of these facilities. Therefore, the proposed Project would not result in the loss of availability of a known mineral resource and no impact would occur.

According to FAA guidelines, mining is not an allowable land use on the airport. The proposed Project does not change land uses on the airport and does not remove potentially economic mineral deposits from future production.

Population and Housing

The proposed Project would not include housing or new businesses or involve the extension of roads or infrastructure that would induce population growth. The increase in based aircraft and operations at the airport between 2008 and 2030 would be to serve demand for aircraft-related facilities from the existing and future populations within the City of Lincoln and the surrounding communities. The airport would then better serve the segment of the population involved in general aviation.

Although no residential uses would be provided, the proposed Project is expected to increase the number of employees working on the airport. If some of these employees moved in order to be closer to the airport, they would increase demand for housing in the City or another nearby community. Even if a large proportion of the employees were new residents, they would represent a small percentage of new residents in the region. New residential development is occurring throughout the City of Lincoln and Placer County, so the demand on new housing will not be significant.

The proposed Project would occur on the existing airport, which has two residences on the extreme northwestern portion of the airport on land zoned agricultural along Wise Road. These two residences would not be displaced, and no other housing would be constructed. The Project does not include any land acquisition or any land that is zoned for residential uses.

Recreation

The airport may play a role as a recreational facility because it provides individuals with the opportunity to do recreational flying and sightseeing. However, the airport does not have any traditional recreational facilities or parkland located on its property. According to CEQA significance criteria, the proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated nor would it include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

The City of Lincoln bike trail system uses three roads adjacent to airport property: Aviation Boulevard on the east; Nicolaus Road on the south and Airport Road on the west. The proposed Project will not affect the bike trails.

CHAPTER 4
Other CEQA Considerations

Introduction

In addition to an examination of project-level impacts, as provided in Chapter 3 of this EIR, CEQA requires an EIR to evaluate a project's effects in relationship to broader changes that are occurring or that potentially would occur in the surrounding environment. Accordingly, this chapter presents discussion of CEQA-mandated analysis for irreversible impacts, growth inducement, and cumulative impacts associated with the Project. It also presents certain variations to the Project—project alternatives—that have been or will be considered as options to approving the Project as spelled out in Chapter 2 of this EIR, and analysis of these alternatives' environmental effects.

Irreversible Impacts

Significant Irreversible Environmental Changes

State CEQA Guidelines 15126.2(c) requires an EIR to discuss a project's irreversible environmental changes associated with the usage of nonrenewable resources during its construction and long-term operation. This section also requires a discussion of the Project's irreversible changes related to potential environmental accidents.

The Project would result in the consumption of nonrenewable resources in several ways. Construction activity would consume petroleum products used to power many construction-related vehicles and pieces of machinery. Many of the materials used for on-site structures and infrastructure on these projects also would be nonrenewable. Once development is completed and operational, they could contribute to resources consumption by attracting additional users to the airport who fly aircraft and/or would drive automobiles that burn petroleum products.

Apart from the specific projects addressed in this EIR, the Airport Master Plan would not directly result in resources consumption.

Significant and Unavoidable Impacts

A significant and unavoidable impact is one that would cause a substantial adverse effect on the environment and for which no mitigation is available to reduce the impact to a less-than-significant level. There are no significant and unavoidable impacts associated with the proposed Project. All Project-related impacts are either less than significant, or less-than significant with mitigation.

These impacts and mitigation measures are discussed in Chapter 3, "Environmental Analysis," and in the "Cumulative Impacts" discussion in this chapter.

Growth Inducement

Section 15126(d) of the State CEQA Guidelines requires that an EIR discuss the extent to which a proposed project would directly or indirectly foster economic or population growth or the construction of new housing, including through removal of obstacles to growth.

An Airport Master Plan may induce growth related to aviation uses by approving future development on land that is currently vacant or by reallocating current activities to other areas of the airport. The Airport Master Plan does not include a residential component, so the Project would not directly induce such growth.

The aircraft- related constructed components of the Airport Master Plan, such as new hangars and aircraft parking, would enable sources of growth for the City economy, associated with aircraft rental fees. Jobs generated in Airport Master Plan developments is minimal and are not expected to attract new residents to surrounding areas that would result in a potential indirect source of residential growth.

The Airport Master Plan will be consistent with the General Plan's land use designations for the area, further refining and developing alternatives that will fit within the airport land use designation, including light industrial uses and associated aviation uses. Therefore, any growth associated with the Airport Master Plan has been accounted for and adequately planned in the General Plan.

Cumulative Impacts

CEQA Analysis Requirements

Although the environmental effects of an individual project may not be significant when that project is considered separately, the combined effects of several projects may be significant when considered collectively. State CEQA Guidelines 15130 requires a reasonable analysis of a project's cumulative impacts, which are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." The cumulative impact that results from several closely related projects is:

> The change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (State CEQA Guidelines 15355[b]).

Cumulative impact analysis may be less detailed than the analysis of the Project's individual effects (State CEQA Guidelines 15130[b]). There are two approaches to identifying cumulative projects and the associated impacts. The *list* approach identifies individual projects known to be occurring or proposed in the surrounding area in order to identify potential cumulative impacts. The *projection* approach uses a summary of adopted projects or related planning documents to identify potential cumulative impacts.

Cumulative impacts for most issue areas are not quantifiable and are therefore discussed in general terms as they pertain to development patterns surrounding the airport. There are two projects that contribute to cumulative impacts: Lincoln Airport Business Park (LABP) and SR 65 Bypass.

The Lincoln Airport Business Park (originally called Lincoln Air Center), is located within the property boundaries of the airport, between Flightline Drive and Aviation Boulevard, but is not included in the Airport Master Plan EIR. The business park is a separate non-aviation related project proposed by the City as a revenue generating development. The environmental impacts associated with the business park were evaluated in a Mitigated Negative Declaration and Initial Study (SCH #2004082084), May 2006.

The SR 65 Bypass project only impacts local traffic after the year 2013, the year it is anticipated to be completed around Lincoln. Only cumulative traffic impacts associated with the SR 65 Bypass are analyzed below.

Air Quality:

Construction activities related to the proposed Project and the Lincoln Airport Business Park would result in the temporary emissions of particulate matter, $NO_{x,}$ ROG, and CO. However, the proposed Project would be constructed over an estimated 20-year time period, and construction of the LABP will take over one year to complete. The level of construction related emissions would be less than the Placer County APCD significance thresholds because the projects will not be constructed concurrently.

In addition, as a result of the proposed Project and the LABP, emissions from aircraft activity and mobile source emissions from project operations would be generated. The operational emissions estimates from the proposed Project are less than the significance thresholds. Mitigation measures for the LABP will be implemented to reduce the impact of these emissions to less than significant. Therefore the cumulative impact of the proposed Project and the LABP on air quality is considered to be less than considerable.

Biological Resources:

Special-status plant species and special-status wildlife species occur on both the proposed Project site and the site of the LABP. Development of the projects could result in the disturbance of special-status species and in the removal of habitats that support the species. Mitigation measures to compensate for the loss of habitat are described in section 3.2 and in the LABP Mitigated Negative Declaration and Initial Study. Following the mitigation measures, the biological impact would be reduced to a less than considerable level.

Cultural Resources:

Field surveys and record searches of the proposed Project and the LABP site did not locate unique archaeological resources or historic resources as defined by CEQA. It is possible that the project areas contain undiscovered buried archaeological remains. All development in the project areas will conform to CEQA guidelines; work will be halted and a qualified archaeologist will be contacted if buried cultural deposits are discovered

during construction activities. By adhering to the mitigation measures outlined in section 3.3, cumulative impacts to cultural resources will be prevented.

Geology, Soils and Paleontology:

The airport is in a region of low seismic potential; however, regional earthquakes may affect the area. As described in section 3.4, the impacts of ground shaking, accelerated erosion, soil subsidence or shrink-swell potential of soil are considered less than significant within the proposed Project. The proposed Project and the LABP will comply with the development requirements of the Uniform Building Code, local and state regulations to ensure that cumulative geologic impacts are less than considerable. This includes hiring a qualified soil scientist or geotechnical engineer to assist with project designs and a qualified engineer to develop a SWPP.

Cumulative impacts to fossil remains will be avoided by halting work if substantial fossil remains are encountered during construction.

Hazards and Hazardous Materials:

As described in section 3.5, properties in the airport vicinity are designated as hazardous on one or more state and federal lists. Construction on or near hazardous sites can potentially expose employees and the public to hazardous materials. Implementation of the mitigation measures listed in section 3.5 and in the LABP Mitigated Negative Declaration and Initial Study will reduce the cumulative impacts of potential exposure to contamination during construction to less than considerable. Mitigation measures will also be implemented to ensure proper spill prevention control and countermeasures minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the projects.

Hydrology and Water Quality:

The LABP increases the area of impermeable surfaces that contribute to stormwater runoff and includes a temporary detention basin with a capacity of approximately 11.3 acre-feet. In accordance with the City's General Plan, the increase in peak flow at the LABP can be mitigated to pre-development conditions. The airport's proposed Project includes construction of a storm water detention swale that will detain flows in order to match pre-project runoff conditions. Other mitigation measures will reduce the potential impacts of hazardous material spills and maintain groundwater and surface water quality. By implementing the mitigation measures listed in section 3.6, the cumulative hydrology impacts will be less than significant.

Land Use Planning:

The LABP is located adjacent to the airport is compatible with the Placer County Airport Land Use Compatibility Plan. Development of the LABP and the proposed Project also are consistent with the goals and policies of the City's General Plan. The project sites are zoned "Industrial Planned Development" and "Agriculture;" there are no conflicts with established uses within the vicinity of the airport. There are no cumulative land use planning impacts.

Noise:

Construction of the proposed Project and the LABP will temporarily increase noise levels around the project areas. Mitigation measures, including limiting the hours of construction and employing noise-reducing construction practices will decrease the impact of the noise from construction-related activities. In addition, the projects will not be under construction at the same time, reducing the noise impact.

The estimated noise levels of the proposed Project and the LABP are not expected to exceed the acceptable standards established by the Place County Airport Land Use Compatibility Plan. Therefore, the cumulative noise impact is considered to be less than considerable.

Public Services and Housing:

The proposed Project and the LABP are non-residential projects. There is no anticipated increased demand for housing, public parks, libraries, schools, or other public services. The cumulative impact on fire protection services and police service is less than considerable and is not expected to affect average response time.

The City, county, and local utilities currently provide the airport with water, gas, and electricity services as well as wastewater and solid waste disposal. Development of the LABP and the proposed Project will not create demands that exceed the current capacity of the public services. The cumulative impact of the projects' demand on public utility infrastructure is expected to be less than significant.

Transportation and Traffic:

The development of the proposed Project and the LABP will increase traffic and degrade operating conditions at intersections around the project areas. Implementing mitigation measures outlined in section 3.10 will reduce most impacts to less than significant. An exception exists at the intersection of State Route 65 and 7th Street. This intersection currently operates with an average delay of 69.1 seconds. With the addition of the proposed Project, this average delay will increase to 70.1 seconds. This will be a temporary significant impact until the State Route 65 Lincoln Bypass is constructed. The SR 65 Bypass is approved, funded and expected to open in 2012. Operating conditions at intersections along the old State Route 65 through Lincoln are expected to improve when compared to current conditions due to the opening of the Lincoln Bypass. When the Lincoln Bypass is opened, the cumulative impacts of the proposed Project and the LABP will be less than considerable.

Alternatives Analysis

In accordance with Section 15126.6 of the State CEQA Guidelines, an EIR must evaluate a "range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project." The discussion of alternatives should focus on "alternatives capable of eliminating any significant adverse impacts or reducing them to below a level of significance, even if these alternatives could impede to some degree the attainment of the project objectives or would be more costly." CEQA further directs that "the significant effects of an alternative shall be discussed, but in less detail than the significant effects of the project as proposed."

The factors that may be taken into account when addressing the feasibility of alternatives include site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

The decision to select alternative locations needs to be based on whether off-site locations would avoid or substantially lessen any of the significant effects of the Project. The lead agency also must determine if no feasible alternative locations exist and disclose the reasons for this assessment. The final decision regarding the feasibility of alternatives lies with the decision-maker for a given project who must make the necessary findings addressing the potential feasibility of reducing the severity of significant environmental effects (PRC 21081; see also State CEQA Guidelines 15091).

State CEQA Guidelines define "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." When making the decision as to whether an alternative is feasible or infeasible, the decision-making body may consider the stated project objectives in an EIR in light of any relevant economic, environmental, social, and technological factors.

Project Goal and Objectives

The goal of the Lincoln Regional Airport Master Plan is to serve as guide for airport development until the year 2030.

The objectives of the Airport Master Plan are to:

- Determine the potential for growth in demand for services in the airport's current market area through 2030;
- Determine the potential for Lincoln Regional Airport to play a greater regional role by accommodating a larger share of the regional demand;
- Determine how much of the regional demand for air travel Lincoln Regional Airport will reasonably be able to accommodate given physical and environmental limitations; and
- Propose an airport facility development and improvement program to accommodate a manageable level of growth that is compatible with community values.

Proposed Project

Implementation of the Lincoln Regional Airport Master Plan includes specific airport developments to meet its goal and objectives

The following is a summary of the specific airport facilities needed to serve projected annual aircraft operations and infrastructure needs for 2030:

- Extend primary runway (15R-33L) 1,000 feet to the north for a total length of 7,001 feet;

- Construct new runway safety area at north end of the extension of runway 15R-33L;
- Extend existing taxiway 1,000 feet north and construct cross taxiway and aircraft holding area to service the extension of runway 15R-33L;
- Construct a new runway (15L-33R, 3,350 feet long; 75 feet wide) parallel to existing runway (15R-33L);
- Relocate the existing helipad;
- Construct West Side Taxiway System;
- Construct a new jet center, arrival and departure building and parking on the east side of the airport;
- Construct new hangars and aircraft parking areas south of the existing airport offices and on east side of the existing taxiway;
- Construct new roads, taxilanes, hangars and aircraft parking and infrastructure to serve the west side aviation requirements;
- Construct new access road to service the west side aviation development; and
- Construct extensions of the perimeter security fence.

Impacts of the Proposed Project

State CEQA Guidelines 15126.6 (f) states "alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." As such, alternatives that do not avoid or substantially lessen significant effects of the Project do not need to be analyzed in an EIR. The analysis in this EIR identifies the following environmental effects.

Alternatives Analyzed in the Draft EIR

Alternatives considered in this draft EIR are all confined within the existing airport property boundaries and include only the elimination of elements proposed in the Airport Master Plan. There is no reasonable way to evaluate alternatives that are not located within the airport or to modify the airport design.

Individual projects identified in the Airport Master Plan are connected in such a way as to provide efficient airport operations and meet FAA design criteria. The alternatives analyzed in this EIR may be feasible with design modifications that take into account the interconnectivity of more than just one or two project elements. As an example, the 1,000-foot extension of Runway 15-33 also requires the extension of Taxiway 'A', the extension of the runway safety area and the construction of a cross taxiway.

Although these alternatives were determined to be feasible (or potentially feasible) and would meet at least some of the project objectives (though not necessarily all of the objectives), they represent a reduction in proposed overall airport efficiency. The ability of these alternatives to substantially lower the significant impacts identified for the proposed Project is discussed below. All subject areas are analyzed for each alternative determined to be potentially feasible, though at a much more general level than in Chapter 3.

The following alternatives were initially evaluated for their feasibility and their ability to achieve most of the project objectives while avoiding, reducing, or minimizing significant impacts identified for the proposed Project.

Alternative 1 – Eliminate Westside Aviation Development

Alternative Characteristics

This alternative would eliminate aviation related development on the west side of the airport including the following individual projects:

- Construction of the west side taxiway system;
- Construction of new roads, taxilanes, hangars and aircraft parking and infrastructure to serve the west side aviation requirements, and
- Construction of a new access road to service the west side aviation development connecting Nicolaus and Airport Roads

This alternative would eliminate approximately 66-acres of new impermeable surfaces, the impacts fairy shrimp habitat and the need to fill waters of the U.S. It would also eliminate revenue-generating aircraft fees and eliminate aircraft future aircraft parking and a second access point to the airport.

This alternative does not avoid, reduce or minimize significant impacts since all impacts associated with the proposed Project, and this alternative, can be mitigated to less-than significant (Sections 3.1 through 3.11).

Alternative 2: Eliminate the Runway 15-33 Extension

Alternative Characteristics

This alternative would eliminate runway and taxiway improvements including the following individual projects.

- Extending primary runway (15R-33L) 1,000 feet to the north for a total length of 7,001 feet;
- Constructing new runway safety area at north end of the extension of runway 15R-33L;
- Extending existing taxiway 1,000 feet north and construct cross taxiway and aircraft holding area to service the northern extension of runway 15R-33L.

This alternative would eliminate the extension of existing Runway 15-33 and the associated taxiway and runway safety area improvements. The runway and taxiway extensions create approximately 3.5 acres of new impermeable surfaces and extend the 60 CNEL noise contour slightly north of Wise Road, but would not impact noise contours south of Nicolaus Road. Construction of the new runway safety area would temporarily impact wetland swales.

This alternative does not avoid, reduce or minimize significant impacts since all impacts associated with the proposed Project, and this alternative, can be mitigated to less-than significant (Sections 3.1 through 3.11).

Alternative 3: Eliminate Construction of New Runway 15L-33R

Alternative Characteristics

This alternative would eliminate:

- Construction of a new runway (15L-33R, 3,350 feet long; 75 feet wide) parallel to existing runway (15R-33L).

Runway 15L-33R would create approximately 5.8 acres of new impermeable surfaces and extend the 60 CNEL noise contour slightly east, although, it would largely remain within airport property. It would also impact three vernal pool and three drainage ditches.

This alternative does not avoid, reduce or minimize significant impacts since all impacts associated with the proposed Project, and this alternative, can be mitigated to less-than significant (Sections 3.1 through 3.11).

Alternative 4: Eliminate Eastside Improvements

Alternative Characteristics

- Relocation of the existing helipad;
- Construction of a new jet center, arrival and departure building and parking on the east side of the airport; and
- Construction of new hangars and aircraft parking areas south of the existing airport offices and on east side of the existing taxiway.

Most of the projects in this alternative would be constructed on existing paved surfaces and are improvements or alterations to existing aviation facilities. New hangars and aircraft parking south of existing hangars would create approximately 8.3 acres of new impermeable surfaces and impact a vernal pool and drainage channel.

This alternative does not avoid, reduce or minimize significant impacts since all impacts associated with the proposed Project, and this alternative, can be mitigated to less-than significant (Sections 3.1 through 3.11).

Alternative 5—No Project

CEQA requires analysis of the No-Project Alternative.

Environmentally Superior Alternative: The No-Project Alternative would be the environmentally superior alternative compared with the proposed Project and with the feasible alternatives analyzed above because it would avoid the physical environmental effects of development. CEQA requires the identification of another alternative as the environmentally superior alternative in the event that the No-Project Alternative is first identified as such.

The "No Project" is considered the environmentally superior project alternative because it would minimize several impacts of the proposed Project, in particular the need to place fill in vernal pool fairy shrimp habitat and wetland basins to construct aviation support infrastructure and runway and taxiways. However, it does not meet any of the Airport Master Plan goals and objectives.

Alternatives Considered but Dismissed from Further Analysis

The following alternative was considered but ultimately dismissed from further analysis because they did not meet most of the project objectives, were determined to be infeasible, or did not avoid or substantially reduce one or more significant impacts of the proposed Project.

Alternative A:

Design and operational consideration was given to moving the south end of Runway 15-33 to the north to reduce aircraft noise south of Nicolaus Road and provide replacement for runway length lost by displacement of the threshold by additional extension to the north. This design consideration was abandoned because of the proximity to Wise Road to the north, the cost of the development, and the inefficiency for the pilots by having the runway complex moved away from the main operating and storage areas, which would increase taxi distances and time, and consume aviation fuel.

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CHAPTER 6

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Environmental Impact Report

for the

Lincoln Regional Airport Master Plan

Recirculated: Chapter 3.2 Biological Resources

March 2008

State Clearinghouse #2007062027

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1.0 Introduction to the Recirculation of the Draft EIR

The City of Lincoln is the Lead Agency in charge of the Draft Environmental Impact Report for the proposed update of the Lincoln Regional Airport Master Plan (State Clearinghouse No. 2007062027). The Lead Agency has determined that a portion of the Draft EIR, the Biological Resources Chapter, dated November 2007, which was released for public review and comment in December 2007 and January 2008, will be recirculated pursuant to the provisions of the California Environmental Quality Act. Responses to the balance of previously submitted comments will be prepared subsequent to the 45-day circulation period of the recirculated Chapter 3.2. The reason(s) for recirculation are described below.

When the November 2007 Draft EIR was sent out for public review, the Lead Agency received limited responses and comments. However, the California Department of Fish and Game (DFG) raised three issues that had not been adequately evaluated in the Draft EIR. Upon consideration of DFG's comments the Lead Agency agreed that those issues would best be addressed in a recirculated *Biological Resources* chapter. The recirculated Chapter, *3.2 Biological Resources* replaces the same chapter in the Draft EIR.

California Department of Fish and Game comments addressed three areas of concern:

- Lack of an evaluation of the project's impacts on Swainson's hawk nesting and foraging habitat.
- Lack of a bird strikes hazard evaluation.
- Failure to address vernal pool and grassland habitat destruction and fragmentation in a regional context.

Given the extent of DFG's comments received on the November 2007 Draft EIR, Chapter 3.2, the Lead Agency has determined that recirculation of this one chapter from the Draft EIR would be advisable and consistent with the principles of public participation and disclosure codified in the California Environmental Quality Act. For these same reasons, the Lead Agency has revised Chapter 3.2 of the Draft EIR to incorporate text revisions and additional information that address concerns raised by DFG comments.

The reader is advised that, pursuant to the requirements of the CEQA Guidelines (14 CCR Section 15088.5(f)(2)) a portion of the Draft EIR is being recirculated to allow full opportunity for public comment. Thus, the Lead Agency will require reviewers to submit new comments on the recirculated Chapter 3.2, and will not respond to comments previously submitted on the November 2007 Draft EIR, Chapter 3.2. Previously submitted comments remain a part of the record of proceedings and may be considered by the Planning Commission and City Council.

Projects and Draft EIR Overview and Background

This Environmental Impact Report (EIR) evaluates the potential environmental effects that would result from City of Lincoln approval of the Lincoln Regional Airport Master Plan. The project involves the development plans for the airport through the year 2030.

The description provided below highlights the key features of the Airport Master Plan. The plan itself, prepared for the City of Lincoln by Reinard W. Brandley, Consulting Airport Engineer (November 2007) represents the most thorough description of the proposed actions.

One minor correction has been made to the November 2007 Lincoln Regional Airport Master Plan since the Draft EIR was circulated for public review in December 2007 and January 2008. The November 2007 Airport Layout Plan (ALP) Sheet 2, and related ALP sheets, inadvertently included a remnant from a draft ALP version from May 2007, that showed a Runway Protection Zone (RPZ) with a 50:1 slope, and a proposed avigation easement extending approximately 1,200 feet south of Nicolaus Road. This incorrect draft RPZ should not have been included in the November 2007 Master Plan. Additionally, the master plan Airport Capital Improvement Program (ACIP) contained within the November 2007 Master Plan, also incorrectly referred to a land acquisition related to the 50:1 slope RPZ error. The correct RPZ is reflected in the corrected Master Plan for the Lincoln Regional Airport. (Corrected ALP is included as Figure 1-3)

In accordance with the requirements of CEQA (Section 15124), the project description provides information about location and boundaries of the proposed Project, a statement of objectives, and a general description of the various characteristics of the Project and a brief summary of the intended uses of the EIR.

Location

The Lincoln Regional Airport (airport) is located on about 775-acres two miles northwest of downtown Lincoln near the intersection of Nicolaus Road and Aviation Boulevard. The airport occupies most of section 17 and a portion of section 6, Township 12 north, Range 6 east of the Lincoln 7.5 minute quadrangle. (Figures 1-1 and 1-2)

The airport is bounded on the south by Nicolaus Road; on the west by Airport Road; on the north by Wise Road and on the east by Aviation Boulevard. The only public entrance to the active portions (aircraft operational areas) of the airport is via controlled access from Flightline Drive west of Aviation Boulevard.

Background

Lincoln Regional Airport serves the general aviation needs of the City of Lincoln, the southwestern portion of Placer County, and a portion of northern Sacramento County. The City of Lincoln owns and operates the Lincoln Regional Airport, a public general aviation airport (the airport does not support commercial airline service) that serves regional general aviation requirements including piston-engine aircraft, privately owned business jets and helicopters.

Lincoln Regional Airport is designated a reliever airport for various airports in the Sacramento area and serves one of the fastest growing metropolitan areas in Northern California. Other airports within a 25-mile radius of the Lincoln Regional Airport that provide similar general aviation services include Auburn Municipal Airport, Sacramento Executive Airport, McClellan Field and Mather Airfield. The Sacramento International Airport is the closest airport serving major commercial airlines.

The Placer County Airport Land Use Commission (ALUC) has adopted the Placer County Airport Land Use Compatibility Plan (ALUCP) to ensure that land surrounding the Lincoln Regional Airport is zoned for airport-compatible uses. The City of Lincoln 2050 General Plan (currently being considered for adoption) also reflects compatible land uses consistent with ALUCP requirements. Land uses adjacent and near the airport are compatible with airport activities. Except for the airport itself and the area to the east, lands in the airport environs are unincorporated and under the jurisdiction of Placer County. Most of this area is devoted to dry land farming and livestock grazing with widely scattered rural residences. The only concentration of residential development within county jurisdiction is immediately south of the airport, south of Nicolaus Road, where several dozen homes are situated in a long-established rural-residential subdivision comprised of five-acre lots (minimum).

Existing Airport Conditions

As originally constructed by the U.S. Army Air Corps during World War II, the airport consisted of four runways — three in a triangular arrangement and a fourth running through the center — each about 4,000 feet long by 300 feet wide. By the early 1970s, all but the center runway (now designated Runway 15-33) were closed and abandoned. In the early 1980's, the City of Lincoln acquired additional property and Runway 15-33 was extended northward to its present length of 6,001 feet and width of 100 feet. A full-length parallel taxiway (Taxiway 'A') east of Runway 15-33 is connected by five cross taxiways.

The airport's building area, on the east side of the airport, is divided into two general uses: 1) the existing aviation-related businesses including an air charter service, self-service and full-service aircraft fueling, aircraft repair and maintenance, flight instruction and aircraft painting; and 2) aircraft storage and parking. The airport's aircraft apron is approximately 66.3 acres with space for 240 aircraft parking. The majority of the aircraft hangars are currently located north of the apron area. A helicopter landing area (helipad) with accommodations for three helicopters is located between the aircraft apron and Taxiway 'A'.

Currently there are 231 fixed wing aircraft based on the airport. Forecasts in the *Airport Master Plan* (2007) indicate that the total number of aircraft to be based at the airport by the year 2010 will be 260. The majority of aircraft will be single-engine (*Airport Master Plan*, 2007). The same report estimates that by the year 2015 there will be 287 based aircraft.

Annual operations in 2007 at the airport, which include take-offs and landings, are currently 74,406. The projected operations are expected to increase to 80,000 by 2008 and are projected to increase to as many as 95,000 annually by the year 2013 and to 120,000 annual aircraft operations by 2023.

Project Objectives

The objectives of the Airport Master Plan are to:

- Determine the potential for growth in demand for services in the airport's current market area through 2030;
- Determine the potential for Lincoln Regional Airport to play a greater regional role by accommodating a larger share of the regional demand;
- Determine how much of the regional demand for air travel Lincoln Regional Airport will reasonably be able to accommodate given physical and environmental limitations; and
- Propose an airport facility development and improvement program to accommodate a manageable level of growth that is compatible with community values.

Project Description

The following individual specific Airport Master Plan improvements are shown on Figure 1-3 the corrected Airport Layout Plan:

Extend Runway 15-33: Lincoln Regional Airport has one runway, 100 feet by 6,001 feet. It is proposed to extend this runway by 1,000 feet, providing a total length of 7,001 feet. It is impractical to extend the runway to the south because of the location of Nicolaus Road and housing developments to the south of the airport. It is, therefore, proposed to extend the runway to the north to avoid conflicts with roads and development.

Construct new runway safety area: When extended, Runway 15-33 must meet the FAA Runway Safety Area (RSA) requirements along its entire length and 1,000 feet beyond the end of the runway. The new RSA will be located on existing airport property between the end of the runway extension and south of Wise Road. The RSA is intended to provide a measure of safety in the event of an aircraft excursion from the runway by significantly reducing the extent of personal injury and aircraft damage during overruns, undershoots and veer-offs.

Construct New Taxiways: The existing taxiways adequately serve the existing runway and the proposed parallel runway. When Runway 15-33 is extended 1,000 feet to the north, it is necessary to extend Taxiway 'A' 1,000 feet to the north and construct a new cross taxiway. All of the existing taxiways are 40 feet wide. For Lincoln Regional Airport, an ARC C III category airport, the taxiways need to be 50-feet wide. The new parallel taxiway, new west side taxiway and existing taxiways will be 50-feet in width.

Construct New Runway (15L-33R): A parallel runway is required to meet increased airport capacity. This parallel runway is designed as a reliever runway in which the small airplanes are diverted from the long runway, thus providing the additional required capacity on the long runway. The new runway (to be designated 15L-33R) is proposed to be 3,350-foot long by 75-foot wide. In order to keep this runway centered as much as possible on the existing and future development areas and to allow sufficient distance off the end of the runway so that aircraft can taxi on the cross taxiways without interfering with approaches to the short runway, it will extend from existing Taxiway F to Taxiway J. In order to provide simultaneous visual flight rules (VFR) operations on the

two runways, and realize the increased capacity, it will be necessary that the centerline spacing between the two runways be established at 700 feet. This spacing was anticipated in the original 1976 Airport Master Plan and there will need no adjustment of any of the taxiways to accommodate this runway. The parallel runway will have an ARC B I classification.

Helipad Relocation: The existing helipad is located on the east side of the airport between Taxiway 'A' and the apron and near the south end of the runway. This helipad is located in an area to be used for aircraft storage. A location for a relocated helipad is shown on Figure 1-3.

West Side Taxiway System: To serve the west side of the airport and the proposed aircraft storage a new parallel taxiway to the existing and extended Runway 15-33 is required on the west side of the airport. Cross taxiways will be constructed to line up with the existing cross taxiways.

General Aviation Facilities: The existing aircraft parking apron on the east side of the airport is larger than is necessary to accommodate future transient and local tied-down aircraft. A portion of this apron will be abandoned and used for the development of aircraft storage hangars, a future jet center (maintenance and repair), and an arrival/departure building with associated automobile parking (40 spaces). Approximately 60 additional tee hangars will be developed on the existing aircraft-parking apron and adjoining space. Additional tee hangars will be developed north and south of the existing south tee hangar. There will be approximately 250 total hangars in nested tee configuration.

West Side Aviation Development: Typically, the introduction of business jets to an airport generates the need for box hangars and large corporate hangars: 100 feet by 100 feet or larger. These larger hangars will be located on the west side of the airport and would be serviced by the new taxiways on the west side of Runway 15-33. The West Side Aviation development includes aircraft taxilanes; transient aircraft parking and nested tee hangars.

Construct New Access Road to Service the West Side Aviation Development: Currently, the only improved access to the airport is via Flightline Drive on the east side of the airport. The new access road on the west side will provide vehicular traffic access to the hangars and aircraft aprons and provides access for emergency vehicles. The road forms a loop, north from Nicolaus Road, along the western side of the proposed aviation development and westerly to Airport Road.

Construct Extensions of the Perimeter Security Fence: Due to increased security requirements at general aviation airports, the Transportation Safety Administration (TSA) recommends a chain link fence around the Airport, including along the western portions of the Airport, areas that have not historically been fenced. The fence will limit Airport access by unauthorized personnel and will alert Airport management to their presence. The seven-foot fence impedes large mammals, primarily deer, from entering active portions of the airfield.

California Environmental Quality Act Requirements and Processing

This EIR chapter has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. CEQA was passed in 1970 to ensure that state and local agencies consider the environmental effects of actions regulated by the agencies. The CEQA Guidelines contain advisory and mandatory requirements for the application of CEQA. The City of Lincoln is the "lead agency" for the proposed project. As defined in the CEQA Guidelines, the lead agency is the public agency that carries out a project or that has the greatest responsibility for supervising or approving a project.

An EIR is intended to inform decision-makers and the public about the potentially significant adverse environmental effects of the proposed Project, and to recommend mitigation measures that would reduce or avoid these effects. Regulatory agencies and members of the public have the opportunity to comment on the adequacy of the environmental review during a 45-day review period following the publication of the Draft EIR. Following this review period, the City is obligated to provide written responses to the comments received, and these responses will be published in a Final EIR on the project. The City decision-makers must consider the Final EIR, and any other agencies with permit jurisdiction over the project, prior to taking action on the project. CEQA also requires that the decision-makers make the findings specified in Sections 15091-15093 of the CEQA Guidelines prior to action on the project.

This document is the recirculated Chapter 3.2, *Biological Resources* of the Draft EIR for the proposed Lincoln Regional Airport Master Plan project, which is being made available for review by agencies and public. Any comments or questions regarding this recirculated chapter should be submitted to the lead agency at the following address by the date specified in the Notice of Availability and/or Notice of Completion.

City of Lincoln
Lincoln Regional Airport
600 Sixth Street
Lincoln, CA 95648
Attention: Dave Daly, Airport Manager (916) 645-3443

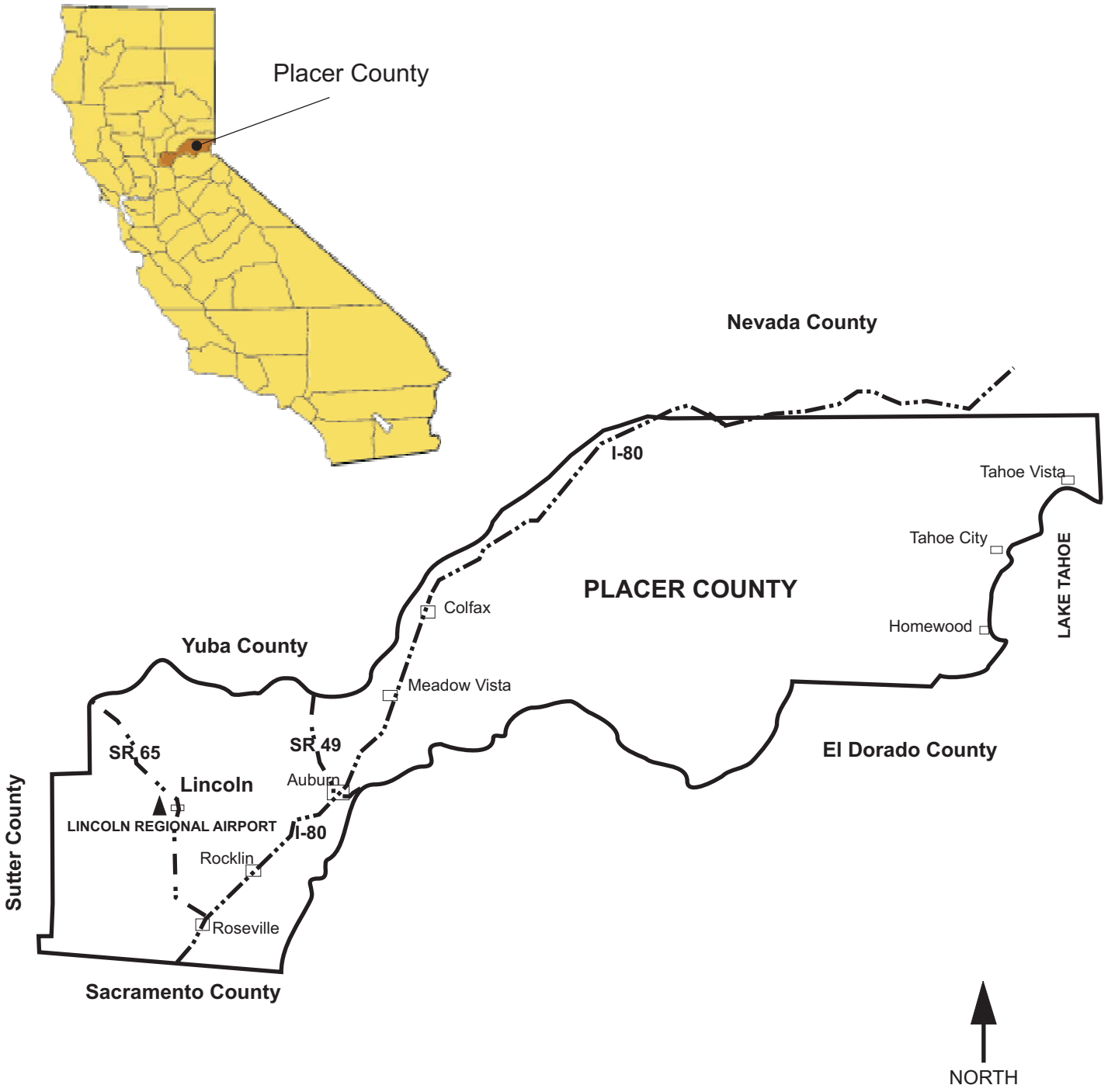
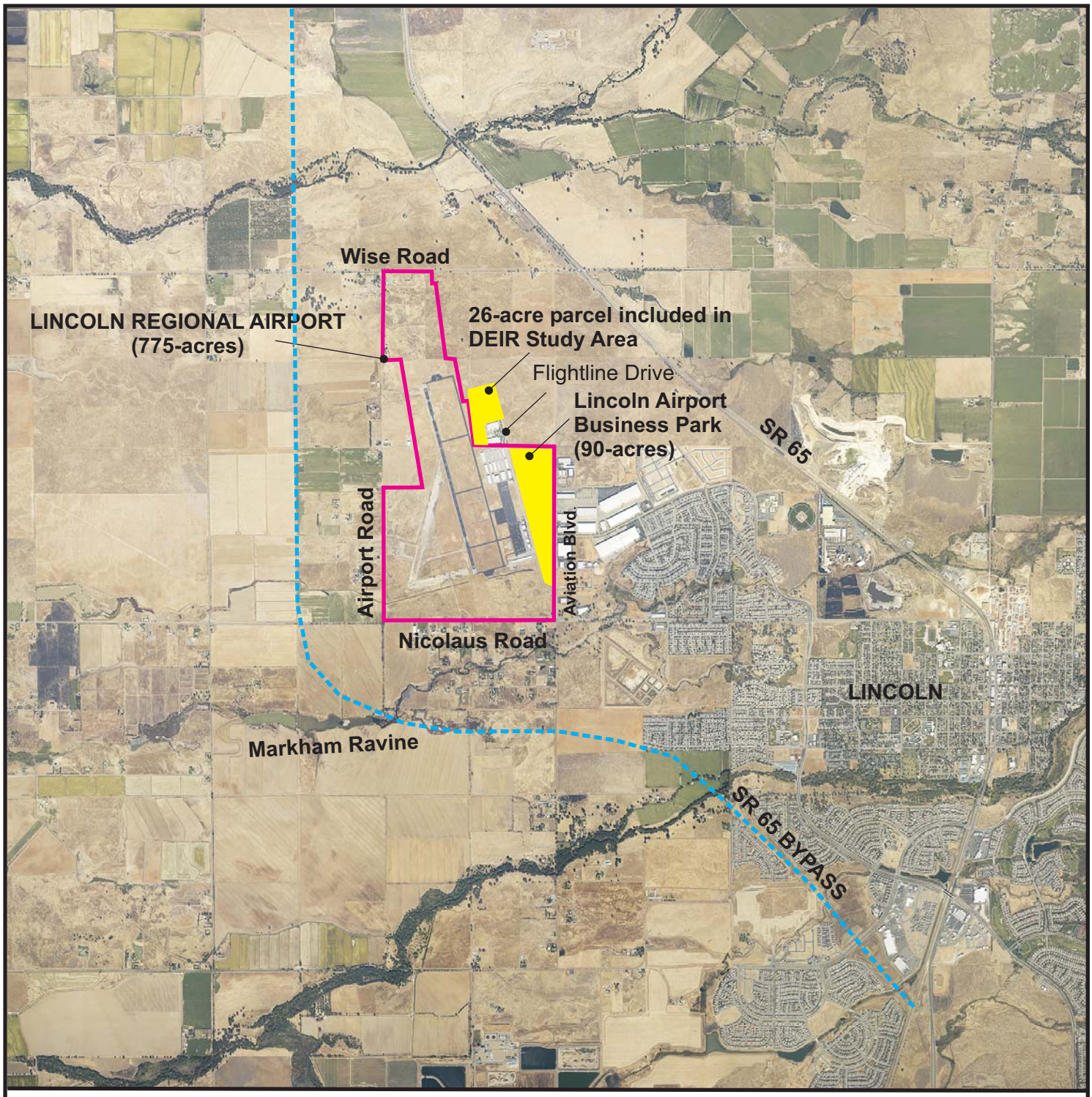


FIGURE 1-1

REGIONAL LOCATION
LINCOLN REGIONAL AIRPORT
Chapter 3.2 -Recirculated

Lincoln Regional Airport
Master Plan Draft EIR

March 2008



NORTH

Scale
0 0.5 1.0
Miles

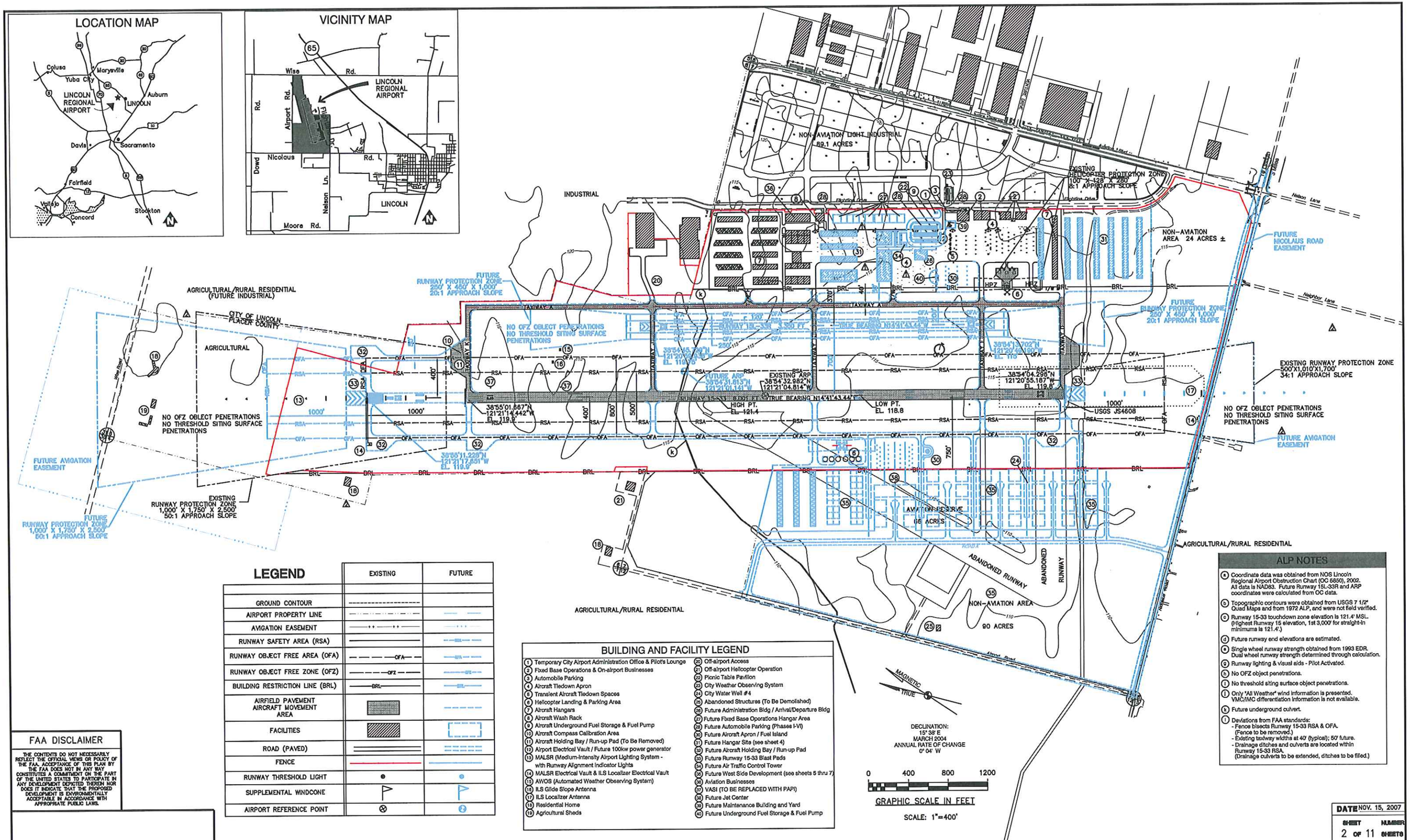
Lincoln Regional Airport
Master Plan Draft EIR

March 2008

FIGURE 1-2

STUDY AREA COMPONENTS
LINCOLN REGIONAL AIRPORT
Recirculated Chapter 3.2

Aerial photography by Geoimagery, Auburn, CA



LEGEND

	EXISTING	FUTURE
GROUND CONTOUR		
AIRPORT PROPERTY LINE		
AVIGATION EASEMENT		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBJECT FREE AREA (OFA)	OFA	
RUNWAY OBJECT FREE ZONE (OFZ)	OFZ	
BUILDING RESTRICTION LINE (BRL)	BRL	
AIRFIELD PAVEMENT AIRCRAFT MOVEMENT AREA		
FACILITIES		
ROAD (PAVED)		
FENCE		
RUNWAY THRESHOLD LIGHT		
SUPPLEMENTAL WINDCONE		
AIRPORT REFERENCE POINT		

BUILDING AND FACILITY LEGEND

1. Temporary City Airport Administration Office & Pilot's Lounge
2. Fixed Base Operations & On-airport Businesses
3. Automobile Parking
4. Aircraft Tiedown Apron
5. Transient Aircraft Tiedown Spaces
6. Helicopter Landing & Parking Area
7. Aircraft Hangars
8. Aircraft Wash Rack
9. Aircraft Underground Fuel Storage & Fuel Pump
10. Aircraft Compass Calibration Area
11. Aircraft Holding Bay / Run-up Pad (To Be Removed)
12. Airport Electrical Vault / Future 100kw power generator
13. MALSR (Medium-Intensity Airport Lighting System - with Runway Alignment Indicator Lights
14. MALSR Electrical Vault & ILS Localizer Electrical Vault
15. AWOS (Automated Weather Observing System)
16. ILS Glide Slope Antenna
17. ILS Localizer Antenna
18. Residential Home
19. Agricultural Sheds
20. Off-airport Access
21. Off-airport Helicopter Operation
22. Picnic Table Pavilion
23. City Weather Observing System
24. City Water Well #4
25. Abandoned Structures (To Be Demolished)
26. Future Administration Bldg / Arrival/Departure Bldg
27. Future Fixed Base Operations Hangar Area
28. Future Automobile Parking (Phases I-VI)
30. Future Aircraft Apron / Fuel Island
31. Future Hangar Site (see sheet 4)
32. Future Aircraft Holding Bay / Run-up Pad
33. Future Runway 15-33 Blast Pads
34. Future Air Traffic Control Tower
35. Future West Side Development (see sheets 5 thru 7)
36. Aviation Businesses
37. VASI (TO BE REPLACED WITH PAPI)
38. Future Jet Center
39. Future Maintenance Building and Yard
40. Future Underground Fuel Storage & Fuel Pump

ALP NOTES

(a) Coordinate data was obtained from NOS Lincoln Regional Airport Obstruction Chart (OC 5850), 2002. All data is NAD83. Future Runway 15L-33R and ARP coordinates were calculated from OC data.

(b) Topographic contours were obtained from USGS 7 1/2' Quad Maps and from 1972 ALP, and were not field verified.

(c) Runway 15-33 touchdown zone elevation is 121.4' MSL. (Highest Runway 15 elevation, 1st 3,000' for straight-in minimums is 121.4').

(d) Future runway end elevations are estimated.

(e) Single wheel runway strength obtained from 1993 EDR. Dual wheel runway strength determined through calculation.

(g) Runway lighting & visual aids - Pilot Activated.

(h) No OFZ object penetrations.

(i) No threshold siting surface object penetrations.

(j) Only 'All Weather' wind information is presented. VMC/IMC differentiation information is not available.

(k) Future underground culvert.

(l) Deviations from FAA standards:
- Fence bisects Runway 15-33 RSA & OFA. (Fence to be removed.)
- Existing taxiway widths at 40' (typical); 50' future.
- Drainage ditches and culverts are located within Runway 15-33 RSA. (Drainage culverts to be extended, ditches to be filled.)

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.

APPROVED DATE
FAA

City of Lincoln

APPROVED DATE
AIRPORT MANAGER

Lincoln All-America City 2006

REGISTERED PROFESSIONAL ENGINEER — Reinard W. Brandley — No. C 66558 Exp. 6-30-2008 — CIVIL — STATE OF CALIFORNIA

Reinard W. Brandley
CONSULTING AIRPORT ENGINEER
8125 King Road, Suite 201 • Loomis, California 95650 • (916) 652-4725

PLACER COUNTY
STATE OF CALIFORNIA

LINCOLN REGIONAL AIRPORT

CITY OF LINCOLN, CALIFORNIA

AIRPORT LAYOUT PLAN

DATE NOV. 15, 2007
SHEET 2 OF 11 SHEETS NUMBER

NO.	REVISIONS	BY	APR	DATE
1	REVISED EAST SIDE HANGAR LAYOUTS	DB	RWB	11/2/07
2	CORRECTED FUTURE RSZ RPZ FOR RUNWAY 33L TO 34:1 AND RELATED AVIATION EASEMENTS	DB	RWB	2/28/08

Table ES-1. Summary of Environmental Impacts-Proposed Project

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Biological Resources			
Impact 3.2-1a: Loss or Disturbance of Swainson's Hawk Foraging Habitat	PS	Mitigation Measure 3.2-1a: 1. Through setting aside grassland acreage on the Airport through establishment of a designated habitat conservation area or combination of conservation areas for Swainson's Hawk habitat; or, 2. Through establishment on City-owned or entitled property of a permanent Swainson's Hawk habitat conservation easement; or, 3. Through the payment of In-Lieu fees for Swainson's Hawk habitat conservation; or, 4. Through a combination of No. 1), 2) and/or 3) above.	LS
Impact 3.2-1b: Loss or Disturbance of Swainson's Hawk Nesting Habitat	PS	Mitigation Measure 3.2-1b: 1. Through setting aside riparian acreage on the Airport through establishment of a designated nesting habitat conservation area or combination of conservation areas for Swainson's Hawk nesting habitat; or, 2. Through establishment on City-owned or entitled property of a permanent Swainson's Hawk nesting habitat conservation easement; or, 3. Through the payment of In-Lieu fees for Swainson's Hawk nesting habitat conservation; or, 4. Through a combination of No. 1), 2) and/or 3) above.	LS
Impact 3.2-2: Loss or Disturbance of Special-Status Plants	PS	Mitigation Measure 3.2-2: Complete protocol level surveys by a qualified biologist. City will mitigate impacts at a ration of 1:1	LS

Notes:
a. Significance is defined as follows:
LS = less than significant
PS = potentially significant
S = significant
SU = significant and unavoidable
NI = no impact
n/a = not applicable
B = beneficial
CC = cumulatively considerable
CCU = cumulatively considerable and unavoidable

Table ES-1. Summary of Environmental Impacts-Proposed Project

Impact	Significance Before Mitigation[a]	Mitigation	Significance with Mitigation Incorporated
Impact 3.2-3: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Vernal Pool Fairy Shrimp	PS	Mitigation Measure 3.2-3a: Complete protocol level surveys by a qualified biologist.	LS
		Mitigation Measure 3.2-3b: Compensate for impacts on Vernal pool fairy shrimp by setting aside areas on the airport for creation and maintenance of shrimp habitat.	LS
Impact 3.2-4: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Western spadefoot toad	PS	Mitigation Measure 3.2-4a: Complete protocol level surveys by a qualified biologist	LS
		Mitigation Measure 3.2-4b: Compensate for impacts on the Western spadefoot toad by setting aside areas on the airport for creation and maintenance of fairy shrimp habitat	LS
Impact 3.2-5: Filling Waters of the United States	PS	Mitigation Measure 3.2-5: The Corps of Engineers will verify the wetland delineation map and the City will mitigate impacts by creating and maintaining wetlands on the airport.	LS
Impact 3.2-6: Habitat Fragmentation	LS	n/a	
Impact 3.2-7: Bird Aircraft Strike Hazard (BASH)	PS	Mitigation Measure 3.2-7: The FAA will prepare a biological assessment and wildlife management plan for use in formal consultation with the USFWS, leading to a biological opinion.	LS

Notes:

a. Significance is defined as follows:

LS = less than significant
PS = potentially significant
S = significant
SU = significant and unavoidable
NI = no impact
n/a = not applicable
B = beneficial
CC = cumulatively considerable
CCU = cumulatively considerable and unavoidable

3.2 Biological Resources

This section provides information on biological resources located in the Project Area. A discussion of federal, state, and local laws, policies, and regulations that influence biological resources is presented in this chapter. Impacts on biological resources that may result from the Project are identified, and mitigation measures to avoid, minimize, and compensate for potential significant impacts on biological resources are described.

Environmental Setting

Study Area Defined

For the purposes of this EIR, the biological study area is defined as the Lincoln Regional Airport less the Lincoln Airport Business Park (LABP) located between Flightline Drive and Aviation Boulevard (Figure 3.2-1). LABP was analyzed for biological resources in 2005 (Gibson and Skordal, 2005) during the preparation of an Initial Study and Mitigated Negative Declaration for the proposed business park. Biological resources within the remaining portions of the airport were identified and mapped onto aerial photographs. A *Biological Resource Assessment for the Lincoln Regional Airport Study Area*, prepared by North Fork Associates (2007) is included as Appendix C of this EIR.

Methodology

The methods used to identify biological resources in the study area consisted of pre-field investigation literature reviews and field surveys. Both of these methodologies are described below.

Pre-field Investigation Literature Reviews

To prepare for the field surveys, biologists reviewed existing resource information related to the airport study area to evaluate whether special-status species or their habitats could occur in the study area. Pertinent sources reviewed were:

- The California Native Plant Society's (CNPS's) 2001 *Inventory of Rare and Endangered Plants of California*;
- A California Natural Diversity Database (CNDDB) records search for the U.S. Geological Survey (USGS) Lincoln, Wheatland, Camp Far West, Wolf, Gold Hill, Rocklin, Roseville, Pleasant Grove and Sheridan 7.5-minute quadrangles (July 2007);
- The United States Fish and Wildlife Service (USFWS) list of special-status species;
- The City of Lincoln General Plan;
- *California's Wildlife*, Volumes I-III (Zeiner et al. 1988, 1990a, 1990b);
- *A Field Guide to Western Reptiles and Amphibians* (Stebbins 1985);
- *Mammals of the Pacific States* (Ingles 1965);
- *The Peterson Field Guide to Hawks of North America (*Clark and Wheeler 1987), and
- *The Sibley Field Guide to Birds of Western North America* (Sibley 2003).

Field Surveys

North Fork Associates (NFA) conducted floristic surveys, wildlife surveys and wetland delineations in March, April and May 2007. Helm Biological Consultants conducted dry season fairy shrimp sampling in August and September 2007.

The purpose of the biological field surveys was to:

- Characterize biological communities and their associated wildlife habitat uses;
- Document common and special-status wildlife species;
- Document special-status plants;
- Identify jurisdictional waters of the United States, including wetlands, that are subject to federal regulations; and
- Provide biological resource information for use in the project design phase.

Lists of plant and wildlife species observed in the study area during the 2007 field surveys are provided in Biological Resource Assessment. Methods and terms used to document special-status species and waters of the United States (including wetlands) are described below.

Special-Status Species

Information used to develop lists of special-status species and other sensitive biological resources that could be present on the airport included USFWS species lists, CNDDB data, CNPS data, and selected references. Species were included in these lists if they were known to occur in the project region and if their habitats could be located in the project vicinity.

Special-status species are defined as:

- Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act ([ESA] Title 50, Code of Federal Regulations [CFR], Section 17.12 for listed plants, 50 CFR 17.11 for listed animals, and various notices in the Federal Register for proposed species);
- Species that are candidates for possible future listing as threatened or endangered under the ESA (67 FR 40657, June 13, 2002);
- Species that are federal species of concern (i.e., former USFWS threatened or endangered candidates or C1 and C2 candidates);
- Species that are listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA) (14 California Code of Regulations [CCR] 670.5);
- Plants listed as rare under the California Native Plant Protection Act of 1977 (California Fish and Game Code 1900 et seq.);
- Plants considered by CNPS to be “rare, threatened, or endangered in California” (California Native Plant Society Lists 1B and 2);
- Species that meet the definitions of rare or endangered under the State CEQA Guidelines 15380; and
- Animals fully protected in California (California Fish and Game Code 3511 birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

Special-Status Plant Surveys

North Fork Associates botanists conducted botanical surveys in 2007 to determine the presence of special-status plants identified as having the potential to occur in the study area. Botanical surveys were conducted according to the California Department of Fish and Game (DFG) and CNPS Botanical Survey Guidelines (CNP 2001). During the field surveys, all plants were identified to the level necessary to determine whether they qualified as special-status plants or were plant species with unusual or significant range extensions. In general, survey intensity varied depending on species richness, habitat type and quality, and the probability of special-status plants occurring in a particular habitat type. The botanists walked meandering transects through all portions of the study area with natural vegetation. More focused surveys were conducted in areas with the greatest potential to support special-status plants t (e.g., riparian, and wetland communities).

Special-Status Wildlife Surveys

A North Fork Associates wildlife biologist conducted habitat-based field assessments to determine the presence, distribution, and amount of habitat (Table 3.2-1) capable of supporting special-status wildlife species that could occur in the study area.

Helm Biological Consultants conducted dry season fairy shrimp sampling in August and September 2007.

Identification of Potentially Jurisdictional Waters of the United States (Including Wetlands)

North Fork Associates wetland ecologists conducted a formal delineation of potential waters of the United States including wetlands. The Federal Aviation Administration (FAA), the lead federal agency on the airport, has requested verification by U.S. Army Corps of Engineers (Corps). Waters of the United States are areas subject to federal jurisdiction pursuant to Section 404 of the Clean Water Act (CWA). Waters of the United States are typically divided into two types: wetlands and other waters of the United States. Refer to the "Regulatory Setting" of this Chapter for additional information on waters of the U.S.

Existing Conditions

Biological Communities

The study area is comprised of three biological communities that include annual grassland, riparian and aviation-related paved/developed landscape. Table 3.2-1 provides an acreage summary for each community type in the study area. The characteristics of these communities, including the plants and wildlife species observed during the site surveys conducted by North Fork Associates (2007), are described below.

Table 3.2-1
Biological Communities Found within the Lincoln Regional Airport and 26-Acre City-Owned Parcel

Biological Community	Estimated Acreage
Annual Grassland	590
Riparian	1
Paved/Developed	120
Total	**711**

Source: Biological Resources Assessment for the Lincoln Regional Airport Study Area, 2007

Annual Grassland: Plants

Most of the study area, approximately 680 acres, supports disturbed, non-native annual grassland that reflects ongoing maintenance around the airport and a variety of landscape management practices. The land surfaces adjacent to the runway, taxiways and aircraft parking aprons are disked annually for fire prevention. The southern portion of the airport was an effluent spray field for the City's wastewater treatment plant for eight years. Mixed soil and degraded asphalt showed evidence of the abandoned runway configurations and previous ground disturbance.

The annual grassland includes non-native grass species such as medusa-head grass, soft chess, ripgut grass, and slender wild oat. Other non-native herbaceous species include yellow star thistle, vetch, broad-leaf filaree, virgate tarweed, Fitch's spikeweed, and long-beaked hawkbit. Native species present within the grassland include white brodiaea, common fiddleneck, rusty popcornflower, ookow, and blue dicks. A few large valley oak trees occur in the northwestern and southeastern corners of the study area.

Wetlands and other waters are embedded within the annual grassland. Seasonal drainages, vernal pools, and other seasonal wetland occur throughout the study area and are discussed below.

Riparian: Plants

A narrow band of riparian habitat (approximately one acre) occurs in a man-made drainage ditch south and east of Runway 15-33. The riparian canopy consists of Fremont cottonwood, Goodding's black willow, and arroyo willow. The woody vegetation becomes less dense in the western portion of channel where broad-leaved cattail occurs in patches between the trees and shrubs. Smaller clusters of isolated willows and cottonwoods occur in other portions of the study area, particularly in the channels; however, these areas are not contiguous and are considered too small to map separately as riparian habitat.

Paved/Developed

Approximately 140 acres of the study area is considered a paved/developed landscape. This area includes the existing runway and taxiways, aircraft hangers, offices, remnants of the abandoned runways, abandoned buildings, roads, and other infrastructure. There are also three occupied residences in the northern portion of the study area, on West Wise Road. Little to no vegetation occurs within these areas. Patches of ruderal, weedy

vegetation poke up through the pavement and ornamental vegetation occurs near the abandoned buildings off of Airport Road and near the offices along Flightline Drive.

Wildlife

Because of on-going routine airport maintenance programs, most of the study area provides limited habitat value for wildlife. However, the northern, southwestern and southern-most portions of the airport support a wider diversity of wildlife due to the availability of habitat features including nesting sites, escape and thermal cover, and foraging areas. The drainage channels and other wetland features scattered throughout the airport provide a limited source of water for wildlife. A few scattered large trees located in the northwestern and southeastern portions of the airport provide potential roosting and nesting opportunities for raptors such as great horned owl, barn owl, Swainson's hawk and red-tailed hawk. The drainage channels and scattered seasonal wetlands provide seasonal nesting and foraging habitat for a variety of waterfowl and wading birds. Abandoned structures are expected to provide some nesting and roosting habitat for owls, and limited roosting for some common bat species known from the region. Larger areas of open grassland are expected to provide year-round foraging habitat for resident raptors such as red-tailed hawk, and seasonal foraging habitat for migratory raptors that winter in the region, such as Swainson's hawk and rough-legged hawk.

The following animals were observed on the airport in association with annual grassland communities: western meadowlark, ring-necked pheasant, mourning dove, yellow-billed magpie, savannah sparrow, western scrub-jay, northern mockingbird, Anna's hummingbird, Canada goose, American goldfinch, white-crowned sparrow, house finch, brewer's blackbird, killdeer, and American crow. Sign of black-tailed hare, coyote, raccoon, Botta's pocket gopher, California ground squirrel, and other small rodents was also observed throughout relatively undisturbed areas of grassland. During the field surveys, swallows, turkey vultures, red-tailed hawks, American kestrels, white-tailed kites, and a northern harrier were observed foraging or flying over the study area in various locations. Species observed in and around the few trees located in the northern and southeastern portions of the site included northern flicker, oak titmouse, and mourning dove.

Based on field observations of various raptors throughout the field surveys, it is expected that some nesting occurs in the few taller trees located in the northern and southeastern portions of the airport. No significant bat roosting activity or maternity colonies are expected to occur in the study area, some periodic, but limited day roosting activity may occur in various structures.

The March and April 2007 field surveys found most of the vernal pools, seasonal wetlands, and wetland swales of the study area were dry due to an unusually low rainfall season. Species observed in and around the drainage channels (including the limited area of riparian habitat in the southern drainage channel) during the March 2007 surveys included bullfrog (confirmed through observation of both adults and tadpoles in deeper sections of the southern channel), Pacific treefrog, Canada goose, killdeer, common snipe, red-winged blackbird, mallard, great egret, and black phoebe.

One individual osprey was observed briefly perching on a telephone pole during the March 29, 2007 field survey in an area of disked grassland located north of the Flightline

Drive terminus. This individual was present in the study area only briefly, and was likely moving between aquatic foraging areas located north of the study area.

Bird Strikes at Lincoln Regional Airport

Lincoln Regional Airport consists of approximately 775 acres, the majority, about 630 acres is annual grassland with embedded wetland habitat, the remainder consists largely of paved surfaces used for aircraft operations and aircraft support. The grassland and wetland habitat attract a variety of birds including raptors, songbirds and waterfowl.

The airport is bordered on the east by urban development within the City of Lincoln; on the south by rural-residential development (lots of 10 acre minimum), and on the west and north by agricultural lands in unincorporated Placer County. Land use planning within two miles of the airport is managed through the cooperative efforts of the City of Lincoln, Placer County and the Placer County Airport Land Use Commission (ALUC). The City in accordance with FAA design and safety requirements and the City's General Plan and zoning ordinance manages land on the City-owned airport.

To manage land within a two-mile radius of the airport property boundaries, the ALUC must make a determination of consistency regarding proposed land uses and the effect that the proposed airport projects have on surrounding land uses. This consistency determination includes the likely presence of wildlife attractants such as landfill or wastewater treatment facilities.

To manage and minimize bird strikes and protect human safety, general aviation airports, such as Lincoln Regional Airport, generally rely on FAA design requirements and FAA Advisory Circular 150/5200-33A, *Hazardous Wildlife Attractants on or Near Airports*, (July 27, 2004) to maintain safe conditions. The FAA is a party to a Memorandum of Agreement (MOA) between federal resources agencies (signed in July 2003). intended to protect aviation from wildlife hazards and in part supports federal agencies' management efforts intended to minimize wildlife risks to aviation and human safety.

There are no reported bird strikes at Lincoln Regional Airport and no reports of damage to aircraft, or incidents that required aircraft to conduct emergency landings due to bird strikes.

Waters of the United States

North Fork Associates delineated waters of the United States on ±704-acres of the Lincoln Regional Airport study area (*Wetland Delineation for the ±704-Acre Lincoln Regional Airport Study Area*, North Fork Associates, July 2007). The other ±118-acres had been previously delineated by others: approximately 93 acres east of Flightline Drive and approximately 25 acres at the end of Flightline Drive. Five categories of waters of the United States were mapped within the ±685-acre study area: marsh, seasonal wetland, vernal pool, wetland swale, and channel. Potentially non-jurisdictional drainage ditches are also scattered throughout the airport. Table 3.2-2 summarizes the acreage associated with each wetland feature. These wetland and other water features are summarized below.

Table 3.2-2 Estimated Wetland Acreage

Type	Acreage
Wetlands:	
Marsh	0.19
Wetland Swale	1.57
Basins:	
Seasonal Wetland	17.53
Vernal Pool	7.05
Other Waters	
Channel	2.10
Total Waters of the United States	**28.44**

Source: Wetland Delineation for the ±704-Acre Lincoln Regional Airport Study Area, North Fork Associates, July 2007

Marsh

One marsh is located in the Lincoln Regional Airport in the southwestern portion of the study area. It is a depression within a wetland swale where water collects and is retained by a man-made a berm. The marsh contained standing water during March and April 2007 field surveys, but was dry by May 2007. The marsh supports emergent vegetation including creeping spikerush and broad-leaved cattail.

Wetland Swale

Wetland swales are water conveyance features that do not develop the bed-and-bank morphology typical of streams. Moreover, they have wetland soils and are vegetated with wetland species. Several wetland swales occur throughout the study area and are remnants of natural drainage systems that were modified by airport construction in 1942. The swales have been further modified by 65 years of airport-related maintenance. Plant species within the wetland swales include pennyroyal, curly dock, Italian ryegrass, creeping spikerush, vernal pool buttercup, stipitate popcornflower, annual hairgrass, and long-beaked hawkbit.

Seasonal Wetland

Seasonal wetlands are low-lying areas where runoff and precipitation collect. They are similar to vernal pools, except they are dominated by non-native flora. Both the vernal pools and seasonal wetlands in the study area are basin features. They were mapped separately solely based on dominance of native or non-native flora. Many of the seasonal wetlands within the study area may have historically supported native flora, but due to disturbance (physical and/or hydrological), non-native species have invaded the basins. The highest concentrations of seasonal wetlands are located in the southern and southwestern portions of the study area. Although supporting similar plant species, the seasonal wetlands occur in various conditions. Some are located in relatively deep natural depressions, others are shallow and "smeared" due to the regular disking, while others are created by water pooling up behind berms or other barriers. Species in the seasonal wetlands include Carolina canary grass, Italian ryegrass, annual beard grass, curly dock, creeping spikerush, pennyroyal, prickly lettuce, soft rush, broad-leaved cattail, and hairy willow-herb.

Vernal Pool

Vernal pools are depressional wetlands that support a mostly native flora. They fill with winter/spring rainfall and remain inundated for longer periods than the surrounding upland due to an impermeable or semi-permeable hardpan subsurface layer. In the southern portion of the study area, because of the disturbance and change in hydrology due to the former spray field, very few of the depressional basins located within the airport were mapped as vernal pools. In general, the vernal pools represent the least disturbed basins in the study area. In the best examples of these features, vegetation consists of vernal pool species such as stipitate popcornflower, Vasey's coyote-thistle, white-flowered navarretia, Fremont's goldfield, vernal pool buttercup, double-horned downingia, Sacramento mesamint, and annual hairgrass. Most of the vernal pools were dry by March and April 2007 field surveys; however, the largest and deepest vernal pool (located in an excavated basin along the western study area boundary) contained pockets of standing water through May 2007.

Channel

The two channel systems on the Lincoln Regional Airport study area are man-made features cut approximately 4 to 8 feet below grade. The channels are shown as broken blue-line streams on the USGS Lincoln 7.5 minute quadrangle map and were likely natural stream systems that were channelized prior to construction of the original airport. The southern channel enters the study area from a culvert near Flightline Drive and leaves the study area via a culvert under Airport Road. The channel is vegetated, supporting riparian vegetation (such as Fremont cottonwood, Goodding's black willow, and arroyo willow) and broad-leaved cattail. About two feet of standing to slowly flowing water occurred in the southern channel through the end of the wetland surveys in May.

The northern channel enters the study area from a culvert under Flightline Drive, crosses under airport runways and taxiways, and leaves the study area through a culvert under Airport Road. Vegetation within the channel includes Italian ryegrass, broad-leaved cattail, vernal pool buttercup, and creeping spikerush. Standing water occurred in the northern channel through April, but it was mostly dry when field surveys were completed in May.

Ditches

The ditches (2.22 acres) within the Lincoln Regional Airport study area may not be jurisdictional based on the current US Army Corps of Engineers guidance (*Wetland Delineation for the 704-Acre Lincoln Regional Airport Study Area*, North Fork Associates, July 2007). Unlike the channels, the ditches within the study area are not represented as blue-line features on the USGS quadrangle map. The ditches were apparently dug in uplands to shed water away from the runways and taxiways. These features range from only a few inches deep to a few feet deep, and support a range of native vernal pool species to non-native vegetation similar to the seasonal wetlands. The ditches were all dry by April 2007.

Special-Status Species

Table 3.2-3 is a list of special status plants and animals that could potentially occur on the airport. This list of special status species in the region of the study area includes 10 plants and 14 animals that are known to occur in the project region. Table 3.2-3 indicates the potential for each species to occur within the airport. Ratings of a species likeliness to occur onsite are based on the proximity of the project to known occurrences and the types and quality of habitat on the airport.

Biologists reviewed existing information (including a search of the CNDDB [2006]), species lists obtained from the USFWS, previously prepared environmental documents, and species distribution and habitat requirements, and identified 24 special-status species (Table 3.2-3) and non-special-status migratory birds and raptors that could exist in the study area. The non-special status species are still protected by California Fish and Game Code 3503 and 3503.5 and the federal Migratory Bird Treaty Act (MBTA).

Based on special status field surveys (North Fork Associates 2007) and dry season fairy shrimp sampling (Helm 2007), of the 10 plant species and 14 wildlife species listed in Table 3.2-3, six of the special status plants and eight special-status wildlife species were determined to have the potential to occur within the study area. A description of each of the 24 species known to occur in the region is provided in the paragraphs following the table.

Table 3.2-3
Special Status Species with Potential to Occur in the Lincoln Regional Airport Study Area

Species	Status*			Habitat	Potential for Occurrence**
	Federal	State	CNPS		
Plants					
Big-scale balsam-root *Balsamorhiza macrolepis macrolepis*	-	-	List 1B.2	Cismontane woodland; valley and foothill grassland	Unlikely. Disturbance may preclude this species.
Dwarf downingia *Downingia pusilla*	-	-	List 2.2	Valley and foothill grassland; vernal pools	Possible. Good habitat is present and known occurrence just offsite to the east.
Bogg's Lake hedge-hyssop *Gratiola heterosepala*	-	CE	List 1B.2	Vernal pools	Possible. Suitable habitat is present in a few of the deeper pools in the study area.
Ahart's dwarf rush *Juncus leiospermus ahartii*	-	-	List 1B.2	Vernal pools	Possible. Suitable habitat is present. Known from nearby locations.
Red Bluff dwarf rush *Juncus leiospermus leiospermus*	-	-	List 1B.1	Vernal pools and seasonal wetlands	Unlikely. Nearest known occurrence is considered to be a misidentification (DFG 2007).
Legenere *Legenere limosa*	-	-	List 1B.1	Vernal pools and seasonal wetlands	Possible. Suitable habitat is present in a few of the deeper pools in the study area.
Pincushion navarretia *Navarretia myersii myersii*	-	-	List 1B.1	Vernal pools	Possible. Suitable habitat is present.
Slender Orcutt grass *Orcuttia tenuis*	FT	CE	List 1B.1	Vernal pools	Unlikely. Marginal habitat occurs in the study area. Prefers larger, deeper pools. Not known from Placer County.
Sacramento Valley Orcutt grass *Orcuttia viscida*	FE	CE	List 1B.1	Vernal pools	Unlikely. Marginal habitat occurs in the study area. Prefers larger, deeper pools. Not known from Placer County.
Sanford's arrowhead *Sagittaria sanfordii*	-	-	List 1B.2	Marshes, swamps, and other wetlands	Possible. Suitable habitat is present in southern channel.

Invertebrates					
Conservancy fairy shrimp *Branchinecta conservatio*	FE	-	-	Vernal pools.	Possible. Potential habitat present in study area. New documented occurrence in western Placer County.
Vernal pool fairy shrimp *Branchinecta lynchi*	FT	-	-	Vernal pools and seasonal wetlands.	Observed in dry-season surveys. Habitat present in study area. Numerous known occurrences in project region and project vicinity.
Vernal pool tadpole shrimp *Lepidurus packardi*	FE	-	-	Vernal pools and seasonal wetlands.	Possible. Potential habitat present in study area. Few known occurrences in project region.
Amphibians					
California tiger salamander *Ambystoma californiense*	FT	CSC	-	Breeds in vernal pools, seasonal wetlands or stock ponds.	Unlikely. Limited potential habitat in study area. No known occurrences in project region or in Placer County.
Western spadefoot toad *Scaphiopus hammondii*	-	CSC	-	Breeds in vernal pools, seasonal wetlands, or stock ponds.	Possible. Potential breeding habitat in vernal pools and seasonal wetlands. Known occurrences in project region
California red-legged frog *Rana aurora draytonii*	FT	CSC	-	Deeper pools and streams with emergent or overhanging vegetation.	Unlikely. No suitable aquatic habitat present in study area. No known occurrences in project region.
Birds					
Tricolored blackbird (nesting) *Agelaius tricolor*	-	CSC		Open water areas with tall emergent vegetation or in willow and blackberry thickets.	Unlikely. Limited potential nesting habitat in wetland areas in southern portion of study area. Known from project region.
Burrowing owl (burrow sites) *Athene cunicularia*	-	CSC	-	Dry grasslands, deserts, and scrublands.	Possible. Potential burrowing habitat within open grassland of study area. No evidence of occurrence observed during field surveys.

Birds					
Swainson's hawk (nesting and foraging) *Buteo swainsoni*	-	CT	-	Riparian woodlands and oak savannah with adjacent grassland or agricultural fields.	Possible. Suitable foraging and potential nesting habitat present in study area. Previously recorded nesting in project vicinity.
Northern harrier (nesting) *Circus cyaneus*	-	CSC	-	Freshwater and saltmarshes. Nests on ground near marsh edge.	Observed foraging. Potential foraging habitat present in study area and limited nesting habitat. Previously documented nesting in project vicinity.
Yellow warbler (nesting) *Dendroica petechia*	--	CSC		Nests in riparian deciduous habitats or open conifer forest with shrub cover.	Unlikely. Marginal-quality nesting habitat present within study area. Rare in project region.
White-tailed kite (nesting) *Elanus leucurus*	-	CFP	-	Open grassland, meadows, and farmlands. Nests in tall trees near foraging areas.	Observed foraging. Suitable foraging habitat located throughout study area. Limited nesting available.
California black rail *Laterallus jamaicensis coturnculus*	-	CT CFP	-	Salt marshes and occasionally freshwater emergent wetlands.	Unlikely. Limited suitable habitat within the study area. Few known occurrences in project region.
Mammals					
Townsend's big-eared bat *Plecotus townsendii*	-	CSC	-	Roosts in caves, mines, tunnels, buildings, or other structures in a variety of habitats.	Unlikely. Limited suitable roosting habitat in study area. May venture into study area for foraging.

*Status Codes:

Federal	FE	Federal Endangered
	FT	Federal Threatened
	FP	Federal Proposed Species
State	CE	California Endangered
	CT	California Threatened
	CR	California Rare (plants only)
	CSC	California Species of Concern
	CFP	California Fully Protected
CNPS	List 1B	Rare or Endangered in California
	List 2	R and E in California, more common elsewhere
	.1 - Seriously endangered in California	
	.2 – Fairly endangered in California	

**Definitions for the Potential to Occur:

- **None.** Habitat does not occur.
- **Unlikely.** Some habitat may occur, but disturbance or other activities may restrict or eliminate the possibility of the species occurring. Habitat may be very marginal, or the study area may be outside the range of the species.
- **Possible.** Marginal to suitable habitat occurs, and the study area occurs within the range of the species.
- **Likely.** Good habitat occurs, but the species was not observed during surveys.
- **Occurs:** Species was observed during surveys.

Special Status Plants

Big-scale balsam-root (*Balsamorhiza macrolepsis* subsp. *macrolepsis*) is an oak woodland and grassland species considered by the CNPS as a List 1B.2 species, which means "plants - rare, threatened, or endangered in California and elsewhere." However, the species is not listed by either the state or federal governments. It has been recorded within two miles of the study area. It blooms from March to June. Due to the historic and current disturbance (e.g., regular disking, maintenance, etc.), this species has a low potential to occur within the study area.

Big-scale balsam-root was not observed during March, April, and May surveys in 2007.

Dwarf downingia (*Downingia pusilla*) is a small annual member of the bellflower family (Campanulaceae). It has no state or federal status. The CNPS places the dwarf downingia on their List 2.2, meaning that, although it is rare in California, it is more widespread elsewhere. Dwarf downingia is distinguished from other members of the genus by having very small, white flowers that are not upside-down at blooming time. The species is an obligate wetland plant that occurs primarily in vernal pools. It blooms from March to May.

Dwarf downingia was not observed during the spring 2007 field surveys but is considered possible to occur on site. The nearest known occurrence of dwarf downingia is located just offsite to the east of the study area (DFG 2007). This species can be found in disturbed locations, such as tire ruts. Good habitat occurs in some of the onsite wetland features.

Bogg's Lake hedge-hyssop (*Gratiola heterosepala*) is a small annual member of the figwort family (Scrophulariaceae). It is given endangered status by the state CESA, although it has no federal status. The CNPS places it on its List 1B.2. It differs from the common *G. ebracteata* by having blunt tips on the leaves and sepals, which are smaller and of different lengths. It is restricted to deep vernal pools in northern California. It blooms from April to June, usually as the pools begin to dry.

Bogg's Lake hedge-hyssop was not observed during the spring surveys but is considered possible to occur on site. Only the common *G. ebracteata* was observed. Suitable habitat occurs in the few deep, less disturbed vernal pools in the study area.

Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*) and **Red Bluff dwarf rush** (*Juncus leiospermus* var. *leiospermus*) are very small annual members of the rush family (Juncaceae). They have no state status, but are both on the CNPS List 1B. They differ from the more common toad rush by having terminal flowers and from the introduced capped rush by having inconspicuous bracts. Ahart's dwarf rush grows in vernal pools along the east side of the Central Valley from Butte County to Calaveras County. Red Bluff dwarf rush grows in a variety of habitats that are seasonally wet. They both bloom from March to May. Suitable habitat is present within the study area for both species; however, it is unlikely that Red Bluff dwarf rush would occur within the study area because the typical reported range of the species is within Butte, Shasta, and Tehama counties and the nearest reported occurrence is thought to be a misidentification (DFG 2007).

Ahart's dwarf rush and Red Bluff dwarf rush were not found during surveys in spring 2007, although two widespread and common annual members of the genus *Juncus* were observed.

Legenere (*Legenere limosa*) is small annual member of the bellflower family (Campanulaceae). It is a CNPS List 1B.1 species. The genus name is an anagram of E.L. Greene, one of California's early botanists. It is the only species in the genus and has small, inconspicuous flowers that have pedicels rather than being sessile. Legenere prefers the drying mud of late season vernal pools and it blooms from April to June. It has been found in vernal pools in the Pleasant Grove Creek watershed south of the study area.

Suitable habitat occurs in the few deeper vernal pools on the airport. Legenere was not observed during surveys in spring 2007 but is considered possible to occur on site.

Pincushion navarretia (*Navarretia myersii* subsp. *myersii*) is an annual member of the phlox family (Polemoniaceae). It is on the CNPS List 1B.1, but has no state or federal status. Pincushion navarretia differs, in part, from the more common *N. leucocepahala* by its larger flowers. It is confined to vernal pools at a relatively few locations in the eastern Central Valley. It generally blooms in May.

It is possible for this species to occur within the vernal pools on the airport. Pincushion navarretia was not found during the spring 2007 field surveys. *N. intertexta* and *N. leucocephala*, both wetland species, were observed in the study area.

Slender Orcutt grass (*Orcuttia tenuis*) is an annual member of the grass family (Poaceae). It is a threatened federal species and an endangered state species. It is also on the CNPS List 1B.1. This species is better known from more northern California, but it also occurs in neighboring Sacramento County, where it prefers large, deep pools. This species is not currently known to occur in Placer County. The nearest record of Slender Orcutt grass is located in Sacramento County (DFG 2007).

Limited habitat occurs in the onsite vernal pools; slender Orcutt grass prefers larger, deeper vernal pools than the majority of those that occur within the study area. It is highly unlikely that this species would occur within the study area. Slender Orcutt grass was not observed during the field surveys in spring 2007.

Sacramento Valley Orcutt grass (*Orcuttia viscida*) is an annual member of the grass family (Poaceae). It is a federal endangered species and is a California endangered species. It is on the CNPS List 1B.1. Technical characteristics, such as longer lemma awns, separate this species from other members of the genus. It prefers large, deep vernal pools, and is known to occur only in Sacramento County. Sacramento Valley Orcutt grass blooms late, typically from May to July. This species is not currently known to occur in Placer County; the nearest record of Sacramento Valley Orcutt grass is located in Folsom (CDFG 2007).

Very marginal habitat occurs within the study area and it is highly unlikely that this species would occur within the study area. Sacramento Valley Orcutt grass was not observed during the field surveys in spring 2007.

Sanford's arrowhead (*Sagittaria sanfordii*) is an herbaceous perennial member of the water-plantain family (Alismataceae). It is on the CNPS List 1B.2. Sanford's arrowhead lacks the arrow shaped (sagittate) leaves of other members of the genus. It has sharply triangular petioles (leaf stems) that distinguish it in the vegetative state from *Alisma*, in which the back of the petioles are rounded. Its preferred habitat is marshes associated with slow-moving water in sloughs and ditches. It is known to occur in concrete-lined channels with only a few inches of soil. It has a long blooming period, starting as early as May and sometimes lasting until August.

It is possible for this species to occur within the large channel in the southern portion of the study area. Sanford's arrowhead was not observed during the spring 2007 field surveys; members of the similar genus *Alisma* were observed.

Special Status Wildlife

Conservancy fairy shrimp (*Branchinecta conservatio*), a federally endangered species, is a small crustacean in the Branchinectidae family. This species inhabits somewhat large, cool water vernal pools with moderately turbid water (USFWS 2005a). Similar to other vernal pool crustaceans, the life cycle of Conservancy fairy shrimp is closely tied to the ephemeral conditions of the pool in which they live. Vernal pools that support Conservancy fairy shrimp generally persist until June. The average age of maturity is 49 days, and individuals may live up to 154 days (USFWS 2005a). The female fairy shrimp carries its eggs in a brood sac. Eggs then either drop to the bottom of the pool or remain in the brood sac until the mother dies and sinks to the pool bottom. The eggs subsequently dry out as the pool dries at the end of the rainy season. The resting eggs, known as cysts, remain in the dry pool bed until rain stimulates hatching in the following season. Hatching of the eggs can begin within the same week that the pool starts to fill with rainwater.

Potential habitat for Conservancy fairy shrimp occurs in association with vernal pools and seasonal wetlands located throughout the airport. Although the dry season surveys did not conclusively find Conservancy fairy shrimp (Helm 2007), based on the presence of suitable habitat and the newly discovered occurrence of the species within Placer County and the project region, it is expected that Conservancy fairy shrimp has some limited potential for occurring within the study area.

Vernal pool fairy shrimp *(Branchinecta lynchi)*, a federally threatened species, is a small crustacean that occurs in association with vernal pools. This species is adapted to survive the seasonal flooding and drying of the pools in which they live. The average time of maturity of vernal pool fairy shrimp is 41 days, but can be as little as 18 days in warmer pools. After maturing this species breeds and produces eggs that are dropped to the bottom of the pool. Adult fairy shrimp die at the end of the wet season after the pool dries out. Remaining eggs are then protected throughout the dry season by a thick outer covering (USFWS 2007a). Vernal pool fairy shrimp occur in a variety of vernal pool habitats, including grassy and rock-bottomed pools, but are most often found in smaller vernal pools measuring less than 0.05 acres.

Suitable habitat for vernal pool fairy shrimp occurs in association with vernal pools and seasonal wetlands located throughout the study area. Based on the presence of suitable habitat, the previously documented occurrence of the species within the northern portion

of the site, and the close proximity to other known occurrences, vernal pool fairy shrimp is known to occur within the study area.

Vernal pool tadpole shrimp (*Lepidurus packardii*), a federally endangered species, is a small crustacean that inhabits vernal pools and swales of the Central Valley, containing clear to highly turbid water (USFWS 2007b). They are most often associated with pools found in grass-bottomed swales of unplowed grasslands. The life history of this species is closely tied to the seasonal cycle of the vernal pool that it inhabits and similar to that of vernal pool fairy shrimp (refer to previous discussion). After winter rainwater fills the pool, the population is reestablished from cysts that lie dormant in the dry pool sediments. The species matures at approximately three to four weeks after the pools have been filled. Some cysts hatch immediately, while others remain dormant until the subsequent rainy season. Based on the presence of suitable habitat and close proximity to other known occurrences in the region, vernal pool tadpole shrimp has the possibility to occur on the airport.

Tiger salamander *(Ambystoma californiense)*, a federally threatened species and California species of special concern, is a large, stocky terrestrial salamander that is endemic to California. It occurs primarily in annual grassland habitats and foothill regions at elevations below 1,500 feet. Adults of this species require vernal pools or other ephemeral bodies of water for breeding and egg-laying (Zeiner et al., 1988). They remain underground for most of the year in small mammal burrows in the vicinities of breeding ponds. Surface movements of adults are then associated with periods of significant rainfall. Breeding and egg-laying typically occurs from December through early February. Clusters of eggs are deposited on both submerged and emergent vegetation. Larvae typically transform during late spring or early summer and disperse from the breeding sites to nearby upland areas (Zeiner et al., 1988).

California tiger salamander is not documented by the CNDDB as occurring in the project region or in Placer County (DFG 2007). Due to the considerable distance from other known populations, and the marginal quality of breeding and upland habitat available, the potential for occurrence of California tiger salamander within the study area is considered very unlikely.

California red-legged frog (*Rana aurora draytoni*), a federally threatened species and California species of special concern, historically ranged from Marin County southward to northern Baja California. This species is still locally abundant within portions of the San Francisco Bay area and along the central coast. Only isolated populations of California red-legged frog (CRLF) have been documented in the Sierra Nevada and foothills region. Remaining aggregations within the Sierra foothills have become fragmented and nearly extirpated due to a variety of factors including habitat loss and fragmentation and expansions of exotic predators, (USFWS 2007c). CRLF prefers aquatic habitats with little or no flow, the presence of surface water to at least early June, surface water depths to at least 0.7 meters (2.3 feet), and the presence of fairly sturdy underwater supports such as cattails. The largest densities of this subspecies are typically associated with dense stands of overhanging willows and an intermixed fringe of sturdy emergent vegetation (USFWS 2005). CRLF typically breed from January to July, with peak breeding occurring in February. Eggs are attached to subsurface vegetation, and hatched tadpoles require 11 to 20 weeks to metamorphose.

The only documented occurrence of this species within the project region is from the east side of Folsom Lake over 18 miles southeast of the study area (DFG 2007). Based on the absence of suitable habitat and the rare occurrence of CRLF in the region and observed presence of predator (bull frogs) to this species on site, the potential for occurrence of CRLF within the study area is considered very unlikely.

Western spadefoot toad (*Scaphiopus hammondii*), a California species of special concern, occurs primarily in annual grassland habitats, open sandy floodplains, alluvial terraces, and occasionally in valley-foothill hardwood woodlands. Adults of this species use vernal pools and other ephemeral sources of water for breeding and egg-laying (Zeiner et al., 1988). Adults remain in underground burrows (up to 36 inches deep) in the vicinities of breeding ponds for most of the year, and rarely are encountered above-ground. Surface movement to adjacent breeding habitat typically occurs following the first significant rainfall of the year, with breeding and egg-laying occurring from late winter to the end of March. Egg masses are attached to plant material or on the top of submerged rocks. Hatching then occurs fairly quickly, usually within two weeks.

The CNDDB documents a few occurrences of this species in the general project region (DFG 2007). The closest documented occurrences are from approximately eight miles southwest of the study area in the northern portion of the City of Roseville and in the vicinity of Pleasant Grove Creek. Within the study area, scattered vernal pools, seasonal wetlands, wetlands swales and adjacent grassland provide potential habitat for western spadefoot toad. The channel located in the southern-most portion of the site may also provide limited seasonal breeding habitat for the species, although the presence of bullfrogs (which prey upon western spadefoot toad) may significantly reduce the suitability of available habitat. Based on the presence of potential breeding and upland habitat, and the proximity to other known occurrences in the region, it is expected that this species have a reasonable potential for occurring within scattered seasonal wetlands of the study area.

Tricolored blackbird (*Agelaius tricolor*) a California species of special concern, is a highly colonial species that primarily nests in freshwater emergent wetlands. Nesting colonies of this species are considered sensitive by DFG. This species generally requires open water, with protected nesting habitat, and suitable foraging areas close to the colony. Breeding and nesting typically takes place in dense cattails or tules, and may also occur in thickets of willow, blackberry, wild rose, and tall herbs. Nests are usually located a few feet over, or near, open freshwater habitat. Nesting areas must be large enough to support a minimum colony of about 50 pairs (Zeiner et al. 1990). Colonies may vary in size from about 50 nests to over 20,000 in an area of 10 acres or less. The breeding season is typically mid-April through late July. Incubation takes about 11 days, and young then leave the nest at about 13 days.

The CNDDB has documented nesting colonies of tri-colored blackbird in the Lincoln area and in the general vicinity of the study area (DFG 2007). Although documented within the project region, nesting colonies of tricolored blackbird are unlikely to occur in the study area due to the absence of preferred nesting habitat including larger areas of open water with adjacent tall, emergent vegetation.

Burrowing owl (*Athene cunicularia*), a California species of special concern, is considered rare in Placer County. This species is primarily associated with open, dry grasslands, deserts, agricultural areas, and rangeland. They often occur where numerous

burrowing mammals are present and frequently occupy California ground squirrel burrows (Zeiner et al. 1990). Burrowing owls may also use man-made structures such as debris piles, culverts, and cement piles for cover. Distinctive burrow characteristics for burrowing owl are not known. However, given the size of this owl, burrow entrances are expected to be at least seven centimeters in diameter. Circumstantial evidence of burrowing owl occurrence within an area typically consists of the presence of molted feathers, cast pellets, prey remains, or excrement near a burrow entrance. Breeding of burrowing owl occurs from March to late August and incubation lasts between 28 to 30 days. Young are fledged at about 44 days but remain near the burrow and join the adults to forage at dusk. Young burrowing owls often establish nest sites the following year near their natal sites.

The CNDDB documents only one previous occurrence of burrowing owl in the project region (DFG 2007). This occurrence is from approximately eight miles south of the study area in the northwestern portion of the City of Roseville near Fiddyment Road. No evidence of occurrence of this species was observed during the field surveys associated with this project. Based on the presence of suitable habitat and the known occurrence of this species within the region, it is expected that burrowing owl has some limited potential for occurring in the study area.

Swainson's hawk (*Buteo swainsoni*), a state threatened species, is an uncommon breeding resident and migrant in the Central Valley. The nesting lifestage of this species is considered sensitive by DFG. Breeding and nesting primarily occurs in riparian woodland habitats and oak savannah of the Central Valley, and often takes place near water. Some nesting in urban woodland areas has also been recorded. This species forages in adjacent agricultural fields, grasslands, and open pasture and have been known to forage as much as 20 miles from their nesting site. Small mammals, amphibians, reptiles, birds, and occasionally fish make up the diet of this species. Swainson's hawk often roosts in large trees but will sometimes roost on the ground. Nests consist of a platform of sticks, bark, and fresh leaves constructed in a tree, bush or utility pole from 4 to 100 feet above ground. Breeding occurs from late March to late August, with peak activity in late May through July. Incubation is about 25 to 28 days. Migrating individuals typically move south through California in September and October and move back to their summer range in March through May.

The CNDDB documents previous nesting of Swainson's hawk within five miles of the study area (DFG 2007). The closest documented occurrence was from 2003, and located less than two miles east of the site, near the intersection of Joiner Parkway and Nicolaus Road. Trees on the perimeter of the airport could provide suitable nesting habitat while the grassland is considered foraging habitat. Based on the presence of potential nesting and foraging habitat, and the close proximity to previously documented nesting activity, and larger areas of foraging habitat located to the north and west, it is expected that Swainson's hawk has a reasonable potential for nesting and/or foraging in portions of the study area on a seasonal basis (approximately March through August).

Northern harrier (*Circus cyaneus*), a California species of special concern, inhabits a variety of open habitats that are often intermixed with woody growth. Typical habitats include annual grassland, emergent wetlands, and agricultural fields. Northern harriers typically roost on the ground in tall grasses and forbs or in shrubby vegetation. Nests consist of either a large mound of sticks built on wet areas, such as seasonal wetlands, or a small cup of grasses built on drier sites. Northern harrier breeds from April to

September, with peak activity in June and July. Eggs are incubated for approximately 31 days, and fledging occurs at approximately 30 to 35 days after hatching.

The CNDDB documents previous nesting activity of northern harrier within the project region (DFG 2007). Suitable nesting habitat for this species occurs in association with annual grassland of the study area, primarily in the vicinity of wetland habitats. In addition, one individual northern harrier was observed foraging in open grassland in the southern-most portion of the study area during the March 2007 field surveys. Based on the presence of suitable habitat and direct observation of the species, it is expected that northern harrier has a reasonable potential for nesting within undeveloped areas of grassland of the study area, particularly in areas located to the north, west, and south of active airport areas.

Yellow warbler (*Dendroica petechia*) was once a common to locally abundant summer resident in riparian communities throughout much of California. Numbers of this species have significantly declined in recent decades, particularly in lowland areas such as the Sacramento and San Joaquin valleys (Zeiner et al., 1989). In northern California, yellow warbler mainly occurs as an uncommon to common summer resident and breeds in riparian woodlands up to 8,000 feet. It is also known to breed in montane chaparral, open ponderosa pine and mixed conifer habitats with substantial amounts of shrub cover. During migration, this species is found in a variety of forest and woodland habitats. Nests of yellow warbler consist of an open cup placed approximately 2 to 16 feet above ground in a deciduous tree or shrub. Breeding generally takes place from mid-April to early August with peak activity occurring in June. Incubation is approximately 11 days and young fledge at about 9 to 12 days following hatching.

The CNDDB (2007) documents only one nesting occurrence of yellow warbler in the project region. This 1994 occurrence is from approximately 14 miles northeast of the study area and located in riparian woodland habitat within the Spenceville Wildlife Area, Nevada County. Based on the rare occurrence of this species within low elevation areas and the project region, and the absence of suitable nesting habitat, occurrence of yellow warbler within the study area is considered highly unlikely.

White-tailed kite (*Elanus leucurus*), a California fully protected species, is an uncommon to locally fairly common resident and is typically found in grassy foothill slopes interspersed with oaks (including interior live oak), agricultural areas, and marshy bottomlands. They generally forage in undisturbed open grasslands, farmlands, meadows, and emergent wetlands, in areas with a high prey base. Nest trees range from single isolated trees to trees within larger stands. Nests of white-tailed kite are constructed near the top of oaks, willows, or other tall trees from 20 to 100 feet above ground. Breeding takes place from February to October, with peak activity from May to August. Incubation lasts between 28 and 30 days, and young usually fledge by October.

The CNDDB documents white-tailed kite as nesting within the project region. The closest document occurrences are from the north side of the City of Roseville and from the Loomis area, to the east of the study area (DFG 2007). Within the study area, potential nesting habitat occurs in association with a few scattered trees located in the northwestern corner and the southeastern portion of the site. In addition, one individual white-tailed kite was observed flying over the southern-most portion of the site carrying nesting material during the March 27, 2007 field survey. A white-tailed kite was also observed on March 29, 2007 foraging over grassland in the eastern-most portion of the

site, just east of Flightline Drive. Based on the presence of suitable habitat and direct observation of the species, it is expected that white-tailed kite has some limited potential for nesting within scattered taller trees of the study area, including trees located in the northwestern and southeastern portions of the site. Relatively undisturbed areas of grassland within the study area will also continue to function as suitable foraging habitat for the species.

California black rail *(Laterallus jamaicensis coturnculus)* is a scarce and secretive resident bird that occurs in saline, brackish, and freshwater wetlands (Zeiner et al., 1990). In northern California, this resident subspecies is mainly known from the San Francisco Bay area and Sacramento-San Joaquin Delta, and is usually found in the immediate vicinity of tidal sloughs. California black rail primarily occurs in tidal emergent wetlands dominated by pickleweed or in brackish marshes with tall, emergent vegetation. On occasion, this bird is found in freshwater in association with areas of bulrushes, cattails, and saltgrass. This subspecies is carnivorous and feeds mostly on isopods, insects and arthropods from the surface of mud and vegetation. The nest of the California black rail consists of a deep, loose cup of grasses constructed in dense vegetation. Nesting generally takes place from March through June.

The CNDDB documents a few occurrences of California black rail within the project region. The most recently documented occurrence (2006) is from approximately eight miles southeast of the study area and located in a large, cattail-dominated wetland along Clover Valley Creek, just northwest of the community of Loomis (DFG 2007). Based on the rare occurrence of this species within the region, and the limited amount of suitable habitat available, the potential for occurrence of this species within the study area is considered very unlikely.

Townsend's big-eared bat (*Corynorhinus townsendii*) is considered an uncommon species throughout most of California. It occurs in most habitat types, with the exception of subalpine and alpine areas. This species of bat requires caves, mines, tunnels, buildings, or other human-made structures for roosting. Distribution of this species is closely associated with the availability of caves and cave-like roosting habitat, including abandoned mines (Western Bat Working Group 2007). Populations primarily occur around areas dominated by exposed cavity or cavern-forming rocks or in historic mining districts. Separate sites for day, night, and maternity roosts are sometimes used. Mating generally occurs from November through February. Maternity colonies are then formed between March and June, depending on local climatic conditions. A single pup is born between May and July, and the young are then weaned at about six weeks (Zeiner et al., 1990). The diet of Townsend's big-eared bat primarily consists of moths (Western Bat Working Group 2007). Foraging takes places in a variety of habitats, but most often along wooded areas located adjacent to stream corridors.

The CNDDB (2007) has documented roosting of Townsend's big-eared bat at only one location within the project region. This 2003 occurrence is from an abandoned mine located approximately 11 miles east of the study area, just west of Highway 193. Based on the absence of suitable habitat, and the rarity of roosting colonies within the region, occurrence of this species within the study area is considered very unlikely.

Other Non-Special-Status Migratory Birds, including Raptors

Several non-special-status migratory birds, including raptors, could nest in and adjacent to the study area based on the presence of suitable nesting habitat (riparian woodlands, emergent marsh, and annual grasslands). The breeding season for most birds is generally from March 1 to August 15. Federal and state laws, including the MBTA and California Fish and Game Code 3503 and 3503.5, protect the occupied nests and eggs of these birds. DFG is responsible for overseeing compliance with the codes and makes recommendations on nesting bird and raptor protection.

Regulatory Framework

Local Regulations

This section summarizes City General Plan goals and policies and Municipal Code Sections that pertain to biological resources that could affect or be affected by the proposed Project.

Goal OSC-5: To preserve and protect existing biological resources including both wildlife and vegetative habitat. [New Goal]

Policy OSC-5.1 Protect Significant Vegetation

The City shall support the preservation of heritage oaks and threatened or endangered vegetative habitat from destruction. [Modified Existing Policy 5, Open Space, Conservation and Recreation Element]

Policy OSC-5.2 Management of Wetlands

The City shall support the management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats. Such communities shall be restored or expanded, where possible and as appropriate. [New Policy]

Policy OSC-5.3 Placer Legacy Open Space and Conservation Program

The City will continue to coordinate with Placer County and the Placer Legacy Open Space and Conservation Program to protect habitat areas that support endangered species and other special-status species. [New Policy]

Policy OSC-5.4 Encourage Planting of Native Vegetation

The City shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, *Public Draft* 7. Open Space and Conservation October 2005 Goals and Policies Report Page 7-5 provide habitat conditions suitable for native vegetation, and ensure that a maximum number and variety of well-adapted plants are maintained. [New Policy]

Policy OSC-5.5 New Development in Sensitive Areas

The City shall require that new development in areas that are known to have particular value for biological resources be carefully planned and where possible avoided so that the value of existing sensitive vegetation and wildlife habitat can be maintained. [New Policy]

Policy OSC-5.6 No Net Loss of Wetlands

The City will maintain a policy of no net loss of wetlands on a project-by-project basis, which may include an entire specific plan area. For the purpose of identifying such wetlands, the City will accept a map delineating wetlands that has been accepted by the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act of 1972. The term "no net loss" may include mitigation implemented through participation in an off-site mitigation bank or similar mitigation mechanism acceptable to the City and permitting agencies. [Modified Existing Policy, Public Facilities Element]

Policy OSC-5.7 404 Permit Requirements

The City may require project proponents to obtain 404 Permits, and prepare mitigation plans for, or provide for the avoidance, preservation, and maintenance of identified wetlands prior to submitting applications for land use entitlements. [Existing Policy, Public Facilities Element]

Policy OSC-5.8 Corps of Engineers Disclaimers

The City may, but need not, accept a Corps of Engineers disclaimer of any jurisdiction over the project of a Corps of Engineers 404 permit as the City's own plan for the achievement of a project's no net loss of wetlands. [Modified Existing Policy, Public Facilities Element]

Policy OSC-5.9 Wetlands Dedication

All preserved wetlands shall be dedicated to the City or a non-profit organization acceptable to the City and preserved through perpetual covenants enforceable by the City or other appropriate agencies, to ensure their maintenance and survival. With respect to areas dedicated to the City, acceptance shall be conditioned upon establishment of a lighting and landscaping district or other public or private funding mechanisms acceptable to the City. [Modified Existing Policy, Public Facilities Element]

Policy OSC-5.10 Native Vegetation for Landscaping

The City shall develop a list of native vegetation to be used as a landscape palette for use within open space / preserve areas. Native plants should also be incorporated into plant palettes used in developed areas by citizens and developers. [New Policy]

Policy OSC-5.11 Requirement for Biological Studies

The City shall require a biological study to be prepared by a qualified biologist for proposed development within areas that contain a moderate to high potential for sensitive habitat. [New Policy]

State Regulations

California Endangered Species Act

The CESA, established under California Fish and Game Code §2050 et. seq., identifies measures to ensure that endangered species and their habitats are conserved, protected, restored, and enhanced. The CESA restricts the "take" of plant and wildlife species listed by the state as endangered or threatened, as well as candidates for listing. Section 86 of the California Fish and Game Code defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Under §2081(b) of the Fish and Game Code, DFG has the authority to issue permits for incidental take for otherwise

lawful activities. Under this section, DFG may authorize incidental take, but the take must be minimal and permittees must fully mitigate project impacts. DFG cannot issue permits for projects that would jeopardize the continued existence of state listed species.

DFG maintains lists for Candidate-Endangered Species and Candidate-Threatened Species. Candidate species and listed species are given equal protection under the law. DFG also lists Species of Special Concern based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. Designation of Species of Special Concern is intended by the DFG to be used as a management tool for consideration in future land use decisions; these species do not receive protection under the CESA or any section of the California Fish and Game Code, and do not necessarily meet CEQA Guidelines §15380 criteria as rare, threatened, endangered, or of other public concern. The determination of significance for California species of special concern must be made on a case-by-case basis.

Section 2080.1 of the California Fish and Game Code stipulates that persons obtaining incidental take statements from the Department of the Interior (e.g., USFWS) for a federally listed species that is also state listed or a candidate for state listing, no further authorization or approval is necessary under CESA for that person to take that listed species if that person does both of the following:

> (1) Notifies DFG in writing that the person has received an incidental take statement or an incidental take permit issued pursuant to the federal Endangered Species Act of 1973; and
> (2) Includes in the notice to DFG a copy of the incidental take statement or incidental take permit.

Upon receipt of the notification specified in paragraph (1) above, DFG publishes receipt of the notice in the General Public Interest section of the California Regulatory Notice Register. Within 30 days of their receipt of the notice DFG determines whether the federal incidental take statement or incidental take permit is consistent with the requirements of CESA. If DFG determines that the incidental take statement or incidental take permit is not consistent with CESA, then the taking of that species may only be authorized pursuant to California Fish and Game Code §2080 et. seq.

California Fish and Game Code

The California Fish and Game Code provides protection from take for a variety of species, referred to as *fully protected species*. Section 5050 lists protected amphibians and reptiles. Section 3515 prohibits take of fully protected fish species. Eggs and nests of all birds are protected under Section 3503; nesting birds (including raptors and passerines [largest order (Passeriformes) of birds which includes over half of all living birds and consists chiefly of altricial songbirds of perching habits]), under Sections 3503.5 and 3513; birds of prey, under Section 3503.5; and fully protected birds, under Section 3511.

Migratory non-game birds are protected under Section 3800. Mammals are protected under Section 4700. The California Fish and Game Code defines *take* as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” Except for take related to scientific research; all take of fully protected species is prohibited. White-tailed kite is the only fully protected species that is known to occur in the Project Area.

Streambed Alteration Agreements (Section 1602 et seq.)

DFG has jurisdictional authority over wetland resources associated with rivers, streams, and lakes under California Fish and Game Code Section 1602. DFG has the authority to regulate all work within California that would substantially divert, obstruct, or change the natural flow of a river, stream, or lake; substantially change the bed, channel, or bank of a river, stream, or lake; or use material from a streambed.

In practice, DFG marks its jurisdictional limit at the top of the stream or lake bank or the outer edge of the riparian vegetation, where present, and sometimes extends its jurisdiction to the edge of the 100-year floodplain. Because riparian habitats do not always support wetland hydrology or hydric soils, wetland boundaries, as defined by CWA 404, sometimes include only portions of the riparian habitat adjacent to a river, stream, or lake. Therefore, jurisdictional boundaries under Section 1602 may encompass a greater area than those regulated under CWA 404.

DFG enters into a Streambed Alteration Agreement with an applicant and can request conditions to ensure that no net loss of wetland values or acreage will be incurred. The streambed or lakebed alteration agreement is not a permit but, rather, a mutual agreement between DFG and the applicant that completed prior to construction activities.

Federal Regulations

Endangered Species Act

The federal Endangered Species Act (ESA) protects fish and wildlife species, and their habitats identified by the USFWS as threatened or endangered. *Endangered* refers to species, subspecies, or distinct population segments that are in danger of extinction through all or a significant portion of their range; *threatened* refers to those likely to become endangered in the near future. The ESA is administered by the USFWS. Provisions of Sections 7 and 9 of the ESA are relevant to this Project and are summarized below:

Section 7: Endangered Species Act Authorization Process for Federal Actions

Section 7 provides a means for authorizing take of threatened and endangered species by federal agencies. It applies to actions that are conducted, permitted, or funded by a federal agency. Under Section 7, the federal agency conducting, funding, or permitting an action (in this case, the Federal Aviation Administration) must consult with the USFWS, to ensure that the proposed action will not jeopardize endangered or threatened species or destroy or adversely modify designated critical habitat. If a proposed action "may affect" a listed species or designated critical habitat, the lead agency is required to prepare a biological assessment evaluating the nature and severity of the expected effect. In response, the USFWS issues a biological opinion, with a determination that the proposed action either:

- May jeopardize the continued existence of one or more listed species (jeopardy finding) or result in the destruction or adverse modification of critical habitat (adverse modification finding); or

- Will not jeopardize the continued existence of any listed species (no jeopardy finding) or result in adverse modification of critical habitat (no adverse modification finding).

The biological opinion may stipulate discretionary "reasonable and prudent" alternatives. If the proposed action would not jeopardize a listed species, the USFWS issues an incidental take statement to authorize the proposed Project. Since the proposed Project could result in potential adverse effects on federally-listed species, the FAA, as lead federal agency on the airport, is required to prepare and submit a biological assessment to the USFWS, in compliance with Section 7 (16 U.S. Government Code [USC] 1536).

Section 9: Endangered Species Act Prohibitions

Section 9 prohibits the unauthorized take of any wildlife species federally listed as endangered. In the absence of regulations specifically addressing species listed as threatened, this prohibition also applies to threatened species. *Take*, as defined by ESA, means "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." *Harm* is defined as "any act that kills or injures the species, including significant habitat modification." In addition, Section 9 prohibits removing; digging up, cutting, and maliciously damaging or destroying federally listed plants on sites under federal jurisdiction. If the Project may result in take prohibited by Section 9, this take would need to be authorized through ESA Sections 7 or 10 (providing for the issuance of "incidental take" permits).

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the Soviet Union and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs (16 USC 703; 50 CFR 10, 21). Most actions that result in taking or in permanent or temporary possession of a protected species constitute violations of the MBTA. Examples of permitted actions that do not violate the MBTA are the possession of a hunting license to pursue specific game birds, legitimate research activities, display in zoological gardens, bird-banding, and other similar activities. The USFWS is responsible for overseeing compliance with the MBTA, and the U.S. Department of Agriculture's Animal Damage Control Officer makes recommendations on related animal protection issues.

Clean Water Act

The federal CWA was enacted as an amendment to the federal Water Pollution Control Act of 1972, which outlined the basic structure for regulating discharges of pollutants to waters of the United States. The CWA serves as the primary federal law protecting the quality of the nation's surface waters, including lakes, rivers, and wetlands.

Waters of the United States are areas subject to federal jurisdiction pursuant to Section 404 of the CWA. Waters of the United States are typically divided into two types: wetlands and other waters of the United States.

Wetlands are "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR § 328.3[b]; 40 CFR § 230.3). To be considered subject to federal jurisdiction, a wetland normally must support hydrophytic vegetation, hydric soils, and wetland hydrology (Environmental Laboratory 1987).

Other waters of the United States are seasonal or perennial water bodies, including lakes, stream channels, drainages, ponds, and other surface water features, that exhibit an ordinary high water mark but lack positive indicators for the three wetland parameters (33 CFR 328.4).

Permits for Fill Placement in Waters and Wetlands (Section 404)

Applicants must obtain a permit from the Corps for all discharges of dredged or fill material into waters of the United States, including wetlands, before proceeding with a proposed activity. The Corps may issue either an individual permit evaluated on a case-by-case basis or a general permit evaluated at a program level for a series of related activities. General permits are preauthorized and are issued to cover multiple instances of similar activities expected to cause only minimal adverse environmental effects. Nationwide permits (NWPs) are a type of general permit issued to cover particular fill activities. Each NWP specifies particular conditions that must be met for the NWP to apply to a particular project. Waters of the United States on the airport are under the jurisdiction of the Sacramento District of the Corps.

Compliance with CWA 404 requires compliance with several other environmental laws and regulations. The Corps cannot issue an individual permit or verify the use of a general permit until the requirements of the National Environmental Policy Act (NEPA), ESA, and the National Historic Preservation Act have been met. In addition, the Corps cannot issue or verify any permit until a water quality certification or a waiver of certification has been issued pursuant to CWA 401.

Water Quality Certification (Section 401)

The State Water Resources Control Board (SWRCB) has authority over discharges of dredged or fill material into waters of the United States through Section 401 of the CWA, which requires that an applicant for a Section 404 permit first obtain certification from the appropriate state agency stating that the fill is consistent with the State's water quality standards and criteria. In California, the authority to either grant certification or waive the requirement for permits is delegated by the SWRCB to the nine regional boards. The Central Valley RWQCB is the appointed authority for Section 401 compliance in the proposed project area. A request for certification or waiver must be submitted to the regional board at the same time that an application is filed with the Corps. The regional board has 60 days to review the application and act on it.

Impact Analysis

Methodology

This impact analysis is based on the Airport Layout Plan (ALP), the Airport Master Plan drawings and site-specific information gathered during field surveys. To the extent possible, the mitigation measures described for potential impacts on sensitive biological resources were developed through coordination with the FAA and the appropriate resource agencies.

Impact Assumptions

Construction activities associated with the proposed Project could result in temporary or permanent impacts on biological resources in the construction area and short-term or long-term indirect impacts on biological resources located adjacent to the construction areas. In assessing the magnitude of possible effects, the following assumptions were made regarding construction-related impacts on biological resources.

- Runway construction activities would occur within a maximum 150-foot-wide corridor (actual width could vary).
- Taxiway construction activities would occur within a maximum 100-foot-wide corridor (actual width could vary).
- All fallow fields and/or disturbed annual grasslands, within 250 feet of vernal pools or other waters of the U.S. are considered upland habitat for vernal pool fairy shrimp.
- All construction activities, including staging areas and access roads, would occur within a construction corridor. If any staging areas are identified outside a construction corridor, they will be located within previously graded, paved, or otherwise disturbed areas that do not support any sensitive biological resources.
- The extent of biological communities that would be removed during construction activities was estimated using the most current project information provided in the ALP. A biological monitor will be present during construction activities that occur within or near any sensitive biological resources.
- No creeks that provide habitat for special-status fish are in the study area; therefore, no impacts to special-status fish are expected.
- According to the North Fork Associates Biological Resources Assessment (2007), five of the special status wildlife species were associated with habitats that do not occur within or near the study area and were therefore eliminated from further consideration. The five species eliminated were giant garter snake, northwestern pond turtle, valley elderberry longhorn beetle, bald eagle, and bank swallow. The North Fork Associates study also determined six other species to have a minimal chance of occurring or nesting in the study area due to limited or marginal habitat availability, and also due to rarity of the species within the greater project region. These six species that were not studied further include the California tiger salamander, California red-legged frog, California black rail, tricolored blackbird, yellow warbler, and Townsend's big-eared bat.

- The North Fork Associates Biological Resources Assessment (2007) considered eight wildlife species to have a reasonable potential for occurring in the study area due to the presence of suitable habitat components or the direct observation of these species during field surveys. Potential impacts to and mitigation measures to avoid these species are discussed in the following impact section of this Recirculated Draft EIR chapter. The species that are discussed in more detail include Conservancy fairy shrimp, vernal pool fairy shrimp, vernal pool tadpole shrimp, western spadefoot toad, Swainson's hawk, burrowing owl, northern harrier, and white-tailed kite.
- According to the North Fork Associates Biological Resources Assessment (2007), four of the special status plant species were associated with habitats that do not occur within or near the study area and were therefore eliminated from further consideration. The four species eliminated were big-scale balsam-root, Red Bluff dwarf rush, slender orcutt grass, and Sacramento Valley orcutt grass.
- The North Fork Associates Biological Resources Assessment (2007) considered six plant species to have a reasonable potential for occurring in the study area due to the presence of suitable habitat components. Potential impacts to and mitigation measures to avoid these species are discussed in the following impact section of this Recirculated Draft EIR. The species that are discussed in more detail include dwarf downingia, Bogg's Lake hedge hyssop, Ahart's dwarf rush, Lengenere, pincushion navarretia, and Sanford's arrowhead.

Impact Mechanisms

The following types of activities could cause impacts on biological resources. These impact mechanisms were used to assess project-related impacts on biological resources in the study area:

- Grading, excavating/trenching, and paving activities during runway, taxiway, apron, parking and building construction;
- Temporary stockpiling and side-casting of soil, construction materials, or other construction wastes;
- Soil compaction, dust, and water runoff from the construction site;
- Short-term construction-related noise (from equipment);
- Degradation of water quality in seasonal and perennial wetlands, resulting from construction runoff containing petroleum products; and
- Alteration of surface or subsurface hydrology resulting in changes in water supply or water quality to creeks and wetlands.

Thresholds of Significance

CEQA Guidelines and professional standards were used to determine whether the proposed Project would have a significant impact on biological resources. A project would have a significant impact on biological resources if it would:

- Result in a substantial reduction in the number of, a restriction in the range for, or a loss of habitat for a population of any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by DFG or the USFWS;
- Have a substantial adverse effect by diminishing the area or quality of any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by DFG or the USFWS;
- Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the CWA, through direct removal, filling, hydrological interruption, or other means;
- Substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state policies protecting biological resources, including the City's ancestral tree ordinance.

Environmental Impacts—Proposed Project

The direct impacts of the Airport Master Plan on biological resources are discussed below. The analysis of direct impacts considers how disturbance to these habitats could affect biological resources including plants and wildlife species, federally protected wetlands or other waters of the United States, and waters subject to state jurisdiction. On a general basis, the project direct impacts on habitat types are as shown in Table 3.2-4.

Table 3.2-4. Habitat Direct Impacts

Habitat Type	Estimated Acreage Impact
Annual Grassland	99.81
Drainage Channel/Ditch	0.70
Vernal Pool	2.11
Seasonal Wetland	3.09
Wetland Swale	1.00
Marsh	0.19
Total	**106.90**

Sources: *Biological Resources Assessment for the ±822-Acre Lincoln Regional Airport Study Area* and *Wetland Delineation for the ±704-Acre Lincoln Regional Airport Study Area* (NFA July 2007a and 2007b respectively)

Impact 3.2-1a: Loss or Disturbance of Swainson's Hawk Foraging Habitat—Less than Significant with Mitigation

Project construction would result in the direct, permanent removal of approximately 99.81 acres of annual grassland habitat. Annual grassland environments in western Placer County are foraging habitats for the state and federally protected Swainson's hawk. Additional acreage adjacent to the construction footprints may be temporarily disturbed during construction because of grading, equipment storage or vehicle travel. Areas of temporary disturbance during construction are expected to recover to annual grassland habitat within 1-2 years following project construction. Implementation of Mitigation Measure 3.2-1a will reduce this impact to less than significant.

Mitigation Measure 3.2-1a:

The annual grassland habitat on the airport may provide foraging habitat for Swainson's hawk. The project creates a loss of 99.81 acres of Swainson's hawk foraging habitat. To address the potential loss of Swainson's hawk foraging habitat, the City of Lincoln will compensate for the permanent loss of annual grassland at a ratio 1:1. Mitigation for the loss of Swainson's hawk foraging habitat would occur by the City of Lincoln, Lincoln Regional Airport, in one or more of the following ways:

1) Through setting aside grassland acreage on the Airport through establishment of a designated habitat conservation area or combination of conservation areas for Swainson's Hawk habitat; or,
2) Through establishment on City-owned or entitled property of a permanent Swainson's Hawk habitat conservation easement; or,
3) Through the payment of In-Lieu fees for Swainson's Hawk habitat conservation; or,
4) Through a combination of No. 1), 2) and/or 3) above.

The City of Lincoln will notify DFG that this mitigation measure has been satisfied prior to airport construction on projects located within grassland areas as identified in the Airport Master Plan.

Impact 3.2-1b: Loss or Disturbance of Swainson's Hawk Nesting Habitat—Less than Significant with Mitigation

Project construction would result in the direct, permanent removal of approximately 0.32 acres of riparian habitat on the eastern-most portion of a channel east of Runway 33. This riparian habitat, contained completely within the drainage channel includes Fremont cottonwood, Goodding's black willow, and arroyo willow. Riparian environments are potential nesting habitats for the state and federally protected Swainson's hawk.

Mitigation Measure 3.2-1b:

To address the loss of Swainson's hawk nesting habitat, the City of Lincoln will compensate for the permanent loss of riparian habitat at a ratio 1:1. Mitigation for the loss of Swainson's hawk riparian nesting habitat would occur by the City of Lincoln, Lincoln Regional Airport, in one or more of the following ways:

1) Through setting aside riparian acreage on the Airport through establishment of a designated nesting habitat conservation area or combination of conservation areas for Swainson's Hawk nesting habitat; or,
2) Through establishment on City-owned or entitled property of a permanent Swainson's Hawk nesting habitat conservation easement; or,
3) Through the payment of In-Lieu fees for Swainson's Hawk nesting habitat conservation; or,
4) Through a combination of No. 1), 2) and/or 3) above.

The City will notify DFG that the conservation easement has been established prior to airport construction for projects identified in the Airport Master Plan.

Impact 3.2-2: Loss or Disturbance of Special-Status Plants—Less than Significant with Mitigation

Six special-status plants are identified as having the potential to occur in the Project Area: Dwarf downingia; Bogg's Lake hedge-hyssop; Aharts dwarf rush; Lengenere, pincushion navarretia and Sanford's arrowhead, however, none were found during floristic surveys. The California Native Plant Society lists all special-status species; only the Bogg's Lake hedge hyssop is also listed as endangered by the State of California. All of the plants are associated with vernal pool or marsh habitats. Construction activities associated with the proposed Project could result in the disturbance or loss of special-status plants, but none were found during floristic surveys. This impact is considered to be a less-than significant with the following mitigation.

Mitigation Measure 3.2-2

Not more than three years prior to disturbance of undisturbed areas within the footprint of a proposed Project, surveys for special-status plants shall be conducted by a qualified biologist. The surveys shall follow the Department of Fish and Game's *Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities* (revised May 8, 2000). If the presence of special status plants is confirmed, the City would set aside and preserve areas within the airport to construct and manage conservation areas for special status plant species at a ratio of 1:1.

Special status species, and CNPS List 3 and 4 plants, and sensitive habitats shall be shown on all plans for each future Airport Master Plan project. All construction or site activities that could result in disturbance to special status species (and CNPS List 3 and 4 plants) and sensitive habitats shall be shown on construction and development plans. A qualified biologist shall review plans and proposed construction activities for consistency with special status mapped locations.

Impact 3.2-3: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Vernal Pool Fairy Shrimp—Less than Significant with Mitigation

Vernal pool fairy shrimp habitat is found within the area proposed for airport development. Given the location of the habitat that includes vernal pools, seasonal wetlands and wetland swales, avoidance of the potential habitat and the adjacent areas (250-foot buffer zone) would make it infeasible to the proposed airport improvements. Protocol level surveys have been conducted under dry weather conditions (Helm 2007). The results of those surveys indicate that vernal pool fairy shrimp occupy about 1.56

acres of wetland basins and that an adjacent 9.17 acres of upland habitat occur around the habitat. Ground disturbance in the vicinity of the wetland basins would cause varying degrees of erosion, sedimentation and alteration of the hydrologic regimes, thereby affecting water quality and wetland habitat. To confirm presence of the species, protocol wet weather surveys will be conducted during the winter of 2007-2008. To verify the preliminary wetland delineation, the FAA will consult with the U.S. Army Corps of Engineers to determine the exact acreage amount of waters of the U.S.

Avoidance of impacts is considered infeasible, and fill of the potential habitat would be necessary to achieve the project objectives. As noted above, protocol surveys for these species have been conducted and will be continued in the winter of 2007-2008. Listed shrimp have been found on-site, and the Project would result in loss of the individuals present and the associated 1.56 acres of habitat. Loss of individuals, aquatic habitat and upland habitat for the federally listed fairy shrimp are considered potentially significant but would be reduced to a less-than significant level by implementation of the following mitigation measures.

Mitigation Measure 3.2-3a: Complete Protocol Surveys for Vernal Pool Fairy Shrimp

A qualified biologist with authorization from the USFWS will complete protocol-level surveys for special status fairy shrimp.

Mitigation Measure 3.2-3b: Compensate for the Impacts on Vernal Pool Fairy Shrimp

To compensate for the permanent loss of about 1.56 acres and the temporary disturbance of about 2.23 acres of non-native grasslands for the vernal pool fairy shrimp, the City, in coordination with the FAA, would set aside and preserve areas within the airport to construct and manage new vernal pool fairy shrimp habitat. To determine the mitigation acreage (mitigation ratio) the FAA will prepare a Biological Assessment (BA) that includes mitigation and conservation measures in accordance with Section 7 of the U.S. Endangered Species Act. The FAA will submit the BA to the USFWS for consultation and to request a Biological Opinion. The final mitigation ratios and conservation measures would be determined through consultation between the FAA and USFWS. The City would construct and maintain habitat within the airport for vernal pool fairy shrimp.

Impact 3.2-4: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Western spadefoot toad —Less than Significant with Mitigation

Within the study area, scattered vernal pools, seasonal wetlands, wetlands swales and adjacent grassland provide potential habitat for western spadefoot toad. The channel located in the southern-most portion of the site may also provide limited seasonal breeding habitat for the species, although the presence of bullfrogs may significantly reduce the suitability of available habitat. Based on the presence of potential breeding and upland habitat, and the proximity to other known occurrences in the region, it is expected that this species have a reasonable potential for occurring within scattered seasonal wetlands of the study area.

Avoidance of impacts is considered infeasible, and fill of the potential habitat would be necessary to achieve the project objectives. Protocol surveys for this species will be

conducted in the winter of 2007-2008. Loss of individuals, aquatic habitat and upland habitat for the species is considered potentially significant but would be reduced to a less-than significant level by implementation of the following mitigation measures.

Mitigation Measure 3.2-4a: Complete Surveys for Western spadefoot toad

A qualified biologist will complete surveys for the special status Western spadefoot toad.

Mitigation Measure 3.2-4b: Compensate for the Impacts on Western spadefoot toad habitat

If the species is identified as occurring on the airport, to compensate for the permanent loss or temporary disturbance of habitat the City would set aside and preserve areas within the airport to construct and manage new toad habitat. It is likely, that toad habitat will correspond closely with fairy shrimp habitat and that habitat creation and maintenance could be combined. However, if necessary, the City will create and maintain additional toad habitat on the airport to replace the loss of habitat. This would reduce the impact to less-than significant.

Impact 3.2-5: Filling Waters of the United States

The proposed Project would result in the direct removal of about 8.37-acres of waters of the United States on the airport:

- Channel 0.70 acre
- Ditch 0.40 acre
- Marsh 0.19 acre
- Seasonal Wetland 3.97 acre
- Vernal Pool 2.11 acre
- Wetland Swale 1.00 acre

The exact total acreage impacted by the proposed Project is estimated pending verification of the wetland delineation by the Corps. However, the determination of the effects and associated mitigation measures are considered to be the similar to those anticipated after wetland verification by the U.S. Army Corps of Engineers.

The FAA is the lead federal agency on the airport for activities that impact the environment. The federal government supports a policy of minimizing "the destruction, loss, or degradation of wetlands" (Executive Order 119900, May 24, 1977), and Sections 401 and 404 of the Clean Water Act regulate waters of the United States. Discharge of fill into waters of the United States is regulated by the Corps and requires a Section 404 permit, and a Section 401 certification from the RWQCB. In 1987, the CDFG adopted a no-net loss policy for wetlands, as has the State of California (the Governor's California Wetlands Conservation Policy, State of California, August 23, 1883). Activities that modify the bed and bank or substantially divert flows of streams, sloughs and intermittent drainages are also subject to regulations by the CDFG under Section 1600 of the Fish and Game Code.

Implementation of mitigation measure 3.2-5 would provide for no-net loss of wetlands, such that the net effect after mitigation is completed the impacts would be considered less than significant.

Mitigation Measure 3.2-5: Filling Waters of the United States

The City of Lincoln shall obtain authorization from Corps for the placement of fill in Waters of the U.S., required to implement the proposed Project under any alternative (except the No Action Alternative). Depending on the total amount of fill, mitigation to offset impacts to waters of the U.S. may be attached to the Corps permit. The City shall abide by all conditions attached to the Section 404 permit. The City shall also obtain Water Quality Certification (or a waiver) from the Regional Water Quality Control Board (RWQCB), as it will be required to make the Corps permit valid.

The need for mitigation to offset impacts to jurisdictional wetlands (if any) will be determined in consultation with Corps during the permitting process. If deemed necessary, mitigation would be attached as a condition of the 404 permit. The amount and type of mitigation will be largely dependent on the selected alternative and the extent of jurisdictional waters of the U.S. as determined by Corps when they verify the wetland delineation (North Fork Associates 2007) as the first step in the permitting process. Depending on the conditions of the permit, mitigation may be accomplished through on-site creation.

By securing and abiding by the conditions of Section 404 of the Clean Water Act permit, including providing mitigation and obtaining Section 401 Water Quality Certification from the RWQCB, impacts to jurisdictional Waters of the U.S. and wetlands would be below the threshold of significance.

Impact 3.2-6: Habitat Fragmentation, Less Than Significant

Fragmentation of large habitat patches into smaller reserve areas may reduce the total number of species that can be supported within a regional habitat. The proposed Master Plan for the Lincoln Regional Airport includes the north extension of Runway 15 by 1,000 feet. The Runway15 extension replaces an existing road and series of approach landing light systems. The runway extension does not create additional fragmentation or isolate any terrestrial or aquatic species. Loss of species or grassland habitat due to the runway extension are addressed in Impact 3.2-1 and Impact 3.2-2 and Mitigation Measures 3.2-1 and 3.2-2

Impact 3.2-7: Bird Aircraft Strike Hazard (BASH), Less than Significant with Mitigation Measures

To manage and minimize bird strikes and protect human safety, general aviation airports, such as Lincoln Regional Airport, generally rely on FAA design requirements and FAA Advisory Circular 150/5200-33A, *Hazardous Wildlife Attractants on or Near Airports*, (July 27, 2004) to maintain safe conditions. The FAA is a party to a Memorandum of Agreement (MOA) between federal resources agencies (signed in July 2003) intended to protect aviation from wildlife hazards and in part supports federal agencies' management efforts intended to minimize wildlife risks to aviation and human safety. The following mitigation measure will reduce bird strikes to less than significant.

Mitigation Measure 3.2-7: FAA Biological Assessment and Wildlife Management Plan

As part of the FAA review of the Lincoln Regional Airport Master Plan process the FAA is preparing a Biological Assessment to be used in formal consultation with the USFWS in accordance with Section 7 of the ESA. Included in the BA, and ultimately in the negotiated Biological Opinion between the two federal agencies, the FAA is including a Wildlife Hazard Management Plan (Plan). The Plan will include measures to manage bird strikes that protect the aviation and human safety in accordance with a federal multi-agency MOA. The Plan will take into account airport habitat and wildlife diversity, the reduction in grassland habitat due to project construction, wetland restoration and wildlife incursion prevention.

CEQA FINDINGS OF FACT
FOR THE FINAL EIR FOR THE
LINCOLN REGIONAL AIRPORT MASTER PLAN
CITY OF LINCOLN, PLACER COUNTY, CALIFORNIA

1.0 INTRODUCTION

The City Council of the City of Lincoln (Council) hereby certifies and finds that the Lincoln Regional Airport Master Plan Final Environmental Impact Report (Final EIR), State Clearinghouse Number 2007062027 (which consists of the Draft Environmental Impact Report dated November 2007, the Comments and Response to Comments, and Recirculated Chapter 3.2 Draft EIR), which is a Program EIR, has been completed in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 *et seq*., "CEQA") and that the Council received, reviewed, and considered the information contained in the Final EIR, and contained in all hearings and submissions of testimony from the Applicant (as defined below), the public and other agencies, and that the Final EIR reflects the independent judgment of the Council regarding the environmental impacts of the Lincoln Regional Airport. Concurrently with the adoption of these Findings, the Council adopts a Mitigation Monitoring and Reporting Program as part of this Final EIR.

Having received, reviewed, and considered the foregoing information, and any and all information in the administrative record, the Council hereby makes Findings pursuant to and in accordance with Section 21081 of the Public Resources Code as follows:

1.1 PROJECT BACKGROUND AND ENVIRONMENTAL IMPACT REPORT PROCESS

The project for the purposes of CEQA is the Council's discretionary approval of the proposed Lincoln Regional Airport Master Plan (the "proposed Project").

Notice of Preparation. The environmental process was initiated with the circulation of a notice of preparation ("NOP"), which was sent to responsible agencies and interested individuals for a 30-day review period beginning June 1, 2007 and ending June 30, 2007. The NOP, identifying the scope of environmental issues, was distributed to organizations, interested parties, and state, federal, and local agencies. The NOP and the responses to the NOP from agencies and individuals are included in Appendix A to the Draft EIR. A total of six comment letters were received.

Initial Study Checklist. No Initial Study Checklist was prepared for the proposed Project. Based on a preliminary review of the Project site and in consideration of the proposed Project activities, the City determined that potentially adverse effects may occur to, air quality, noise, land use, water quality/drainage, historical resources and biological resources. Those topics were addressed in detail in the Draft EIR.

Draft EIR. The Draft EIR was distributed for public review on November 29, 2007, for the 45-day review period with the comment period expiring on January 14, 2008. Six comment letters were received at the close of the public comment period. The specific and general responses to comments are in the Final EIR.

Recirculated Chapter: During public agency review, the California Department of Fish and Game noted that potential project impacts to the Swainson's hawk, an endangered species in

California, foraging and habitat were not adequately addressed in the Biological Resources Chapter of the Draft EIR. The chaptered was recirculated for a 45 day period beginning April 12, 2008.

Notice of Completion. A Notice of Completion was sent with the Draft EIR to the Governor's Office of Planning and Research State Clearinghouse on April 12, 2008 and notice was provided in newspapers of general and/or regional circulation.

Final EIR. The Final EIR was distributed on September 11, 2008.

Certification. On TBD, 2008, the Council held a public hearing on the Lincoln Regional Airport Master Plan Final EIR and certified the Final EIR. The Council in accordance with CEQA has prepared the Final EIR, as amended, and State Guidelines for the implementation of CEQA. The Final EIR is a Program EIR prepared in accordance with CEQA Guidelines Section 15168(a). The Council has relied on Section 15084(d)(2) of the CEQA Guidelines, which allows contracting with another entity, public or private, to prepare the Draft EIR. The Council has reviewed drafts of all portions of the EIR and subjected them to its own review and analysis. The Draft EIR that was released for public review reflected the independent judgment of the Council.

1.2 PROJECT FINDINGS INTRODUCTION

The Findings made by the Council on the proposed Lincoln Regional Airport Master Plan in the City of Lincoln, California, pursuant to Section 21081 of CEQA, and Section 15091 of the *CEQA Guidelines*, are presented below. All significant impacts of the proposed Project identified in the Final EIR are described herein and are organized according to the resource affected.

The Findings in this document are for the proposed Lincoln Regional Airport Master Plan and are supported by information and analysis from the EIR, including the responses to all public and agency comments. Where applicable, these Findings note the documents that contain the substantiation for each Finding.

For each significant impact, a Finding must be made as to one or more of the following, as appropriate, in accordance with Public Resources Code Section 21081 and CEQA Guidelines Section 15091:

> A. Changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR;
> B. Such changes or alterations are within the responsibility of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency; and/or
> C. Specific economic, legal, social, technological and/or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.

For each significant impact identified in the Final EIR, a Finding has been made that changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. A narrative of supporting facts follows the appropriate Finding.

1.3 PROJECT DESCRIPTION

1.3.1 PROJECT DESCRIPTION

The Lincoln Regional Airport is located on about 775-acres two miles (3.2 kilometers) northwest of downtown Lincoln near the intersection of Nicolaus Road and Aviation Boulevard as shown in Figures 1 and 2. The airport occupies most of section 7 and a portion of section 6, Township 12 north, Range 6 east of the Lincoln 7.5 minute quadrangle.

The airport is bounded on the south by Nicolaus Road; on the west by Airport Road; on the north by Wise Road and on the east by Aviation Boulevard. The only public entrance to the active portions (aircraft operational areas) of the airport is via controlled access from Flightline Drive west of Aviation Boulevard.

Background

Lincoln Regional Airport serves the general aviation needs of the City of Lincoln, the southwestern portion of Placer County, and a portion of northern Sacramento County. The City of Lincoln owns and operates the Lincoln Regional Airport, a public general aviation airport (the airport does not support commercial airline service) that serves regional general aviation requirements including piston-engine aircraft, privately owned business jets and helicopters.

Lincoln Regional Airport is designated a reliever airport for various airports in the Sacramento area and serves one of the fastest growing metropolitan areas in Northern California. Other airports within a 25-mile radius of the Lincoln Regional Airport that provide similar general aviation services include Auburn Municipal Airport, Sacramento Executive Airport, McClellan Field and Mather Airfield. The Sacramento International Airport is the closest airport serving major commercial airlines.

The Placer County Airport Land Use Commission (ALUC) has adopted the Placer County Airport Land Use Compatibility Plan (ALUCP) to ensure that land surrounding the Lincoln Regional Airport is zoned for airport-compatible uses. The City of Lincoln 2050 General Plan (currently being considered for adoption) also reflects compatible land uses consistent with ALUCP requirements. Land uses adjacent and near the airport are compatible with airport activities. Except for the airport itself and the area to the east, lands in the airport environs are unincorporated and under the jurisdiction of Placer County. Most of this area is devoted to dry land farming and livestock grazing with widely scattered residences. The only concentration of residential development within county jurisdiction is immediately south of the airport, south of Nicolaus Road, where several dozen homes are situated in a long-established rural-residential subdivision comprised of five-acre lots.

As originally constructed by the U.S. Army Air Corps during World War II, the airport consisted of four runways — three in a triangular arrangement and a fourth running through the center — each about 4,000 feet long by 300 feet wide. By the early 1970s, all but the center runway (now designated Runway 15-33) were closed and abandoned. In the early 1980's, the City of Lincoln acquired additional property and Runway 15-33 was extended northward to its present length of 6,001 feet and width of 100 feet. A full-length parallel taxiway (Taxiway 'A') east of Runway 15-33 is connected by five cross taxiways (Figure 3).

The airport's building area, on the east side of the airport, is divided into two general uses: 1) the existing aviation-related businesses including an air charter service, self-service and full-service aircraft fueling, aircraft repair and maintenance, flight instruction and aircraft painting; and 2) aircraft storage and parking. The airport's aircraft apron is approximately 66.3 acres with space for 240 aircraft parking. The majority of the aircraft hangars are currently located north of the apron area. A helicopter landing area (helipad) with accommodations for three helicopters is located between the aircraft apron and Taxiway 'A'.

Currently there are 231 fixed wing aircraft based on the airport. Forecasts in the *Airport Master Plan* (2007) indicate that the total number of aircraft to be based at the airport by the year 2010 will be 260. The majority of aircraft will be single-engine (*Airport Master Plan,* 2007). The same report estimates that by the year 2015 there will be 287 based aircraft.

Annual operations in 2007 at the airport, which include take-offs and landings, are currently 74,406. The projected operations are expected to increase to 80,000 by 2008 and are projected to increase to as many as 95,000 annually by the year 2013 and to 120,000 annual aircraft operations by 2023.

All airports participating in the FAA's National Plan of Integrated Airport Systems are required to prepare and maintain a current Airport Layout Plan (ALP) and Airport Capital Improvement Plan to receive Airport Improvement Program grants from the FAA. An ALP has been prepared for the airport that is intended to guide development of the airport facility. The FAA must approve the ALP prior to funding projects at the airport. The ALP is necessary to implement the goals in the airport's master plan.

Proposed Project – Construction Activities

The following is a summary of the specific airport facilities evaluated in the EIR and needed to serve projected annual aircraft operations and infrastructure needs for 2030. Each project is later described in detail.

- Extend primary runway (15R-33L) 1,000 feet to the north for a total length of 7,001 feet;
- Construct new runway safety area at north end of the extension of runway 15R-33L;
- Extend existing taxiway 1,000 feet north and construct cross taxiway and aircraft holding area to service the extension of runway 15R-33L;
- Construct a new runway (15L-33R, 3,350 feet long; 75 feet wide) parallel to existing runway (15R-33L);
- Relocate the existing helipad;
- Construct West Side Taxiway System;
- Construct a new jet center, arrival and departure building and parking on the east side of the airport;
- Construct new hangars and aircraft parking areas south of the existing airport offices and on east side of the existing taxiway;
- Construct new roads, taxilanes, hangars and aircraft parking and infrastructure to serve the west side aviation requirements;
- Construct new access road to service the west side aviation development; and
- Construct extensions of the perimeter security fence.

The following individual specific Airport Master Plan improvements are shown on Figure 4 and on the Airport Layout Plan:

Extend Runway 15-33: Lincoln Regional Airport has one runway, 100 feet by 6,001 feet. It is proposed to extend this runway by 1,000 feet, providing a total length of 7,001 feet. It is impractical to extend the runway to the south because of the location of Nicolaus Road and housing developments to the south of the airport. It is, therefore, proposed to extend the runway to the north to avoid conflicts with roads and development.

Construct new runway safety area: When extended, Runway 15-33 must meet the FAA Runway Safety Area (RSA) requirements along its entire length and 1,000 feet beyond the end of the runway. The new RSA will be located on existing airport property between the end of the runway extension and south of Wise Road. The RSA is intended to provide a measure of safety in the event of an aircraft excursion from the runway by significantly reducing the extent of personal injury and aircraft damage during overruns, undershoots and veer-offs.

Construct New Taxiways: The existing taxiways adequately serve the existing runway and the proposed parallel runway. When Runway 15-33 is extended 1,000 feet to the north, it is necessary to extend Taxiway 'A' 1,000 feet to the north and construct a new cross taxiway. All of the existing taxiways are 40 feet wide. For Lincoln Regional Airport, an ARC C III category airport, the taxiways need to be 50-feet wide. The new parallel taxiway, new west side taxiway and existing taxiways will be 50-feet in width.

Construct New Runway (15L-33R): A parallel runway is required to meet increased airport capacity. This parallel runway is designed as a reliever runway in which the small airplanes are diverted from the long runway, thus providing the additional required capacity on the long runway. The new runway (to be designated 15L-33R) is proposed to be 3,350-foot long by 75-foot wide. In order to keep this runway centered as much as possible on the existing and future development areas and to allow sufficient distance off the end of the runway so that aircraft can taxi on the cross taxiways without interfering with approaches to the short runway, it will extend from existing Taxiway F to Taxiway J. In order to provide simultaneous visual flight rules (VFR) operations on the two runways, and realize the increased capacity, it will be necessary that the centerline spacing between the two runways be established at 700 feet. This spacing was anticipated in the original 1976 Airport Master Plan and there will need no adjustment of any of the taxiways to accommodate this runway. The parallel runway will have an ARC B I classification.

Helipad Relocation: The existing helipad is located on the east side of the airport between Taxiway 'A' and the apron and near the south end of the runway. This helipad is located in an area to be used for aircraft storage. A location for a relocated helipad is shown on Figure 2-4 and the ALP.

West Side Taxiway System: To serve the west side of the airport and the proposed aircraft storage a new parallel taxiway to the existing and extended Runway 15-33 is required on the west side of the airport. Cross taxiways will be constructed to line up with the existing cross taxiways.

General Aviation Facilities: The existing aircraft parking apron on the east side of the airport is larger than is necessary to accommodate future transient and local tied-down aircraft. A portion of this apron will be abandoned and used for the development of aircraft storage hangars, a future jet center (maintenance and repair), and an arrival/departure building with associated automobile parking (40 spaces). Approximately 60 additional tee hangars will be developed on the existing

aircraft-parking apron and adjoining space. Additional tee hangars will be developed north and south of the existing south tee hangar. There will be approximately 250 total hangars in nested tee configuration.

West Side Aviation Development: Typically, the introduction of business jets to an airport generates the need for box hangars and large corporate hangars: 100 feet by 100 feet or larger. These larger hangars will be located on the west side of the airport and would be serviced by the new taxiways on the west side of Runway 15-33. The West Side Aviation development includes aircraft taxilanes; transient aircraft parking and nested tee hangars.

Construct New Access Road to Service the West Side Aviation Development: Currently, the only improved access to the airport is via Flightline Drive on the east side of the airport. The new access road on the west side will provide vehicular traffic access to the hangars and aircraft aprons and provides access for emergency vehicles. The road forms a loop, north from Nicolaus Road, along the western side of the proposed aviation development and westerly to Airport Road.

Construct Extensions of the Perimeter Security Fence: Due to increased security requirements at general aviation airports, the Transportation Safety Administration (TSA) recommends a chain link fence around the airport, including along the western portions of the airport, areas that have not historically been fenced. The fence will limit airport access by unauthorized personnel and will alert airport management to their presence. The seven-foot fence impedes large mammals, primarily deer, from entering active portions of the airfield.

1.4 PROJECT ANALYSIS

The detailed analysis of potential environmental impacts and proposed mitigation measures for the Lincoln Regional Airport Master Plan is presented in Chapter 3.0 of the EIR. Responses to comments and any clarifications or revisions to the Draft EIR are provided in Appendix B of the Final EIR.

Within the Final EIR is the evaluation of ten major environmental categories for project specific and cumulative impacts with respect to potential significant adverse impacts. The environmental categories include the following:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils and Paleontology
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Public Services and Utilities
- Noise
- Transportation and Circulation

Of these environmental categories, the Council concurs with the conclusions in the Final EIR that the potential impacts described can be mitigated to a level of less than significance.

In addition to the environmental categories addressed in the Final EIR, five other major categories were found not to be significant in the Draft EIR prepared for the Lincoln Regional Airport Master Plan:

- Aesthetics
- Agricultural Resources
- Mineral Resources
- Population and Housing
- Recreation

The Council concurs with the conclusions on these categories and finds that no significant impacts have been identified as to those categories.

1.5 PROJECT FINDINGS ORGANIZATION

This Findings document is organized as follows:

- Section 1 – Introduction and Background
- Section 2 – Potential environmental effects of the proposed Project that are less than significant.
- Section 3 – Potentially significant environmental effects of the proposed Project that have been mitigated to a level of less than significance.
- Section 4 – Cumulative effects of the proposed Project that have been mitigated to a level of less than significant.
- Section 5 – Alternatives to the proposed Project.
- Section 6 – Findings regarding the Mitigation Monitoring and Reporting Program.
- Section 7 – CEQA Guidelines section 15091 and 15092 findings.
- Section 8 – CEQA section 21082.1 (c) findings.
- Section 9 – List of acronyms and references.

2.0 POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT THAT ARE LESS THAN SIGNIFICANT

The following issues were evaluated in the Draft EIR and found to have no potential to cause significant impact and, therefore, require no project-specific mitigation measures. In the following presentation, each resource issue is identified and the potential for significant adverse environmental effects is discussed.

2.1 Air Quality

Impact: Generation of Emissions from Construction of Building Facilities and Taxiways

Finding: The significance of construction-related emissions was evaluated by comparing construction-related emissions estimates with Placer County APCD thresholds for ROG, NO_x, PM_{10}, and CO. All of the construction-related emissions estimates are less than the significance thresholds.

Facts Supporting the Findings

Construction of the proposed Project would result in the temporary generation of emissions of ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$ that would result in short-term impacts on ambient air quality in the area. Emissions would originate from mobile and stationary construction equipment exhaust, employee vehicle exhaust, dust from clearing the land, exposed soil eroded by wind, and ROG from architectural coatings and asphalt paving. Construction-related emissions would vary substantially depending on the level of activity, the length of the construction period, specific construction operations, types of equipment, the number of personnel, wind and precipitation conditions, and the soil moisture content.

Construction-related emissions associated with hangar buildings were estimated using the Urbemis2007 emissions model version 9.2.2. This model is available at http://www.urbemis.com. The Urbemis2007 model applies industry-standard estimates of construction activity levels and emission rates, based on user-specified amounts of land use.

Construction of the taxiways and the new runway would involve activities and materials similar to construction of vehicle roadways. Therefore, construction-related emissions associated with taxiways and the new runway was estimated using the Road Construction Emissions Model, version 5.2. This model is available at http://www.airquality.org/ceqa/index.shtml#construction. The Road Construction Emissions Model applies industry-standard estimates of construction activity levels and emission rates to the various phases of roadway construction.

Implementation of the Lincoln Regional Airport Master Plan would occur over an estimated 20-year period. Portions of the facilities, rather than all the facilities, would be under construction on any single day. Emission estimates were based on the largest amount of building construction expected to occur at one point in time, and the largest amount of taxiway or runway construction expected to occur at any one point in time.

Construction of building facilities is not expected to occur at the same time as construction of taxiways or the new runway. Therefore, emissions associated with these two activities would remain separate, rather than being added together.

Impact: Entrainment of Naturally Occurring Asbestos (NOA) Emissions

Finding: The California Department of Conservation's California Geological Survey (CGS) map and accompanying report on the relative likelihood for the presence of NOA, *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Placer County, California* indicates the likelihood of NOA being present on a project site as "Areas Least Likely to Contain NOA".

Facts Supporting the Findings:

Naturally-occurring asbestos (NOA) may be an issue in El Dorado County, Placer County, and eastern Sacramento County. Emissions of NOA have been attributed to soil-disturbing activities, including construction activities. The California Department of Conservation's California Geological Survey (CGS) released a map and accompanying report on the relative likelihood for the presence of NOA, *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Placer County, California*. The map and report were used as a screening-level indicator of the likelihood of NOA being present on a project site. The asbestos map and report, and additional information on these documents and NOA in general, are available on the Department of Conservation's website.

To determine the potential impact from NOA the project's location was compared to maps in the *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Placer County, California.* The map indicates a project site is located in "Areas Least Likely to Contain NOA".

Impact: Generation of Emissions from Aircraft Activity

Finding: Aircraft emissions under current and future forecast conditions were estimated using the FAA Emissions and Dispersion Modeling System. Implementation of the Lincoln Regional Airport Master Plan would affect the relative portion of aircraft based at the Lincoln Regional Airport, as opposed to other airports. However, implementation of the plan would not affect the number or type of aircraft operations that would occur at the Lincoln Regional Airport. Therefore, the emissions estimates would apply to conditions both with and without implementation of the plan. The plan itself would not result in any change in aircraft emissions.

Facts Supporting the Findings:

Aircraft emissions are related to exhaust from aircraft traveling to and from the Project site. The Emissions and Dispersion Modeling System (EDMS) was used to estimate aircraft emissions. EDMS was developed in the mid-1980s as a complex source microcomputer model designed to assess the air quality impacts of proposed airport development projects. EDMS is designed to assess the air quality impacts of airport emission sources, particularly aviation sources, which include aircraft, auxiliary power units (APU), and ground support equipment (GSE). In 1998, the Federal Aviation Administration (FAA) identified EDMS as the required model to perform air quality analyses for aviation sources. Additional information on EDMS is available at the FAA website: http://www.faa.gov/about/office_org/headquarters_offices/aep/models/edms_model.

The estimate of aircraft emissions is based on information presented in the Lincoln Regional Airport Master Plan. Chapter 3 of the plan, *Aviation Forecasts*, presents information on aircraft activity levels, and the mix of aircraft types. This chapter of the plan presents information on current airport activity and future year forecasts.

Impact: Generation of Mobile Source and Area Source Emissions from Project Operations

Finding: All operational emissions estimates are less than the significance thresholds.

Facts Supporting the Findings:

Operational mobile source and area source emissions associated with the proposed Project were estimated using the Urbemis2007 emissions model version 9.2.2. The significance of operational emissions was evaluated by comparing these emissions estimates with Placer County APCD thresholds for ROG, NO_x, PM_{10}, and CO. Project-related mobile source and area source operational emissions were estimated using the Urbemis2007 emissions model version 9.2.2. This model is available at http://www.urbemis.com. The Urbemis2007 model applies industry-standard trip generation rates and emission rates, based on user-specified amounts of land use. The model addresses specific geographic regions in estimating emissions.

Traffic data used in the analysis of mobile source emissions are from the traffic analysis conducted for the EIR. The traffic analysis includes motor vehicle trip generation estimates for a 2012 interim level of development, and a 2030 buildout level of development. Mobile source emissions estimates were prepared for both of these levels of development.

Impact: Exposure of Sensitive Receptors to Substantial Concentrations of Carbon Monoxide

Finding: The CO screening procedures described in the *Transportation Project-Level Carbon Monoxide Protocol* were applied to the results of the traffic analysis conducted for this EIR. The Project would result in increase in traffic volumes that are substantially less than the threshold presented in *Transportation Project-Level Carbon Monoxide Protocol*.

Facts Supporting the Findings:

Under the Existing Plus Project scenario, four of the five signalized study intersections would operate at level of service (LOS) D or better. Under the 2012 Plus Project scenario, all 10 signalized study intersections would operate at LOS D or better. Under the Cumulative (2030) Plus Project scenario, all 16 signalized study intersections would operate at LOS D or better. Based on the *Transportation Project-Level Carbon Monoxide Protocol*, the proposed Project is considered to not have the potential for resulting in a significant CO air quality impact at these intersections.

Under the Existing Plus Project scenario, the signalized intersection of State Route 65 and 7th Street intersections would operate at LOS E. However, based on the criteria described above, and presented in the *Transportation Project-Level Carbon Monoxide Protocol*, the Project is not considered likely to worsen air quality for the area substantially affected by the Project. The Project would result in a 0.3% increase in traffic volume at this intersection, substantially less than the 5% threshold presented in *Transportation Project-Level Carbon Monoxide Protocol*.

Impact: Emissions from Concurrent Project Construction and Operations

Finding: **T**he project-related construction activities would occur over an estimated 20-year period. As a result, completed portions of project-related improvements would generate operational emissions while later portions of the improvements are being constructed. This would result in total project-related emissions being the sum of operational and construction-related emissions.

Facts Supporting the Findings:

The precise amount of emissions generated by the summing of construction-related emissions and operational emissions cannot be known at this time because the sequence and precise timing of project construction phasing is not known. The significance of the combined construction and operational emissions was evaluated by comparing these emissions estimates with Placer County APCD thresholds for ROG, NO_x, PM_{10}, and CO. All combined construction and operational emissions estimates are less than the significance thresholds.

2.2 Biological Resources

Impact: Loss or Disturbance of Special-Status Plant Species

Finding: Five special-status plant species, all associated with vernal pool or marsh habitats, were identified as having the potential to occur in the Project Area, however, none were found during floristic surveys.

Facts Supporting the Findings:

North Fork Associates botanists conducted botanical surveys in 2007 to locate special-status plants identified as having the potential to occur in the study area. Botanical surveys were conducted according to DFG and CNPS Botanical Survey Guidelines (California Native Plant Society 2001). During the field surveys, all plants were identified to the level necessary to determine whether they qualified as special-status plants or were plant species with unusual or significant range extensions. In general, survey intensity varied depending on species richness, habitat type and quality, and the probability of special-status plants occurring in a particular habitat type. The botanist walked meandering transects through all portions of the study area with natural vegetation. More focused surveys were conducted in areas with the greatest potential for special-status plants to grow (e.g., riparian, and wetland communities).

Impact: Habitat Fragmentation

Finding: Construction of the project does not fragment habitats.

Facts Supporting the Findings:

Fragmentation of large habitat patches into smaller reserve areas may reduce the total number of species that can be supported within a regional habitat. The proposed Master Plan for the Lincoln Regional Airport includes the north extension of Runway 15 by 1,000 feet. The Runway 15 extension replaces an existing road and series of approach landing light systems. The runway extension does not create additional fragmentation or isolate any terrestrial or aquatic species.

2.3 Geology, Soils and Paleontology

Impact: Potential Structural Damage and Injury Caused by Fault Rupture

Finding: Based on available geologic data of fault locations and locations of earthquake epicenters, the risk of surface fault rupture on the airport is generally low because of its distance from active faults and it is not located within a delineated Alquist-Priolo Earthquake Fault Zone.

Facts Supporting the Findings:

The Fault Activity Map of California, Charles W. Jennings, 1994, indicates the nearest faults are the Spenceville/Deadman fault and the Wolf Creek Fault. Both of these faults are 10 to 15 miles east of the airport, in the Sierra Nevada Province. Each fault is classified as pre-quaternary age, greater than 1.6 million years, and without recognized quaternary displacement.

The airport is located 90 miles east of the San Francisco Bay Area and lies within Seismic Risk Zone 3. Earthquakes in Seismic Risk Zone 3 pose a lesser risk than those experienced in Zone 4 (such as the San Francisco Bay Area). Consequently, the airport and surrounding area may be affected by regionally occurring earthquakes; however, impacts resulting from such an event would be less in nature than those experienced in the Bay Area. The airport is neither located within, nor crosses, a delineated Alquist-Priolo Earthquake Fault Zone.

Impact: The Proposed Project Would Not be Located on a Geologic Unit or Soil that is Unstable, or that Would Become Unstable as a Result of the Project, and Potentially Result in on-or off-site Landslide, Lateral Spreading, Subsidence, Liquefaction, or Collapse.

Finding: The airport is not located within a delineated Alquist-Priolo Earthquake Fault Zone and the probability of soil liquefaction actually taking place on the airport is considered to be a low hazard.

Facts Supporting the Findings

The airport is located three miles west of downtown Lincoln on relatively flat ground. The geology of the airport and the immediate area consists entirely of alluvium of the Quaternary Riverbank Formation, which generally is composed of unconsolidated stream and basin clay to sand/gravel-sized deposits. The Riverbank Formation underlying the airport is not a saturated deposit and therefore, not subject to liquefaction potential during a seismic event.

Impact: Potential Structural Damage as a Result of Development on Expansive Soils

Finding: The major limitations to urban use of the Project area soils are the very slow permeability of the subsoil, the shrink-swell potential of the subsoil, and the limited ability of the soil to support a load.

Facts Supporting the Findings

Various soil map units in the Project Area have been identified as having moderate to high shrink-swell potential. Expansive soils have the potential to compromise the structural integrity of proposed new facilities (including runways, taxiways, buildings, and other associated features). However, the Project applicants are required to implement UBC and City General Plan standards into the Project design for applicable features to minimize the potential shrink-swell hazards on associated Project features.

Impact: Potential Accelerated Runoff, Erosion, and Sedimentation from Grading Activities

Finding: Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase erosion and sedimentation.

Facts Supporting the Findings

Construction activities could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at the construction sites and staging areas. A Storm Water Pollution Prevention Plan (SWPPP), as required by the Regional Water Quality Control Board, to be developed by a qualified engineer or erosion control specialist and implemented before construction will reduce adverse affects to soil erosion. The objectives of the SWPPP would be to: (1) identify pollutant sources that may affect the quality of storm water associated with construction activity; and (2) identify, construct, and implement storm water best management practices.

2.4 Hazards and Hazardous Waste

Impact: Safety Hazards near a Public or Public-Use Airport

Finding: Implementation of the proposed Projects on the Lincoln Regional Airport would not result in a safety hazard relevant to the airport or to adjacent land uses.

Facts Supporting the Findings

The City has reviewed the FAA Regulations (Part 77) concerning obstacles to navigable airspace as they apply to the airport and surrounding areas and has identified that existing land uses would not constitute an obstacle to navigable airspace. The Lincoln Regional Airport Master Plan will be reviewed by the Placer County Airport Land Use Commission to confirm the City's evaluation that land uses in the vicinity of the airport are compatible with aeronautical operations.

FAA Advisory Circular 150/5200–33A recommends a separation distance of at least 10,000 feet from any hazardous wildlife attractants for airports that serve turbine-powered aircraft (such as the Lincoln Regional Airport). The proposed Project includes potential wildlife attractant habitats (i.e., the riparian corridor associated with Markham Ravine and various seasonal wetlands on the airport) within 10,000 feet of the airport. Wetlands and riparian corridors have historically surrounded Lincoln Regional Airport. The predecessor of the present-day airport was constructed in 1942 as a military airfield and deeded to the City in 1946. At that time, it is likely that wetlands and riparian features occupied areas surrounding the airfield. Many of these areas remain wetlands or riparian features to this day.

2.5 Hydrology and Water Quality

Impact: Substantial Depletion of Groundwater Supplies or Interference with Groundwater Recharge

Finding: Groundwater would not be used as a water supply for the proposed Project. The proposed Project would create new impervious surfaces that could interfere with groundwater recharge to alluvial and unconfined aquifers and potentially affect groundwater supplies or levels.

Facts Supporting the Findings

Potable water is supplied to the airport by Placer County Water Agency; no groundwater is extracted for use on the Project.

The existing soil conditions are not favorable for infiltration and thus recharge from the Project site is likely limited in the pre-project conditions. The proposed Project would not adversely affect groundwater levels or recharge. The airport is near the eastern boundary of the 351,000-acre North American sub-basin of the Sacramento Valley Groundwater Basin. Little or no groundwater flows into or out of the groundwater basin from the Sierra Nevada along the eastern edge. Recharge areas for the aquifer system underlying the City generally are limited to the Coon Creek, Doty Ravine, Markham Ravine, Auburn Ravine, Ingram Slough, and Orchard Creek stream channels.

2.6 Land Use and Planning

Impact: Development Proposed by the Airport Master Plan Could Conflict with an Adopted Applicable Land Use Plan, Policy or Regulation of an Agency with Jurisdiction Over the Project Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

Finding: The proposed Lincoln Regional Airport Master Plan does not avoid or mitigate an environmental effect.

Facts Supporting the Findings

The City of Lincoln has local jurisdiction over the approval of the airport master plan, and therefore over the impacts of individual projects that comprise the developments and improvements to the airport. The City will consult with the Placer County Airport Land Use Commission to assure that airport projects are compatible with the Placer County Airport Land Use Compatibility Plan.

The City has provided the ALUC with the Lincoln Regional Airport Master Plan (2007) and the ALUC will provide comments related to the master plan and ALUCP and this EIR. The Airport Master Plan is consistent with the City's General Plan (2007) land use and zoning designations as described above and does not conflict with any other land use plan, City policy or regulation.

2.7 Public Services and Utilities

Impact: Increased Demand for Fire Protection Services

Finding: Project implementation would not significantly increase demand on the City of Lincoln for fire protection services to serve the proposed Project.

Facts Supporting the Findings

City of Lincoln Fire Station #34 is currently the closest station to the proposed Project. The Lincoln Fire Department averages 7.5 minutes response time to a call. It is unlikely that the proposed Project will prevent fire services from providing current levels of service to Lincoln residents. The City of Lincoln's General Plan (2050) policies PFS 8.2, PFS 8.4 and PFS 8.5 ensure adequate staffing levels and capital improvements to accommodate an increase in demand for fire protection services.

Impact: Potential Increased Need for or Adverse Effects on Police Services (Response Times or Facilities)

Finding: Project implementation would not significantly increase the need for City-provided law enforcement services on the Project Area.

Facts Supporting the Findings:

The City of Lincoln's police services are housed at the Lincoln Police Department station, approximately 3.2 miles southeast of the proposed Project area. Police service standards require priority one calls to be answered within an average of 5 minutes. The proposed Project does not contain a housing component that would dramatically increase the demand for police services or increase the need for routine patrols, which would degrade current levels of services. The General Plan (2050) assumes that development of industrial and commercial uses will contribute to additional daytime population increases within the City. The General Plan policies PFS 8.8, PFS 8.11 and Implementation Measure #4 would ensure adequate staffing levels and capital improvements to accommodate an increase in demand for police services. Policies HS 9.1, HS, 9.2 and HS 9.4 promote the implementation of a coordinated emergency response plan both locally and regionally through the continued coordination with Placer County and other appropriate agencies.

Impact: Disruption of or Adverse Effects on Public Schools or Other Public Services

Finding: The proposed Project would not result in additional demand on public facilities or substantial effects on public schools or libraries.

Facts Supporting the Findings

The proposed Project involves the construction activities on an existing airport. No permanent residences would be created.

Impact: Adverse Effects on the Capacity of Water Services

Finding: The proposed Project will not create a substantial demand for water beyond the existing or planned city water supply, and will not require additional water storage capacity.

Facts Supporting the Findings

Existing and planned facilities and water sources are adequate to provide for the proposed Project. Policies PSF 2.1 and PSF 2.6 of the General Plan require the City to continue development of a long term water supply with all the appropriate districts including Placer County Water Agency and Nevada Irrigation District.

Impact: Adverse Effects on the Capacity of Wastewater Services

Finding: The airport is currently served by the City's wastewater facilities and there are sufficient collection, conveyance, and treatment for the proposed Project.

Facts Supporting the Findings

The Lincoln Wastewater Treatment and Reclamation Facility (WWTRF) provides secondary and tertiary treatment of municipal wastewater from all parts of the City. A portion of annual wastewater effluent must be stored and/or reclaimed due to restrictions on receiving water impacts during critical periods of fish migration in regional waterways. The existing permit for the WWTRF limits average wastewater flow to 3.3 mgd, given the amount of back-up reclamation capability available to the facility when the permit was issued. However, the WWTRF process components offer a minimum dry weather hydraulic capacity of 4.2 mgd. Some facility components were constructed with a dry weather structural capacity of up to 12 mgd. Current dry weather flows at the facility are estimated to be 2.4 mgd, or approximately 60 percent of the current dry weather hydraulic capacity of the facility.

The WWTRF was designed with provisions to expand its capacity to at least 12 mgd for citywide flows based on the 1998 General Plan. The design also included site planning for an expansion of up to approximately 33 mgd to accommodate flows generated by the draft General Plan area (approximately 25 mgd) and possible regional flows from Placer Nevada Wastewater Authority (PNWA) communities (approximately 8 mgd).

Impact: Result in Demand for Additional Stormwater Drainage Infrastructure

Finding: The proposed Project includes the construction of a storm water swale to control runoff and the establishment of vegetation as erosion protection to detain runoff in such a way to match pre-project runoff conditions.

Facts Supporting the Findings

The proposed Project design incorporates stormwater drainage infrastructure in accordance with the City's General Plan (2050) policies (PFS-4.7 and PFS-4.10) to manage stormwater runoff associated with increased impermeable surfaces.

Impact: Adverse Effects on Other Utilities

Finding: The City of Lincoln has sufficient utility infrastructure resources to support the Project.

Facts Supporting the Findings

Utility infrastructure is addressed in the City's General Plan Policies (2050) to ensure that adequate and efficient public utilities are provided to meet the needs of residents of the city. For example, Policy 6.1 requires that the City coordinate with gas and electricity service providers to plan for future utility extensions that provide adequate levels of service. The proposed Project will not result in a significant increase in demand for electricity or gas and a substantial expansion of utility infrastructure would not be required.

In addition, implementation of General Plan Policy PFS 6.3, OSC 3.1 and OSC 3.4 would promote energy conservation measures including the use of green building techniques and the use of renewable energy resources. Development of the proposed Project would not result in an increase in dependence on nonrenewable energy resources or result in substantial increases in peak and base period use of energy. Under CEQA, a project's impacts would be significant if they result in "wasteful, inefficient, and unnecessary consumption of energy" (PRC 21100[b][3]). All new development would be required to incorporate energy conservation measures in compliance with Title 24 of the UBC.

Impact: Adverse Effects on the Capacity of Solid Waste Landfills

Finding: The proposed Project is not expected to significantly increase the amount of solid waste generated at the airport from current levels; however, the proposed Project is expected to generate solid waste during construction.

Facts Supporting the Findings

The City of Lincoln's solid waste is transported and stored in the Western Regional Sanitary Landfill, which has a remaining capacity of 14,011,000 tons and can accept municipal solid waste and construction and demolition debris (Class III disposal site). As such, the landfill would have ample capacity to accept routine solid waste associated with both the construction and operation of the proposed Project. In addition, as described in the City's General Plan (2050) policies PFS 5.2, PFS 5.3, PFS 5.5, and PFS 5.7 would decrease the amount of generation of solid waste, thereby increasing the life span of the WRSL, and the Project would participate in the citywide recycling and source reduction efforts.

2.8 Transportation and Circulation

Impact: Existing Traffic Conditions Plus Project Conditions at the Intersection of State Route 65 and 7th Street

Finding: The intersection of State Route 65 and 7th Street currently operates at LOS "E" with an average delay of 69.1 seconds in the a.m. peak hour. With the addition of the proposed Project, this intersection would remain at LOS "E" but the average delay would increase to 70.1 seconds.

Facts Supporting the Finding:

Based on the threshold of significance, if project traffic exacerbates conditions on roadways or intersections that already (or are projected to) operate at unacceptable levels the impact is considered significant.

The Caltrans intersections were studied using the HCM 2000 method to comply with the Caltrans *Guide for the Preparation of Traffic Impact Studies*. The intersection of State Route 65 and 7th Street currently operates at LOS "E" with an average delay of 69.1 seconds in the a.m. peak hour. With the addition of the proposed Project, this intersection would remain at LOS "E" but the average delay would increase to 70.1 seconds. Therefore, the increase of an average delay at this intersection is 1.0 second. However, construction of the approved and funded State Route 65 Lincoln Bypass would divert much of the traffic currently using State Route 65 from downtown Lincoln to the Bypass. This would improve the level of service at this intersection to "D" or better. Therefore this impact would be temporary in nature until the Bypass is opened and less than significant.

Impact: Traffic Conditions in 2012

Finding: All intersections studied during the preparation of the Draft EIR continue to operate at acceptable levels of service with or without the proposed Project in the year 2012.

Facts Supporting the Findings

The traffic impacts of the proposed Project are based on the Placer County travel demand model, which was developed by DKS Associates in 2004. This model was validated to 2004 conditions. The model translates land uses into roadway and intersection volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi- family dwelling units, and the amount of square footage of various categories of non-residential uses) and a detailed description of the roadway system. The model covers not only the City of Lincoln, but also the entire Sacramento region (including the portions of Placer County west of Colfax). The model maintains a general consistency with the trip distribution and mode choice estimates from the regional model used by the Sacramento Area Council of Governments (SACOG).

The outputs of the travel demand model include average daily and peak hour traffic volume forecasts on roadway segments as well as for turning movements at intersections. The level of service of Lincoln's arterial and collector roadway system is primarily dictated by the capacity and operations of its signalized intersections. For the Draft EIR, levels of service were evaluated at 13 existing and planned study intersections in the Project vicinity using intersection geometrics identified in recent environmental documents prepared for the City and the Project plans.

All of the intersections evaluated under traffic conditions projected for the year 2012 continue to operate at acceptable levels of service with or without the proposed Project.

Impact: The Proposed Project would Increase the Demand for Transit Services in the Study Area

Finding: The addition of based aircraft at the airport could slightly increase the demand for transit services in the City of Lincoln.

Facts Supporting the Finding

This increase would be very minor, since it is considered very unlikely that aircraft owners or flight school attendees would rely on transit to access the airport. There currently is no transit service to the airport.

3.0 POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT THAT HAVE BEEN MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The following issues were identified as having the potential to cause significant impact and were evaluated in detail in the EIR. The Council hereby finds, pursuant to Section 21081 that the following potential environmental impacts can and will be mitigated to below a level of significance, based upon the implementation of the mitigation measures from the Final EIR. Each mitigation measure discussed in this section of the findings is assigned a letter or letters and a number, correlating it with the Mitigation Monitoring and Reporting Program included in the Final EIR and adopted by the Council to provide for the enforcement of such mitigation measures. Specific findings of the Council for each category of such impacts are set forth in detail below.

3.1 Biological Resources

Impact: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Vernal Pool Fairy Shrimp

Finding: Avoidance of impacts is considered infeasible, and fill of the potential habitat would be necessary to achieve the project objectives.

Facts Supporting the Findings

Vernal pool fairy shrimp habitat is found within the area proposed for airport development. Given the location of the habitat that includes vernal pools, seasonal wetlands and wetland swales, avoidance of the potential habitat and the adjacent areas (250-foot buffer zone) would make it infeasible to construct the proposed airport improvements without potential direct loss of, and indirect impacts on, habitat for vernal pool fairy shrimp.

The following mitigation measures will mitigate these impacts to below a level of significance:

BR-1 Compensate for the Impacts on Vernal Pool Fairy Shrimp

To compensate for the permanent loss of about 1.56 acres and the temporary disturbance of about 2.23 acres of non-native grasslands for the vernal pool fairy shrimp, the City, in coordination with the FAA, would set aside and preserve areas within the airport, or in an approved off-site mitigation facility, new vernal pool fairy shrimp habitat. To determine the mitigation acreage (mitigation ratio) the FAA will prepare a Biological Assessment (BA) that includes mitigation and conservation measures in accordance with Section 7 of the U.S. Endangered Species Act. The FAA will submit the BA to the USFWS for consultation and to request a Biological Opinion. The final mitigation ratios and conservation measures would be determined through consultation between the FAA, the City of Lincoln and USFWS. The City would construct and maintain habitat within the airport for vernal pool fairy shrimp.

Impact: Potential Direct Loss of, and Indirect Impacts on, Potential Habitat for Western Spadefoot Toad

Finding: Within the study area, scattered vernal pools, seasonal wetlands, wetlands swales and adjacent grassland provide potential habitat for western spadefoot toad.

Facts Supporting the Findings:

Based on the presence of potential breeding and upland habitat, and the proximity to other known occurrences in the region, it is expected that this species have a reasonable potential for occurring within scattered seasonal wetlands of the study area. The channel located in the southern-most portion of the airport may also provide limited seasonal breeding habitat for the species, although the presence of bullfrogs may significantly reduce the suitability of available habitat.

The following mitigation measure will mitigate the impact to less than significant.

BR-2 Compensate for the Impacts on Western Spadefoot Toad Habitat

If the species are identified as occurring on the airport, to compensate for the permanent loss or temporary disturbance of habitat, the City would set aside and preserve areas within the airport to construct and manage new toad habitat. It is likely, that toad habitat will correspond closely with fairy shrimp habitat and that habitat creation and maintenance could be combined. However, if necessary, the City will create and maintain additional toad habitat on the airport to replace the loss of habitat. This would reduce the impact to less-than significant.

Impact: Filling Waters of the United States

Finding: The proposed Project would result in the direct removal of about 8.37-acres of waters of the United States on the airport.

Facts Supporting the Findings:

The exact total acreage impacted by the proposed Project is estimated pending verification of the wetland delineation by the Corps. The verification is anticipated to be completed by May 2008. However, the determination of the effects and associated mitigation measures are considered to be the similar to those anticipated after wetland verification by the U.S. Army Corps of Engineers. Estimated impacts to waters of the U.S. based on wetland delineations (North Fork Associates, 2007):

- Channel: 0.70 acre
- Ditch: 0.40 acre
- Marsh: 0.19 acre
- Seasonal Wetland: 3.97 acre
- Vernal Pool: 2.11 acre
- Wetland Swale: 1.00 acre

In 1987, the CDFG adopted a no-net loss policy for wetlands, as has the State of California (the Governor's California Wetlands Conservation Policy, State of California, August 23, 1993).

Implementation of the following mitigation measure would provide for no-net loss of wetlands, such that the net effect after mitigation is completed the impacts would be considered less than significant.

BR-3: Filling waters of the United States

The City of Lincoln shall obtain authorization from Corps for the placement of fill in waters of the U.S., required to implement the proposed Project under any alternative (except the No Action Alternative). Depending on the total amount of fill, mitigation to offset impacts to waters of the U.S. may be attached to the Corps permit. The FAA is the lead federal agency on the airport for activities that impact the environment. The federal government supports a policy of minimizing "the destruction, loss, or degradation of wetlands" (Executive Order 119900, May 24, 1977), and Sections 401 and 404 of the Clean Water Act regulate waters of the United States. The City shall abide by all conditions attached to the Section 404 permit. The City shall also obtain Water Quality Certification (or a waiver) from the Regional Water Quality Control Board (RWQCB), as it will be required to make the Corps permit valid.

Impact: Loss or Disturbance of Swainson's Hawk Foraging Habitat

Finding: Project construction would result in the direct, permanent removal of approximately 99.81 acres of annual grassland habitat.

Facts Supporting the Finding: The annual grassland habitat on the airport may provide foraging habitat for Swainson's hawk. The Project creates a loss of 99.81 acres of Swainson's hawk foraging habitat by constructing runways, taxiways, roads and other paved surfaces.

The following mitigation measure will mitigate the impact to less than significant.

BR-4: Loss of Swainson's Hawk Habitat

To address the loss of Swainson's hawk foraging habitat, the City of Lincoln will compensate for the permanent loss of annual grassland at a ratio 1:1. Mitigation for the loss of Swainson's hawk foraging habitat would occur by the City of Lincoln, Lincoln Regional Airport, in one or more of the following ways:

- Through setting aside grassland acreage on the airport through establishment of a designated habitat conservation area or combination of conservation areas for Swainson's Hawk habitat; or,
- Through establishment on City-owned or entitled property of a permanent Swainson's Hawk habitat conservation easement; or,
- Through the payment of In-Lieu fees for Swainson's Hawk habitat conservation.

Impact: Loss or Disturbance of Swainson's Hawk Nesting Habitat

Finding: Project construction would result in the direct, permanent removal of approximately 0.32 acres of riparian habitat on the eastern-most portion of a channel east of Runway 33.

Facts Supporting the Finding:

The riparian habitat, contained completely within the drainage channel includes Fremont cottonwood, Goodding's black willow, and arroyo willow. Riparian environments are potential nesting habitats for the state and federally protected Swainson's hawk.

The following mitigation measure will mitigate the impact to less than significant.

BR-5: Loss of Swainson's Hawk Nesting Habitat

To address the loss of Swainson's hawk nesting habitat, the City of Lincoln will compensate for the permanent loss of riparian habitat at a ratio 1:1. Mitigation for the loss of Swainson's hawk riparian nesting habitat would occur by the City of Lincoln, Lincoln Regional Airport, in one or more of the following ways:

- Through setting aside riparian acreage on the airport through establishment of a designated nesting habitat conservation area or combination of conservation areas for Swainson's Hawk nesting habitat; or,
- Through establishment on City-owned or entitled property of a permanent Swainson's Hawk nesting habitat conservation easement; or,
- Through the payment of In-Lieu fees for Swainson's Hawk nesting habitat conservation.

Impact: Loss or Disturbance of Special-Status Plants

Finding: Six special-status plants are identified as having the potential to occur in the airport.

Facts Supporting the Findings:

The California Native Plant Society lists six special-status species as having the potential to occur on the airport; Dwarf downingia; Bogg's Lake hedge-hyssop; Aharts dwarf rush; Lengenere, pincushion navarretia and Sanford's arrowhead. Only the Bogg's Lake hedge hyssop is also listed as endangered by the State of California. All of the plants are associated with vernal pool or marsh habitats. Construction activities associated with the proposed Project could result in the disturbance or loss of special-status plants; none have been identified during floristic surveys.

The following mitigation measure will mitigate the impact to less than significant.

BR-6: Loss or Disturbance of Special-Status Plants

Not more than three years prior to disturbance of undisturbed areas within the footprint of a proposed Project, surveys for special-status plants shall be conducted by a qualified biologist. The surveys shall follow the Department of Fish and Game's *Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities* (revised May 8, 2000). If the presence of special status plants is confirmed, the City would set aside and preserve areas within the airport to construct and manage conservation areas for special status plant species at a ratio of 1:1.

Special status species, and CNPS List 3 and 4 plants, and sensitive habitats shall be shown on all plans for each future Airport Master Plan project. All construction or site activities that could result in disturbance to special status species (and CNPS List 3 and 4 plants) and sensitive habitats shall be shown on construction and development plans. A qualified biologist shall review plans and proposed construction activities for consistency with special status mapped locations.

Impact: Bird Aircraft Strike Hazard (BASH)

Finding: Bird strikes with aircraft may affect human safety at the airport.

Facts Supporting the Finding:

Lincoln Regional Airport is located near a semi-rural area that supports foraging and nesting habitats for a variety of species of birds. A bird in flight may strike aircraft arriving and departing from the airport.

The following mitigation measure will mitigate the impact to less than significant.

BR-7: Bird Aircraft Strike Hazard (BASH)

As part of the FAA review of the Lincoln Regional Airport Master Plan process the FAA is preparing a Biological Assessment to be used in formal consultation with the USFWS in accordance with Section 7 of the ESA. Included in the BA, and ultimately in the negotiated Biological Opinion between the two federal agencies, the FAA is including a Wildlife Hazard Management Plan (Plan). The Plan will take into account airport habitat and wildlife diversity, the reduction in grassland habitat due to Project construction, wetland restoration and wildlife incursion prevention.

To manage and minimize bird strikes and protect human safety, general aviation airports, such as Lincoln Regional Airport, generally rely on FAA design requirements and FAA Advisory Circular 150/5200-33A, *Hazardous Wildlife Attractants on or Near Airports*, (July 27, 2004) to maintain safe conditions. The FAA is a party to a Memorandum of Agreement (MOA) between federal resources agencies (signed in July 2003) intended to protect aviation from wildlife hazards and in part supports federal agencies' management efforts intended to minimize wildlife risks to aviation and human safety.

3.2 Cultural Resources

Impact: Disturbance or Destruction of Undiscovered Buried Resources during Ground-Disturbing Activities

Finding: The Project Area may contain buried archaeological deposits.

Facts Supporting the Findings:

Though the area has been examined for cultural resources, it is not possible to determine what lies beneath the ground surface. It is possible that previously undiscovered intact subsurface archaeological remains are located within the Project Area. The disturbance or destruction of these resources would be considered a significant impact.

The following mitigation measure will mitigate the impact to less than significant.

CR-1: Stop Work if Buried Cultural Deposits are Encountered During Construction Activities

If any archaeological discoveries (human skeletal remains, culturally modified lithic materials, structural features, or historic artifacts) are encountered during ground disturbing activities, all such activities should halt within a 100-foot radius of the discovery, and a qualified archaeologist should be contacted to determine the nature of the find, evaluate its significance, and, if necessary, suggest preservation or mitigation measures.

If human remains of Native American origin are discovered during Project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the NAHC (PRC 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The County coroner has been informed and has determined that no investigation of the cause of death is required; and
- If the remains are of Native American origin:
- The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98; or
- The NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the NAHC.

According to the California Health and Safety Code (CHSC), six or more human burials at one location constitute a cemetery (CHSC 8100), and disturbance of Native American cemeteries is a felony (CHSC 7052). CHSC 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California NAHC.

Impact: Potential Impacts on Buried or Unknown Archaeological Resources

Finding: The potential exists for accidental damage to buried cultural deposits or human remains that may be discovered during construction of various elements of the proposed Project.

Facts Supporting the Findings:

Buried deposits may be eligible for listing in the CRHR. Although no cultural resources eligible for listing in the CRHR have been identified on site, the possibility exists for buried resources.

The following mitigation measure will mitigate the impact to less than significant.

CR-2: Stop Work if Buried Cultural Deposits are Encountered During Construction Activities

Implement mitigation measure CR-1.

3.3 Geology, Soils and Paleontology

Impact: Potential Impact to Paleontological Resources

Finding: No fossil locations have been identified on the Airport. However, surface disturbance may expose fossils.

Facts Supporting the Findings:

Quaternary alluvium deposits are not known to contain important fossil resources. However, fossils could be present on the airport. If fossils are present on the airport, they could be damaged during Project construction. Substantial damage to or destruction of significant paleontological resources as defined by the SVP would represent a significant impact.

The following mitigation measure will mitigate the impact to less than significant.

GEO-1: Stop Work if Substantial Fossil Remains are Encountered During Construction

If substantial fossil remains (particularly vertebrate remains) are discovered during earth-disturbing activities on the airport, activities will stop immediately until a state-registered professional geologist or qualified professional paleontologist can assess the nature and importance of the find and a qualified professional paleontologist can recommend appropriate treatment. The City will be responsible for ensuring that recommendations regarding treatment and reporting are implemented.

3.4 Hazards and Hazardous Waste

Impact: Creation of a Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials

Finding: Ongoing sale and usage of aviation fuel and the temporary storage of used oil on the airport requires transportation of fuels to the airport and the disposal of waste oil off of the airport.

Facts Supporting the Finding:

The transportation of hazardous materials is governed by the Department of Transportation as provided in 49 USC 5101 et seq. Spill response procedures for transportation related spills are outlined in 49 CFR 171.15, which requires that spills meeting certain criteria be reported to the National Response Center. The Lincoln Fire Department serves as the first responder for hazardous materials spills. With these provisions in place, impacts associated with the operation of an aviation fuel dispenser on the airport property would be less-than significant.

Construction of the proposed Project would require the use of vehicles and other construction equipment that use hazardous materials such as fuels, lubricants, and solvents. The accidental releases of small quantities of these substances during construction could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard.

The following mitigation measure will mitigate the impact to less than significant.

HAZ-1: Prepare and Implement a Hazardous Materials Spill Prevention Control and Countermeasure Plan during Construction

As part of compliance with the NPDES General Construction Permit, a Hazardous Material Spill Prevention Control and Countermeasure Plan will be prepared for the use of construction equipment for the proposed Project and will minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and identifies the parties

responsible for monitoring and spill response. The measures and monitoring procedures required under the General Construction Permit will minimize the potential for the release of hazardous materials to the environment. The City will review and approve the Hazardous Materials Spill Prevention Control and Countermeasure Plan before allowing construction to begin.

The City will routinely inspect active portions of the Project Area to verify that the BMPs specified in the plan are properly implemented and maintained, and will immediately notify the contractor if there is a noncompliance issue and will require compliance. The federal reportable spill quantity for petroleum products, as defined in the EPA's CFR (40 CFR 110) is any oil spill that: (1) violates applicable water quality standards; (2) causes a film or sheen upon or discoloration of the water surface or adjoining shoreline; or (3) causes a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines.

If a spill is reportable, the contractor's superintendent will immediately notify the City of Lincoln, Placer County Department of Environmental Health and the DTSC, which have spill response and cleanup ordinances to govern emergency spill response. A written description of reportable releases will be submitted to the SVRWQCB. This submittal will include a description of the release, including the type of material and an estimate of the amount spilled, the date of the release, an explanation of why the spill occurred, and a description of the steps taken to prevent and control future releases. The releases will be documented on a spill report form.

If a reportable spill has occurred, and results determine that Project activities have adversely affected surface or groundwater quality in excess of water quality standards, a detailed analysis shall be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City and its contractors will select and implement measures to control contamination, with a performance standard that water quality will be returned to baseline conditions. These measures will be subject to approval by the Placer County Department of Environmental Health and DTSC.

Impact: Location on a Site that Is Listed as Hazardous by the California Environmental Protection Agency or Other Government Agencies and, as a Result, Would Create a Significant Hazard to the Public or the Environment

Finding: Construction on sites listed as hazardous by government agencies could expose employees and the public to hazardous materials.

Facts Supporting the Finding:

There are several sites in and around the airport that are listed as hazardous in government databases. Various organic substances, metals, petroleum products, and other chemicals may be present in the soil at these sites. Therefore, soil disturbance from excavation, grading, and trenching activities in these areas could expose construction workers and the public to contaminated dust or soil gases.

The following mitigation measure will mitigate the impact to less than significant.

HAZ-2: Prepare a Health and Safety Plan (HSP) for Construction Activities on Known Hazardous Materials Sites**

If construction is anticipated to take place on a known hazardous materials site, as required by Cal-OSHA standards, a hazardous operation site-specific HSP for construction activities that take place on this site will be prepared and implemented. The site-specific HSP will be developed, as necessary, by an environmental contractor before any investigation or cleanup activities or construction activities begin in the area. Workers who could directly contact soil, vapors, or groundwater containing hazardous levels of constituents will perform all activities in accordance with the HSP.

Impact: Creation of a Hazard through the Accidental Exposure or Mobilization of Hazardous Materials during Construction

Finding: Grading, trenching and other ground-disturbing activities have the potential to expose or mobilize hazardous substances in soils, sediments and groundwater.

Facts Supporting the Finding:

A search of federal, state, and local environmental records for the airport showed that there are potential hazardous materials sites in the vicinity of the proposed Project; it is possible that construction near these sites could result in hazards related to the mobilization of such substances. In addition, there is the possibility that unknown or unrecorded contamination exists because of past military or industrial uses or construction activities in the area.

The following mitigation measure will mitigate the impact to less than significant.

HAZ-3: Stop Work and Implement Hazardous Materials Investigations/Remediation

Prior to the onset of construction, all construction workers will be trained in the identification of potentially contaminated soil and water, including information on the characteristics of potential contamination, such as discolored soil, oils or sheens on water, and unusual odors. In the event that hazardous materials are encountered during construction, all construction activities in the area of the discovery will stop, and the project owner will conduct hazardous materials investigations to identify the nature and extent of contamination and evaluate potential impacts on Project construction. If necessary, the City will implement remediation measures consistent with all applicable local, state, and federal codes and regulations. Construction will not resume until remediation is complete.

If waste disposal is necessary, the City will ensure that all hazardous materials removed during construction are handled and disposed of by a licensed waste-disposal contractor and transported by a licensed hauler to an appropriately licensed and permitted disposal or recycling facility, in accordance with local, state, and federal requirements.

3.5 Hydrology

Impact: Potential for Increased Erosion and Sedimentation and Decreased Surface Water Quality during Construction

Finding: Project construction activities such as grading, stockpiling of spoil materials, and other construction-related earth-disturbing activities could result in soil erosion and subsequent

sediment transport to adjacent properties, roadways, or water courses, including the Dutch Ravine.

Facts Supporting the Finding:

Sediment transport to local drainage facilities such as drainage inlets, culverts, and storm drains could result in reduced storm flow capacity, resulting in localized ponding or flooding during storm events. The potential to increase erosion and sedimentation and decrease surface water quality is significant.

The following mitigation measure will mitigate the impact to less than significant.

HYD-1: Comply with National Pollutant Discharge Elimination System General Construction Permit

All construction activities will comply with the NPDES General Construction Permit, which contains standards to ensure that water quality is not degraded. As part of this permit, standard erosion control measures and BMPs will be identified in a Storm Water Pollution Prevention Plan (SWPPP) and will be implemented during construction to reduce sedimentation of waterways and loss of topsoil. As a performance standard, BMPs to be selected will represent the best available technology (BAT) that is economically achievable and the best conventional pollutant control technology (BCT) to reduce pollutants.

Commonly practiced BMPs may consist of a wide variety of measures taken to reduce pollutants in storm water and other non-point-source runoff. Measures range from source control to treatment of polluted runoff. BMPs can include watering active construction areas to control dust generation during earthmoving activities; using water sweepers to sweep streets and haul routes; and installing erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, and sandbag dykes) to prevent silt runoff to public roadways, storm drains or waterways. Topsoil will be stockpiled and replaced at the conclusion of construction activities. If appropriate for the development site, disturbed soil will be revegetated as soon as possible with the appropriate selection and schedule of plants. No disturbed surfaces will be left without erosion control measures in place between the rainy season, which generally occurs between October 15 and April 15.

Impact: Increase in Surface Runoff and Associated Water Quality Impacts on Local Waterways

Finding: The proposed Project would result in increasing impervious surfaces from approximately 95 acres to 196 acres, which would result in a reduction of 101 acres of natural soil surface available for infiltration of rainfall and runoff, potentially generating additional runoff during storm events.

Facts Supporting the Findings:

Additional runoff resulting form increased impermeable surfaces could contribute to the flood potential of natural stream channels, accelerate soil erosion and stream channel scour, and provide an efficient means of transport for pollutants to enter waterways. Project features that detain water, such as the proposed swale between the runways would be graded to increase water storage volume.

Stormwater discharges from the Westside development would be directed via subsurface stormwater pipe system to the swale between the runways. This swale would be designed to capture and detain the flood flow that flows from airport impermeable surfaces and then release them into Dutch Ravine without increasing current discharge rates (Brandley, 2007). Thus, operation of the proposed Project would not generate an increase in runoff flows such that it would result in significant flooding or soil erosion impacts.

Any potential increase in surface runoff as a result of the Project that could potentially result in an increased transport of pollutants to waterways would be treated on-site (between the runways) in the swale and detained according to the requirements of the storm water NPDES permit.

During the dry season, motorized activities on the airport would release contaminants onto the impervious surfaces where they would accumulate until the first storm event. During this initial storm event or *first flush*, the concentrated pollutants would be transported in runoff to storm water drainage systems. Anticipated runoff contaminants associated with the operation of the proposed Project include sediment, oil and grease and metals. The proposed swale would collect storm flows from all impervious surfaces created within the airport.

This water quality system would be designed to carry up to the 10-year frequency flows on the airport and would address the storm water quality treatment. On-site water quality treatments will be included in airport design that are submitted and ultimately approved by the FAA for airport development.

The following mitigation measure will mitigate the impact to less than significant.

HYD-2: Construct the Proposed Stormwater Detention Swale Between Runway 15R–33L and Runway 15L-33R Prior to Significantly Increasing the Amount of Impermeable Surfaces

In consideration of the Project buildout scenario, the addition of the stormwater swale between Runway 15R-33L (existing) and Runway 15L-33R (proposed) will help to detain storm water flows from flowing unimpeded into Dutch Ravine and Markham Ravine. The swale will be constructed, and the vegetation established as erosion protection, before significantly increasing the amount of impermeable surfaces so that the detention swale can effectively detain runoff in such as way that they can match the pre-project runoff conditions.

Impact: Potential for Degradation of Water Quality through the Accidental Release of Hazardous Materials

Finding: During operations, the handling of fuels and hazardous materials could incur a risk of release to local waters.

Facts Supporting the Finding:

If a fuel tank or an oil line were ruptured, the surrounding environment would be at risk. However, as discussed in section 3.7 of the EIR, “Hazards and Hazardous Materials,” existing local, state, and federal regulations effectively control the potential risks and mandate action in the event of accidental release, and operational risks thus are considered less than significant. Fuels, oils, lubricants, and other hazardous materials with the potential to degrade water quality may be released from equipment during construction. Excavation equipment, generators, and other equipment would use these hazardous materials on a regular basis during construction.

Furthermore, open-water features are likely to interact with the shallow groundwater in the Project Area, providing a direct mechanism for contaminants to reach the aquifer. The impact of the proposed Project on water quality through the accidental release of hazardous materials during construction is considered significant.

The following mitigation measures will mitigate the impact to less than significant.

HYD-3a: Develop Hazardous Material Spill Prevention Control and Countermeasure Plan for Construction

The Project applicants or their contractors will prepare a Hazardous Material Spill Prevention Control and Countermeasure Plan as part of the NPDES General Construction Permit to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and identify the parties responsible for monitoring and spill response. Routine inspections and monitoring of BMPs by the City will ensure that minimal impacts to the environment occur. Commonly practiced BMPs include the use of containment devices for hazardous materials, the training of construction staff regarding safety practices to reduce the chance for spills or accidents, and the use of nontoxic substances where feasible. The plan also will describe actions required if a reportable spill occurs, such as which authorities to notify and the proper cleanup procedures. The Hazardous Material Spill Prevention Control and Countermeasure Plan will contain standards considered sufficiently protective such that significant adverse impacts on surface and groundwater quality will be avoided.

HYD-3b: Implement Measures to Maintain Groundwater or Surface Water Quality

If an appreciable spill has occurred, and results determine that Project activities have adversely affected surface water or groundwater quality, the City shall be responsible for ensuring that a detailed analysis will be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City, its contractors, and applicants for specific development projects within the airport will select and implement measures to control contamination, with a performance standard that surface water or groundwater quality must be returned to baseline conditions. These measures will be subject to approval by the City.

3.6 Public Services and Utilities

Impact: Exposure of People or Structures to Increased Risk of Loss, Injury, or Death Involving Urban or Wildland Fires

Finding: The Project Area is located in rural and industrial areas with ruderal vegetation, agricultural fields and structures that may be susceptible to wildland fire.

Facts Supporting the Finding:

The proposed Project would consist primarily of commercial and road development and would not include any structures that would house people, putting them at risk to urban or wildland fire. The proposed Project Area is a moderately hazardous area and at risk of wildfire during construction. After full development of the proposed Project, minimal wildland fire risk would

remain. During construction, when the possibility of igniting flammable materials is greatest, this impact is considered most likely.

The following mitigation measure will mitigate the impact to less than significant.

PSU-1: Implement Procedures to Reduce Fire Risk During Construction

During construction, all staging areas or areas slated for development using spark-producing equipment will be cleared of dried vegetation or other materials that could serve as fire fuel. Any construction equipment that normally includes a spark arrester will be equipped with an arrester in good working order. In addition, during construction, adequate water will be made available for fire protection.

Impact: Construction-Related Water Service Interruptions

Finding: Construction of the proposed Project may require replacement or upgrades to existing water supply infrastructure. This construction may temporarily interrupt water service to the airport or the adjacent properties.

Facts Supporting the Finding:

The airport is served by a municipal water supply system. The proposed Project may require extension of water service lines and would involve grading, construction, and placement/relocation of water service infrastructure within existing open space.

The following mitigation measure will mitigate the impact to less than significant.

PSU-2: Conduct an Investigation of Utility Line Locations and Maintain Utility Services

A detailed study identifying the locations of utilities along the proposed Project alignment will be conducted during the design phase of the Project. For areas with the potential for adverse impacts on utility services, the following measures will be implemented.

- Utility excavation or encroachment permits will be required from the appropriate agencies. These permits include measures to minimize utility disruption. The City and its contractors will comply with permit conditions. Such conditions will be included in construction contract specifications.
- Utility locations will be verified through a field survey (potholing) and use of the Underground Service Alert services.
- Detailed specifications will be prepared as part of the design plans to include procedures for the excavation, support, and fill of areas around utility cables and pipelines. All affected utility services will be notified of the City's construction plans and schedule. Arrangements will be made with these entities regarding the protection, relocation, or temporary disconnection of services.
- Residents and businesses in the Project Area will be notified of planned utility service disruption 2 to 4 days in advance, in conformance with County and state standards.
- Disconnected cables and lines will be reconnected promptly.

The City will observe California Department of Health Services (DHS) standards, which require:

- A 10-foot horizontal separation between parallel sewer and water mains, and

- A 1-foot vertical separation between perpendicular water and sewer line crossings. In the event that separation requirements cannot be maintained, the City will obtain a DHS variance through provisions of water encasement or other means deemed suitable by the department.

3.7 Noise

Impact: Exposure of Noise-Sensitive Land Uses to Excessive Aircraft Noise

Finding: Extending Runway 15-33 to the north does not increase the CNEL 60 south of Nicolaus Road, when compared to maintaining the existing runway length through the life of the Airport Master Plan in 2030.

Facts Supporting the Finding:

The runway extension does extend the CNEL 60 contour north of Wise Road. By the year 2030 aircraft noise levels increase to CNEL 60 dBA over approximately 60 acres of rural and low-density residential areas south of Nicolaus Road. The Placer County Airport Land Use Commission, Airport Land Use Compatibility Plan for the Lincoln Regional Airport identifies noise from individual aircraft flying at 600 feet above the existing ground surface as a factor for exposure of noise-sensitive land uses.

The following mitigation measure will mitigate the impact to less than significant.

N-1: Implement Airport Land Use Compatibility Guidelines

Placer County Airport Land Use Compatibility Plan establishes land use practices within the CNEL 60 dBA contour, the approach and departure zones, to reduce impacts of noise on sensitive receptors:

- Locate new structures a maximum distance from the extended runway centerlines;
- As necessary, construct new residential units with a minimum noise limit reduction of 20 dBA; and
- Do not allow construction of schools, day care centers, libraries, hospitals, nursing homes or outdoor theaters.

Impact: Noise During Construction Activities

Finding: Construction of the proposed Project would temporarily increase noise levels at noise-sensitive locations in the vicinity of the Project Area.

Facts Supporting the Finding:

Noise increases would result both from on-site construction activities, especially during site preparation, grading, and other earth-moving activities, as well as from construction-related vehicle traffic delivering materials to and from the construction site.

A detailed inventory of construction equipment that would be used for the proposed Project was not available; therefore, this analysis estimates Project related construction noise assuming that typical construction equipment would be used during construction activities. Table N-1 presents a

list of noise generation levels for these typical equipment types (Federal Transit Administration 2006).

Table N-1 Construction Equipment Noise Emission Levels

Equipment	Noise Level at 50 Feet (dBA)
Air Compressor	81
Backhoe	80
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Bulldozer	85
Generator	81
Grader	85
Loader	85
Truck	88

Source: Federal Transit Administration 2006.

The following mitigation measures will mitigate the impact to less than significant.

N-2a: Limit Hours of Construction

Construction activities will be prohibited between the hours of 6 p.m. Saturday and 6:30 a.m. Monday, 8 p.m. and 6:30 a.m. Monday through Thursday, 8 p.m. Friday and 9 a.m. Saturday, or anytime on City-observed holidays.

N-2b: Employ Noise-Reducing Construction Practices

The construction contractor will employ noise-reducing construction practices such that City noise ordinance standards are not exceeded. Measures that will be used to limit noise include:

- Locating equipment as far as practical from noise-sensitive uses;
- Not using equipment that is louder than standard equipment;
- Selecting haul routes that affect the fewest number of people;
- Using noise-reducing enclosures around noise-generating equipment; and
- Constructing barriers between noise sources and noise-sensitive land uses to block sound transmission.

N-2c: Prepare a Noise Control Plan

The construction contractor will prepare a detailed noise control plan based on the construction methods proposed. This plan will identify specific measures that will be taken to ensure compliance with the noise limits specified above. The noise control plan will be reviewed and approved by City staff before any noise-generating construction activity begins.