

# INITIAL STUDY

1. **Project Title:** Cameron Airpark Airport Land Use Compatibility Plan
  
2. **Lead Agency Name and Address:** El Dorado County Airport Land Use Commission  
2828 Easy Street, Suite 1  
Placerville, California 95667
  
3. **Contact Person and Telephone:** Woodrow Deloria, Associate Transportation Planner  
El Dorado County Transportation Commission  
(530.642.5260)
  
4. **Project Location:** Cameron Airpark Airport and the surrounding area, including Cameron Airpark and unincorporated area within El Dorado County  
(See **Exhibit 1, Airport Influence Area**)
  
5. **Project Sponsor's Name and Address:** El Dorado County Airport Land use Commission  
2828 Easy Street, Suite 1  
Placerville, California 95667
  
6. **General Plan Designation(s):** Various
  
7. **Zoning Designation(s):** Various

## 8. Description of Proposed Project

The El Dorado County Transportation Commission (EDCTC) serves as the Airport Land Use Commission (ALUC) for three public use airports in El Dorado County: Cameron Airpark Airport, Georgetown Airport, and Placerville Airport. The ALUC proposes to adopt the *Cameron Airpark Airport Land Use Compatibility Plan (ALUCP)*. The new ALUCP will replace the *Comprehensive Land Use Plan for the Cameron Airpark Airport*, which was adopted on June 4, 1986. A copy of the *ALUCP for El Dorado County*, which includes the *Cameron Airpark ALUCP*, is presented as Appendix A to this Initial Study.

The creation of airport land use commissions and preparation of compatibility plans for public-use airports are requirements of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*). In accordance with PUC Section 21674.7, the proposed ALUCP for the Cameron Airpark Airport was guided by the *California Airport Land Use Planning Handbook* published by the California Department of Transportation (Caltrans), Division of Aeronautics, in October 2011. The proposed ALUCP reflects the anticipated growth of the Airport for the next 20 years as required by PUC Section 21675(a). The ALUCP was developed in coordination with staff members from the EDCTC, El Dorado County Department of Planning Services, El Dorado Department of Transportation, and Cameron Park Airport District.

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The proposed ALUCP defines an area, referred to as the Airport Influence Area (AIA), as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. As defined by the ALUC, the proposed AIA boundary extends approximately 1.8 statute miles beyond the Airport's runway ends and encompasses lands within the community of Cameron Park and unincorporated areas of El Dorado County (see **Exhibit 1**).

The purpose of the ALUCP is to promote compatibility between the Airport and the land uses in its vicinity to the extent that these areas have not already been devoted to incompatible uses. To accomplish this, the ALUCP establishes a set of compatibility criteria that the ALUC will use to evaluate the compatibility of land use proposals within the Airport vicinity, as well as long-range Airport development plans. The County of El Dorado has land use authority over most of the AIA, and it is expected to incorporate certain criteria and procedural policies from the proposed ALUCP into its general plan and zoning ordinance to ensure that future land use development will be compatible with the long-term operation of the Cameron Airpark Airport. The County also has the option of overruling the ALUC in accordance with the steps defined by state law.

Neither the proposed ALUCP nor the ALUC have authority over existing land uses, operation of the airport, or over state, federal, or tribal lands.

A notable difference between the proposed ALUCP for the Cameron Airpark Airport and the adopted 1986 plan is that the proposed plan reflects minor changes in airport facilities as shown on the Cameron Park Airport District's Airport Layout Plan (ALP), which was approved by the Federal Aviation Administration (FAA) on April 16, 2000. The current ALP indicates that the airport's single paved runway has decreased by 9 feet, from 4,060 feet as reflected in the 1986 plan to 4,051 feet as depicted in the FAA-approved ALP. Although aviation forecasts prepared for the proposed ALP indicate that the number of annual aircraft operations could increase from approximately 38,000 in 2011 to 70,000 operations in 2032, no changes in runway length are proposed and no change in fleet mix is anticipated. Future use of the airport will remain limited to single- and twin-engine aircraft weighing less than 12,500 pounds and with wing spans of less than 50 feet due to limitations associated with pavement strength and dimensions.

The overall shape and size of the proposed AIA and individual compatibility zones also vary from those provided in the previous plan. Since 1986, the Caltrans Division of Aeronautics has revised its guidance pertaining to Airport Land Use Compatibility Plans three times. As a result, the manner in which the shape and size of safety zones are calculated has been revised to better reflect accident distribution patterns in the vicinity of general aviation airports such as Cameron Airpark Airport. In addition, new technologies and tools, such as Geographic Information System (GIS) tools and improvements to the FAA's Integrated Noise Model (INM), have provided for greater precision in measuring the extent of aircraft noise exposure and locations that may be subject to increased safety risk. In addition, the proposed ALUCP also discusses the potential effect of exposure to aircraft overflight, which was not considered in the 1986 compatibility plan. The potential implications of the revised noise contours, safety zones, and airspace protection zones on local land use plans are described in Sections 10 and 13 of the Initial Study.

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## **9. Surrounding Land Uses and Setting**

The Cameron Park Airport District (CPAD) was established in 1987 pursuant to Public Utilities Code §22256. The CPAD owns and operates the Cameron Airpark Airport, which is a public-use general aviation airport in the Cameron Park community located directly east of Cameron Park Lake. Cameron Airpark Estates is a 100-acre residential airpark which allows residents to taxi their aircraft to their adjacent residences. Residents may park their aircraft in personal aircraft hangars, which are oversized, detached garages on their property. The airport serves a role in regional transportation, local commerce, and is an important resource for the surrounding region.

As shown in **Exhibit 2** the Airport Influence Area associated with the Cameron Airpark Airport includes a range of proposed land uses. The land immediately surrounding the Airport is associated with the Cameron Airpark and the Cameron Park community. The El Dorado County General Plan Land Use Diagram designates this area for high-density residential use. The area east of the runway is designated for commercial use, with open space uses located farther east south, southeast, southwest, and northwest of the airport. Areas designated for commercial and multifamily residential use occur north of the airport adjacent to Green Valley Road, with smaller multifamily uses located east and west of the airport (see **Exhibit 1**). The areas south and east of the airport are designated for low- and medium-density residential uses, with some industrial, commercial, and multi-family development adjacent to Highway 50. The area north of Green Valley Road is designated for low-density and rural-residential uses.

## **10. Other public agencies whose approval is required**

Although input from various entities is necessary, the ALUC can adopt the proposed ALUCP without formal approval from any other state or local agency. However, a copy of the plan must be submitted to the Caltrans Division of Aeronautics (PUC Section 21675(d)). The Division is required by state law (PUC Section 21675(e)) to assess whether the plan addresses the matters that must be included pursuant to the statutes and to notify the ALUC of any deficiencies. The statute also requires the ALUC to establish (or revise) the AIA boundary only after “hearing and consultation with involved agencies” (PUC Section 21675(c)).

ALUCP policies can be implemented only by the local jurisdictions that have authority over land use within the AIA, or in this case, the County of El Dorado. State statutes require the County to make its General Plan consistent with the ALUCP within 180 days of ALUC adoption or to overrule the ALUC (Government Code Section 65302.3). If a jurisdiction chooses to overrule an ALUCP, the overrule procedure requires formal findings that the jurisdiction’s action is consistent with the intent of the state airport land use compatibility planning statutes and action by a two-thirds vote of the jurisdiction’s governing body (PUC Section 21676).

## **11. Summary of Potential Environmental Effects**

The proposed ALUCP is regulatory in nature, and neither the project—the adoption of the ALUCP—nor its subsequent implementation by local agencies will lead to the development or any physical change to the environment. Although the ALUCP prohibits some specific land uses in certain locations, it does not prohibit new development in the vicinity of the Airport.

As described in Section 10, the general plan policies for the County of El Dorado do not directly conflict with the proposed ALUCP. However, the County will be required to make minor changes to

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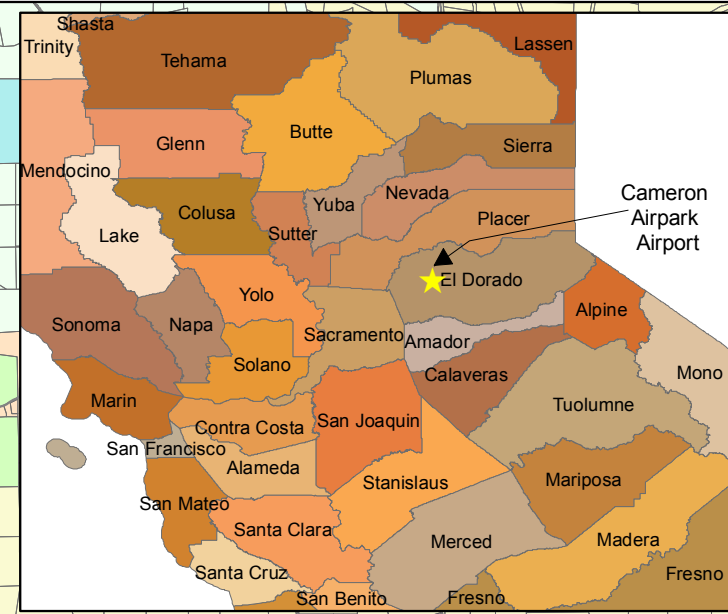
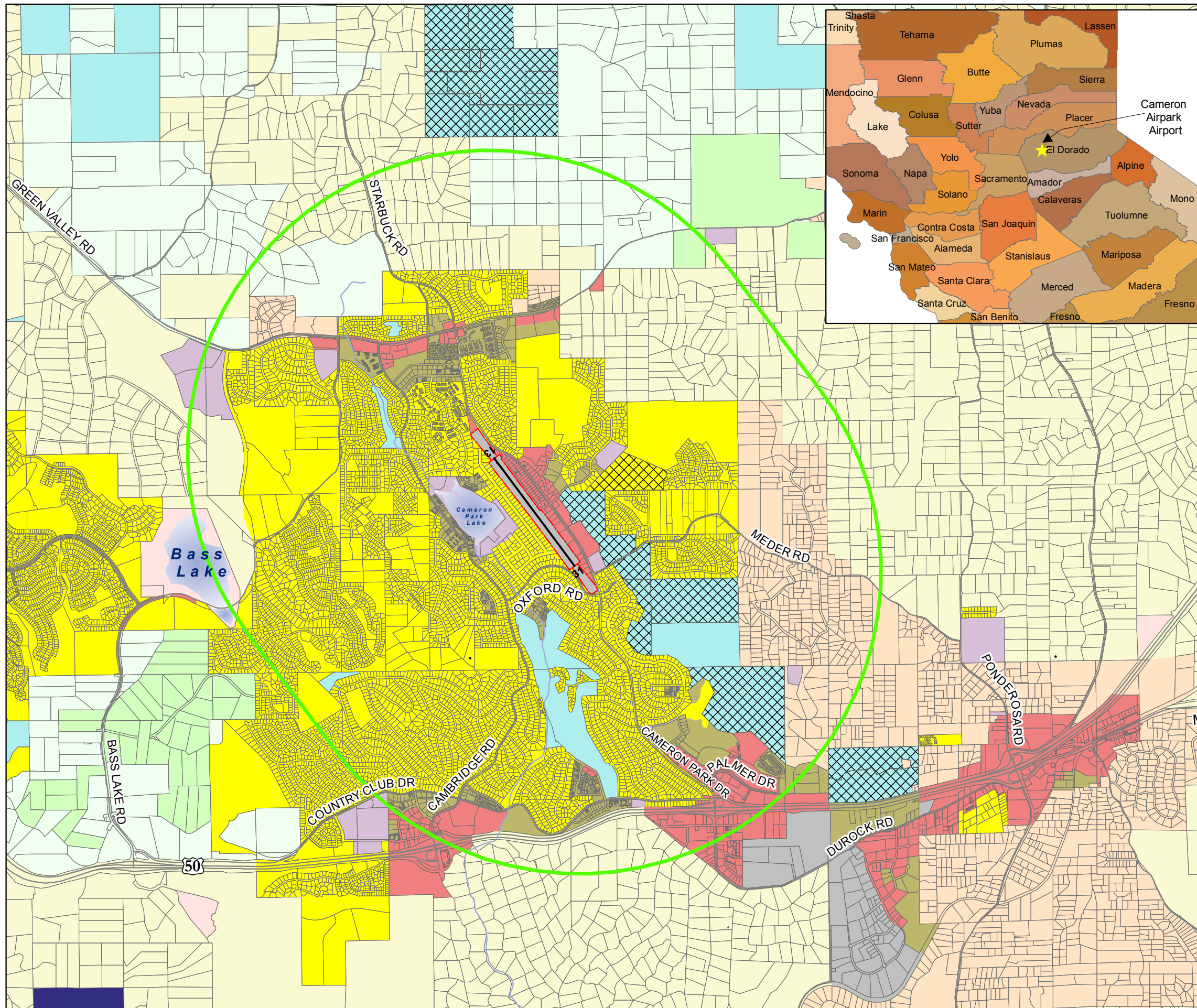
its general plan, specific plans, and/or implementing ordinances to be fully consistent with the ALUCP or to take action to overrule the ALUC. **Exhibit 3** summarizes the displacement analysis that was performed using the future land uses shown in the El Dorado County General Plan Land Use Diagram, adopted July 19, 2004, and amended in December 2009. No displacement was identified.

As described in Section 13, the proposed ALUCP establishes criteria that would either prohibit or restrict certain types of land uses within the Airport Influence Area. However, land uses that either exist or that are planned within the Airport Influence Area are generally consistent with the proposed compatibility criteria.

As described in Section 14, adoption and implementation of the proposed ALUCP would create a temporary increase in the staff workloads of affected land use jurisdictions as a result of the state requirement to modify local general plans for consistency with the ALUCP. However, this effect would be temporary. Over the long term, the procedural policies included in the ALUCP are intended to simplify and clarify the ALUC project review process and thus reduce workload for ALUC and planning staff members.

No environmental categories would be affected by this project to the extent of having a “Potentially Significant Impact.” One CEQA impact category, “Land Use/Land Use Planning”, was identified as having a “Less than Significant Impact.” Appropriate discussions are provided as appropriate for impact categories that warrant some explanation.

# Cameron Airpark Airport Land Use Compatibility Plan Site Location and Airport Influence Area *(March 2012 Draft)*



### Map Feature Key

- Parcels
- Airport Boundary
- Major Roads
- Airport Runway
- Airport Influence Area

### Land Use Key

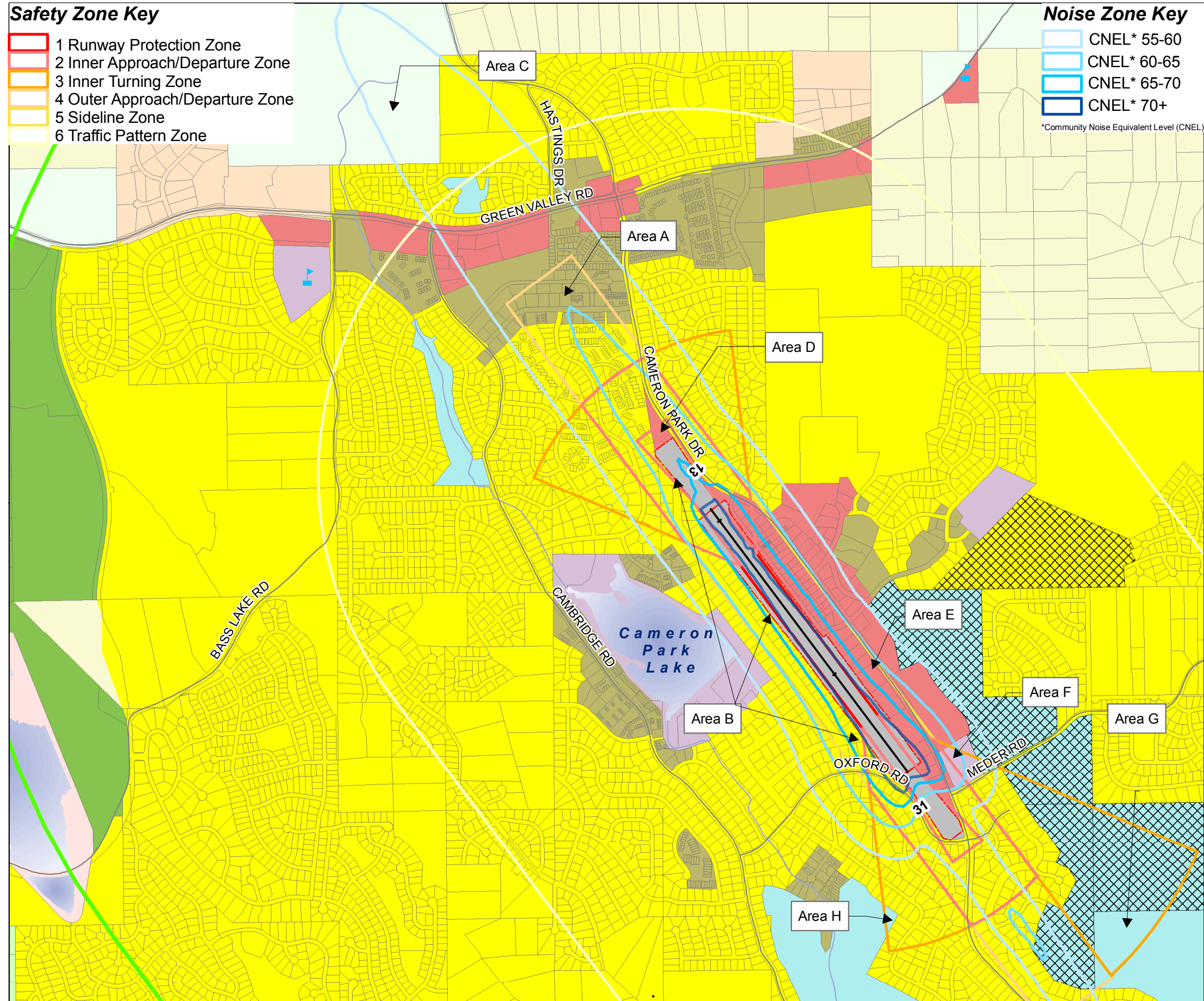
- Agricultural
- Business and Professional
- Commercial
- Residential - Low Density (1 Unit/5 Acres)
- Residential - Medium Density (1 Unit/Acre)
- Residential - High Density (1-5 Units/Acre)
- Residential - Multi-Family (5-24 Units/Acre)
- Residential - Rural (1 Unit/10 Acres)
- Natural Resources
- Open Space
- Public Facilities
- Research & Development
- Industrial
- Tourist Recreational

Map Source: El Dorado County Airport Land Use Commission  
Base Data Source: El Dorado County

1 inch = 3,000 feet







# Cameron Airpark Airport Land Use Compatibility Plan Airport Land Use Compatibility Zones

(March 2012 Draft)

### Map Feature Key

- Parcels
- Airport Boundary
- ▶ Schools
- Federal, State, and Tribal Lands
- Major Roads
- Airport Runway
- Airport Influence Area

### Land Use Key

- Agricultural
- Business and Professional
- Commercial
- Residential - Low Density (1 Unit/5 Acres)
- Residential - Medium Density (1 Unit/Acre)
- Residential - High Density (1-5 Units/Acre)
- Residential - Multi-Family (5-24 Units/Acre)
- Residential - Rural (1 Unit/10 Acres)
- Natural Resources
- Open Space
- Public Facilities
- Research & Development
- Industrial
- Tourist Recreational

Map Source: El Dorado County Airport Land Use Commission  
Base Data Source: El Dorado County General Plan  
adopted July 2004; amended December 2009

1 inch = 1,225 feet 0 0.08 0.16 0.24 0.32 Miles



**Exhibit 3: EI Dorado County General Plan Land Use Consistency Determination  
Cameron Airpark Airport Land Use Compatibility Plan**

General Plan <sup>1</sup> Land Use Designation	Zoning <sup>2</sup> Designation/Permitted Uses	Draft ALUCP <sup>3</sup> Compatibility Zone	Consistency Determination
<b>Residential – Multi-Family (5 to 24 Units/Acre)</b>	<u><b>Limited Multi-Family Residential (R2):</b></u> <ul style="list-style-type: none"> <li>• R1 permitted uses;</li> <li>• Multiple-family dwellings (max. 24 units/acre);</li> <li>• Accessory uses and buildings; Attached single-family dwellings and accessory uses.</li> <li>• Maximum building height, 40 feet.</li> </ul>	60 and 55 CNEL Noise Contours;  Safety Zone 4	<p><b>No Conflict.</b> This land use designation is located 0.5 mile northwest of Runway 13 and reflects existing uses (see <b>Exhibit 2, Area A</b>).</p> <ul style="list-style-type: none"> <li>• In accordance with ALUC Policy 2.3.3, the developed properties qualify as an existing use and are not subject to the policies of the proposed ALUCP <sup>4</sup>.</li> <li>• In accordance with ALUC Policy 4.6.2, residential infill development would be permitted on the few vacant parcels that exist.</li> <li>• Infill development would be subject to sound attenuation and aviation easement dedication requirements set by ALUC Policies 4.2.3 and 4.6.1.</li> <li>• Future development would also be subject to the height restrictions under the proposed ALUCP. The height restrictions provided in the County’s Airport Safety Ordinance (Section 17.38.051, Height Restrictions) are consistent with the proposed ALUCP criteria. Continuation of this ordinance would eliminate any potential conflict <sup>5</sup>.</li> </ul>
<b>Residential – High Density (1 to 5 Units/Acre)</b>	<u><b>One-Family Residential (R1):</b></u> <ul style="list-style-type: none"> <li>• One-family detached dwelling;</li> <li>• Home occupation;</li> <li>• Public utilities distribution lines; public parks;</li> <li>• Noncommercial accessory uses and buildings; and</li> <li>• Real estate sales office for new residential subdivision.</li> <li>• Minimum lot area is 6,000 square feet (0.14 acre) if served by public water and sewer.</li> <li>• Maximum building height is 40 feet.</li> </ul>	65, 60 and 55 CNEL Noise Contours;  Safety Zones 2, 3, 4, and 5	<p><b>No Conflict.</b> This land use designation is located beyond the runway ends and west of the airport Exhibit 2, <b>Area B</b>).</p> <ul style="list-style-type: none"> <li>• In accordance with ALUC Policy 2.3.3, the developed properties qualify as an existing use and are not subject to the policies of the proposed ALUCP <sup>4</sup>.</li> <li>• In accordance with ALUC Policies 4.6.2(a)(2) and 1.3.4, residential infill development would be restricted to one single-family dwelling within Safety Zones 2 and 5.</li> </ul> <p>The average parcel size of the vacant parcels is 0.5 acre. Under the general plan and zoning ordinance, the vacant lots could be subdivided. However, based on the existing development pattern, each developed lot contains a single-family dwelling. Therefore, for the purposes of this environmental review, displacement of future housing units is not anticipated. In the other compatibility zones, residential infill development would be permitted on the few vacant parcels that exist in accordance with ALUC Policy 4.6.2.</p> <ul style="list-style-type: none"> <li>• All residential Infill development would be subject to sound attenuation and aviation easement dedication requirements set by ALUC Policies 4.2.3 and 4.6.1.</li> <li>• Future development would also be subject to the height restrictions under the proposed ALUCP. The height restrictions provided in the County’s Airport Safety Ordinance (Section 17.38.051, Height Restrictions) are consistent with the proposed ALUCP criteria. Continuation of this ordinance would eliminate any potential conflict <sup>5</sup>.</li> </ul>

General Plan <sup>1</sup> Land Use Designation	Zoning <sup>2</sup> Designation/Permitted Uses	Draft ALUCP <sup>3</sup> Compatibility Zone	Consistency Determination
<b>Residential – Rural (1 Unit/10 Acres)</b>	<b><u>Estate Residential (RE-10):</u></b> <ul style="list-style-type: none"> <li>• One single-family detached dwelling;</li> <li>• Agricultural structures;</li> <li>• Home occupation;</li> <li>• Farming;</li> <li>• Local public utilities distribution lines; and</li> <li>• Real estate sales office for new residential subdivision.</li> <li>• Maximum building height, 40 feet.</li> </ul>	55 CNEL Noise Contour	<p><b>No Conflict.</b> This designation is located approximately 1 mile north of Runway 13. The property is currently developed as a golf course (see <b>Exhibit 2, Area C</b>).</p> <ul style="list-style-type: none"> <li>• In accordance with ALUC Policy 2.3.3, this property qualifies as an existing use and is not subject to the policies of the proposed ALUCP<sup>4</sup>.</li> </ul>
<b>Commercial</b>	<b><u>General Commercial (CG):</u></b> <ul style="list-style-type: none"> <li>• Various sales, storage, distribution and light manufacturing businesses.</li> <li>• Maximum building height, 50 feet.</li> </ul>	65, 60 and 55 CNEL Noise Contours;  Safety Zones 1, 2, and 5	<p><b>No Conflict within Safety Zone 1.</b> A vacant 2-acre parcel lies partially within Safety Zone 1 north of Runway 13 (see <b>Exhibit 2, Area D</b>).</p> <ul style="list-style-type: none"> <li>• In accordance with ALUC Policy 4.6.2(a)(1), infill development of any type would be precluded in the portion lying within Zone 1.</li> <li>• The County’s Airport Safety Ordinance (Section 17.38.040, Land Use Compatibility) requires new development to be consistent with the criteria of the land use compatibility guidelines for safety contained in the applicable airport comprehensive plan (now called the ALUCP). Continuation of this ordinance would eliminate any potential conflict<sup>5</sup>.</li> </ul> <p><b>No Conflict in Other Zones.</b> Commercial uses are located east of the airport (see <b>Exhibit 2, Area E</b>).</p> <ul style="list-style-type: none"> <li>• In accordance with ALUC Policy 4.6.2, infill development would be permitted on the few vacant parcels that exist.</li> <li>• Infill development would be subject to sound attenuation and avigation easement dedication requirements set by ALUC Policies 4.2.3 and 4.6.1.</li> <li>• Future development would also be subject to the height restrictions under the proposed ALUCP. The height restrictions provided in the County’s Airport Safety Ordinance (Section 17.38.051, Height Restrictions) are consistent with the proposed ALUCP criteria. Continuation of this ordinance would eliminate any potential conflict<sup>5</sup>.</li> </ul>



Exhibit 3: Land Use Consistency Determination

General Plan <sup>1</sup> Land Use Designation	Zoning <sup>2</sup> Designation/Permitted Uses	Draft ALUCP <sup>3</sup> Compatibility Zone	Consistency Determination
<b>Public Facility</b>	<p><b><u>Professional Office Commercial (CPO):</u></b></p> <ul style="list-style-type: none"> <li>• Various professional, administrative, and business offices.</li> <li>• All projects require site plan approval by Planning Director.</li> <li>• Maximum building height, 35 feet.</li> </ul>	<p>60 and 55 CNEL Noise Contours; Safety Zones 2, 3, and 6</p>	<p><b>No Conflict.</b> This land use designation is located southeast of Runway 31 and reflects an existing use, the County Superior Courthouse (see <b>Exhibit 2, Area F</b>).</p> <ul style="list-style-type: none"> <li>• In accordance with ALUC Policy 2.3.3, this development qualifies as an existing use and is not subject to the policies of the proposed ALUCP <sup>4</sup>.</li> </ul>
<p>Open Space (Including federal, state and tribal lands)</p>	<p><b><u>Estate Residential (RE-10):</u></b></p> <ul style="list-style-type: none"> <li>• One single-family detached dwelling;</li> <li>• Agricultural structures;</li> <li>• Home occupation;</li> <li>• Farming;</li> <li>• Local public utilities distribution lines;</li> <li>• Real estate sales office for new residential subdivision.</li> <li>• Maximum building height, 40 feet.</li> </ul> <p><b><u>Recreational Facilities (RF):</u></b></p> <ul style="list-style-type: none"> <li>• Farming and accessory uses and structures.</li> <li>• All recreational uses (ball fields) require site plan approval by Planning Director.</li> <li>• Maximum building height, 35 feet.</li> </ul>	<p>55 CNEL Noise Contour;</p> <p>Safety Zones 3, 4, and 6</p>	<p><b>No Conflict.</b> The RE-10 zoning designation is located southeast of the airport (see <b>Figure 2, Area G</b>).</p> <ul style="list-style-type: none"> <li>• The area is currently undeveloped open space, consistent with the general plan designation.</li> <li>• Much of the area includes federal, state, and tribal lands. In accordance with state laws, these agencies and the property they control are not subject to the proposed ALUCP criteria.</li> </ul> <p>The RF zoning designation is located southwest of the airport in Safety Zone 3. The portion within Zone 3 is currently a golf course (see <b>Exhibit 2, Area H</b>).</p> <ul style="list-style-type: none"> <li>• In accordance with ALUC Policy 2.3.3, Area H qualifies as an existing use and is not subject to the policies of the proposed ALUCP <sup>4</sup>.</li> </ul>

**Notes**

- <sup>1</sup> El Dorado County General Plan Land Use Diagram, July 19, 2004; amended December 2009. Only planned land use designations located within the airport noise contours and safety zones are listed and reviewed for consistency with the El Dorado County Airport Land Use Compatibility Plan (ALUCP) dated March 2012 Draft.
- <sup>2</sup> El Dorado County Zoning Ordinance, Title 17, November 2010. Only uses permitted by right under County Zoning Ordinance are listed. Once the ALUCP is adopted, uses requiring a special use permit must take into account compliance with the ALUCP criteria as one of the factors to be considered in project approval.
- <sup>3</sup> *Cameron Airpark Airport Land Use Compatibility Plan*, March 2012 Draft. Only the compatibility zones which would apply density, intensity, or height restrictions on future development are listed. Buyer awareness measures apply within proposed Airport Influence Area.
- <sup>4</sup> In accordance with Policy 4.6.3, an existing use may lose its existing land use status if proposed changes to existing uses (i.e., expansion, reconstruction, and redevelopment) would result in increased nonconformity with the ALUCP criteria. Under these circumstances, the project would be subject to ALUC review.
- <sup>5</sup> As required by Public Utilities Code Section 21676(a), once the ALUC adopts the proposed ALUCP, the County will be required to either modify its general plan, applicable specific plans and zoning ordinance to be consistent with the policies of the ALUCP, or to take steps required to overrule the ALUC.

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## REFERENCES

The following references are cited in the text that follows for the Initial Study.

1. County of El Dorado. *El Dorado County General Plan: A Plan for Managed Growth and Open Roads; A Plan for Quality Neighborhoods and Traffic Relief*. Adopted July 19, 2004.
2. County of El Dorado. *El Dorado County General Plan: Land Use Element*. Adopted 2004, amended December 2009.
3. County of El Dorado. *El Dorado County General Plan: Public Health, Safety, and Noise Element*. Adopted 2004, amended March 2009.
4. County of El Dorado. *El Dorado County General Plan: Transportation and Circulation Element*. Adopted 2004, amended January 2009.
5. County of El Dorado. *El Dorado County Zoning Map*. January 20, 2009.
6. County of El Dorado. *El Dorado County Zoning Ordinance, Title 17*, November 2010.
7. Foothills Land Use Commission. *Cameron Airpark Airport Comprehensive Land Use Plan*. Adopted June 4, 1986.
8. El Dorado County Local Agency Formation Commission (LAFCO). Public Hearing to Consider the Environmental Review, Municipal Service Review, and Sphere of Influence update for the Cameron Park Airport District. Staff report presented on meeting of October 27, 2010.
9. State of California Department of Transportation (Caltrans) Division of Aeronautics. *California Airport Land Use Planning Handbook*. October 2011.


DETERMINATION

**Completed By Lead Agency:  
El Dorado County Airport Land Use Commission**

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

  
Signature

  
Date

  
Printed Name:

  
For



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

CATEGORY	ANALYSIS SUMMARY (See individual pages for details)					
	Pg	Potentially Significant Impact				
		Less than Significant Impact with Project Mitigation			No Impact	
		Less than Significant Impact				
		Comments (Also see discussion above starting on page 3, Topic 11)				
1. AESTHETICS	14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. AGRICULTURE/FORESTRY RESOURCES	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. AIR QUALITY	16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. BIOLOGICAL RESOURCES	17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. CULTURAL RESOURCES	18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. GEOLOGY/SOILS/SEISMICITY	19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. GREENHOUSE GAS EMISSIONS	20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. HAZARDS/HAZARDOUS MATERIALS	21	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	e) Plan limits exposure of people to aircraft accident hazards by restricting risk-sensitive uses in airport vicinity
9. HYDROLOGY/WATER QUALITY	23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. LAND USE/LAND USE PLANNING	24	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	b) Minor modifications needed to County Plans and Policies.
11. MINERAL RESOURCES	30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. NOISE	31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	e) Plan limits exposure of people to noise, but does not regulate aircraft
13. POPULATION/HOUSING	33	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	b.) No housing will be displaced.
14. PUBLIC SERVICES	34	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	a) No effect on schools; negligible effect on government staff workloads
15. RECREATION	35	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
16. TRANSPORTATION/TRAFFIC	36	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	c) Plan does not regulate air traffic
17. UTILITIES/SERVICE SYSTEMS	37	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
18. MANDATORY FINDINGS OF SIGNIFICANCE	38	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	b) No cumulative impacts

# ENVIRONMENTAL CHECKLIST

## 1. AESTHETICS

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a – d) See Summary of Potential Environmental Effects (No. 11 on page 3).

### Mitigation

None required.

## 2. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a – e): See Summary of Potential Environmental Effects (No. 11 on page 3). No forestland or timberland is located within the Airport Influence Area.

Only one parcel within the AIA is designated for agricultural use (see **Exhibit 1**), and no land restrictions are associated with the area in which the parcel occurs. No physical change is proposed by the ALUCP that would conflict with agricultural use or result in the conversion of this area to non-agricultural use.

### Mitigation

None required.

### 3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

a – e): See Summary of Potential Environmental Effects (No. 11 on page 3).

#### Mitigation

None required.



#### 4. BIOLOGICAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

a – f): See Summary of Potential Environmental Effects (No. 11 on page 3).

#### Mitigation

None required.

## 5. CULTURAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a – d): See Summary of Potential Environmental Effects (No. 11 on page 3).

### Mitigation

None required.

## 6. GEOLOGY, SOILS, AND SEISMICITY

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) 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? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a – e): See Summary of Potential Environmental Effects (No. 11 on page 3).

### Mitigation

None required.

## 7. GREENHOUSE GAS EMISSIONS

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a, b): See Summary of Potential Environmental Effects (No. 11 on page 3).

### Mitigation

None required.



## 8. HAZARDS AND HAZARDOUS MATERIALS

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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## Discussion

a – d, f – h) See Summary of Potential Environmental Effects (No. 11 on page 3).

e) The proposed ALUCP is regulatory in nature; it does not propose any development or physical change to the environment. Pursuant to the State Aeronautics Act, the purpose of the ALUCP is to minimize the public's exposure to excessive noise and safety hazards within the airport vicinity. Therefore, adoption and implementation of the proposed ALUCP would not result in a safety hazard for people residing or working in the Airport vicinity.

The proposed ALUCP uses the aircraft accident risk data and safety compatibility concepts provided in the *California Airport Land Use Planning Handbook* (Caltrans, 2011) to establish compatibility safety zones (i.e., areas exposed to significant safety hazards). The ALUCP establishes safety criteria and policies that limit concentrations of people within the safety zones. The purpose of the policies is to minimize the risks and potential consequences associated with an off-airport aircraft accident or emergency landing. The policies consider the risks to both to people and property in the vicinity of the Airport and to people on board the aircraft.

The risks of an aircraft accident are further reduced by airspace protection policies that limit the height of structures, trees, and other objects that might penetrate the Airport's airspace as defined by Federal Aviation Regulations (FAR), Part 77, "Safe, Efficient Use, and Preservation of the Navigable Airspace." The airspace protection policies also restrict land use features that may generate other hazards to flight such as visual hazards (i.e., smoke, dust, steam, etc.), electronic hazards that may disrupt aircraft communications or navigation, and wildlife hazards (i.e., uses which would attract wildlife hazardous to aircraft operations). Therefore, no safety hazards would be created as a result of the adoption and implementation of the proposed ALUCP.

## Mitigation

None required.

## 9. HYDROLOGY AND WATER QUALITY

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of a site or area including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of a site or area including through the alteration of the course of a stream or river or, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a – j) See Summary of Potential Environmental Effects (No. 11 on page 3).

### Mitigation

None required.

## 10. LAND USE AND LAND USE PLANNING

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a, c: See Summary of Potential Environmental Effects (No. 11 on page 3).

b) State law (Government Code Section 65302.3) requires each local agency having authority over land uses within an ALUC's planning area, also referred to as the Airport Influence Area (AIA), to modify its general plan and any affected specific plans to be consistent with the ALUCP. The law says that the local agency must take this action within 180 days of ALUCP adoption or amendment. The only other course of action available to a local agency is to overrule the ALUC by, among other things, a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of state airport land use planning statutes (Public Utilities Code Section 21676(b)).

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

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

With regard to the proposed ALUCP, the County of El Dorado is the only general purpose government entity with land use authority in the proposed AIA. Following ALUCP adoption, the County will be required to amend its general plan and/or implementing ordinances to be consistent with the ALUCP or to take action to overrule the ALUC.

### Impact Summary

None of the proposed ALUC policies would result in conflicts with the County of El Dorado's general plan. As summarized in Table 1, several general plan policies support airport operations and compliance with ALUC policies.

- Land Use Policy 22.5.13 states that "the land uses adjacent to or surround airport facilities shall be subject to location, use, and height restrictions consistent with the Comprehensive Airport Land Use Plan."
- Transportation and Circulation Policy TC-7a states that "the County shall continue to support federal and state regulations governing operation and land use restrictions related to airports in the County."

- The Public Health, Safety and Noise Element and its implementation measures underscore the need to ensure that projects are evaluated against the guidelines and noise standards within the ALUC polices, and states that the County shall develop an airport combining zone district within the County Zoning Ordinance to discourage incompatible development.

Applicable General Plan Policies are presented on Table 1 below.

El Dorado County’s adopted general plan policies addressing airport land use compatibility matters do not directly conflict with the proposed ALUCP policies. Nevertheless, the County of El Dorado will need to amend or supplement its general plan and/or other implementing ordinances to:

1. Reference the new ALUCP by name and adoption date;
2. Establish the process by which the local agency will follow when forwarding certain land use actions to the ALUC for review;
3. Define the process by which the local agency will follow when reviewing proposed land use development within the Airport Influence Area to ensure that the development will be consistent with the polices set forth in the ALUCP; and
4. Incorporate the compatibility criteria, policies, and zones addressing noise, safety, airspace protection, and overflight hazards.

This amendment is process oriented and considered a less-than-significant impact.

**El Dorado County General Plan Policies**

The *County of El Dorado General Plan* was reviewed to identify policies that applied specifically to airports. Policies were identified within the Land Use Element, Transportation and Circulation Element, and Public Health, Safety and Noise Element (see Table 1). None of the General Plan policies, objectives, goals, or implementing measures conflicts with Draft ALUCP policies.

Table 1: Summary of Adopted General Plan Policies
<p><b>LAND USE ELEMENT</b></p> <p>The El Dorado County Land Use Element establishes the following airport land use compatibility goal, objective, and policy:</p> <p><b>Goal 2.2: Land Use Designations</b></p> <ul style="list-style-type: none"> <li>▪ <b>OBJECTIVE 2.2.5, Policy 2.2.5.13:</b> Land uses adjacent to or surrounding airport facilities shall be subject to location, use, and height restrictions consistent with the Comprehensive Airport Land Use Plan.</li> </ul>
<p><b>TRANSPORTATION AND CIRCULATION ELEMENT</b></p> <p>The El Dorado County Transportation and Circulation Element establishes the following applicable goal and policies associated with aviation facilities.</p> <p><b>Goal TC-7: To promote the maintenance and improvement of general and commercial aviation facilities.</b></p> <ul style="list-style-type: none"> <li>▪ <b>Policy TC-7a:</b> The County shall continue to support federal and state regulations governing operations and land use restrictions related to airports in the County.</li> </ul>

**Table 1: Summary of Adopted General Plan Policies**

**PUBLIC HEALTH, SAFETY AND NOISE ELEMENT**

The County's Public Health, Safety and Noise Element establishes the following goals, objectives and policies associated with airport land use compatibility policies:

**Goal 6.5: Ensure that County residents are not subjected to noise beyond acceptable levels.**

**Objective 6.5.1: Protection of Noise-Sensitive Development.**

Protect existing noise-sensitive developments (e.g., hospitals, schools, churches and residential) from new uses that would generate noise levels incompatible with those uses and, conversely, discourage noise-sensitive uses from locating near sources of high noise levels.

- **Policy 6.5.1.4:** Existing dwellings and new single-family dwellings on legal lots of record, as of the date of adoption of this General Plan, are not subject to County review with respect to satisfaction of the standards of the Public Health, Safety, and Noise Element except in areas governed by the Comprehensive Land Use Plans for applicable airports. (See Objective 6.5.2.)
- **Policy 6.5.1.10 (C):** The zoning ordinance shall be amended to provide that noise standards will be applied to ministerial projects with the exception of single-family residential building permits if not in areas governed by the Airports Comprehensive Land Use Plans. (See Objective 6.5.2.)

**Objective 6.5.2: Airport Noise Guidelines**

The County shall recognize the Comprehensive Airport Land Use Plans (CLUPS) for the Placerville Airport, the Cameron Airpark Airport, the Georgetown Airport, and the City of South Lake Tahoe Airport as the applicable guidelines for development within the 55 dB Ldn/CNEL contour of these airports. Where there is a conflict between the County noise standards and the noise standards of the CLUPS, the standards of the CLUPS shall take precedence.

- **Policy 6.5.2.1:** All projects, including single-family residential, within the 55 dB/CNEL contour of a County airport shall be evaluated against the noise guidelines and policies in the applicable CLUP.
- **Policy 6.5.2.2:** The County shall develop and apply a combining zone district for areas located within the 55 dB/CNEL contour of airports.
- **Policy 6.5.2.3:** All airports which have not developed noise level contours consistent with the El Dorado County General Plan forecast year of 2025 should update the respective Master Plans and CLUPS to reflect aircraft operation noise levels in the year 2025.

**GOAL 6.8: AVIATION-RELATED HAZARDS**

Minimize aviation-related hazards in and around existing and future airports.

**OBJECTIVE 6.8.1: SAFETY HAZARDS EXPOSURE**

Minimize the public's exposure to airport-related safety hazards by requiring new development around airports to be compatible with that use.

- **Policy 6.8.1.1** All development within the Airport Safety Zones of the Placerville Airport, the Cameron Park Air Park Airport, the Georgetown Airport, and the City of South Lake Tahoe Airport shall comply with Airport Land Use Commission height, noise, and safety policies and maps as set forth in each airport's comprehensive land use plan. Where there is a difference between the County development standards and the development standards of the Comprehensive Land Use Plan, as applied to proposed development, the standards that will most reduce airport-related safety hazards shall apply.

**Table 1: Summary of Adopted General Plan Policies**

- **Policy 6.8.1.2** The County shall develop an airport combining zone district within the El Dorado County Zoning Ordinance, for each of the Safety Zones 1, 2, and 3 as defined by the comprehensive land use plans for each of the County's public airports. Said ordinance shall specify maximum density and minimum parcel size.

**IMPLEMENTATION MEASURES**

The County's Public Health, Safety and Noise Element establishes the following implementation measures that would apply to the ALUCP policies:

**Measure HS-I (C):** The County Division of Planning and Department of Transportation are responsible for:

- The application of the noise standards to ministerial projects, with the exception of single-family residential building permits, if not in areas governed by the Airport Comprehensive Land Use Plans.

**Measure HS-I :**

To provide a comprehensive approach to noise control, adopt a Noise Ordinance that includes, but is not limited to, the following:

- C. Application of the noise standards to ministerial projects, with the exception of single-family residential building permits, if not in areas governed by the Airport Comprehensive Land Use Plans. [Policies 6.5.1.10, 6.5.1.13, and 6.5.1.14]

**MEASURE HS-K.** The County Division of Planning is responsible for reviewing the Zoning Ordinance and identify changes that would accomplish the following:

- A. Include an airport combining zone district for each of the Safety Zones as defined in the comprehensive land use plans for each of the County's public airports. The ordinance shall specify maximum density and minimum parcel size; and
- B. Develop and apply a combining zone district for areas within the 55 dB CNEL of public airports to discourage the placement of incompatible uses within the contour. [Policies 6.5.2.2 and 6.8.1.2]

**MEASURE HS-L:** The County Division of Planning and the County Department of transportation are responsible for the following:

Update airport master plans and work with the appropriate Airport Land Use Commissions to update the Comprehensive Land Use Plans to reflect noise levels in the year 2025. [Policy 6.5.2.3]

**General Plan Land Use Designations**

In order to attain general plan consistency with the ALUCP, no direct conflicts should exist between planned land uses shown on each jurisdiction's general plan land use maps and the proposed ALUCP criteria.

To identify potential conflicts between the Draft ALUCP and the land uses and policies presented in the County's General Plan, the proposed compatibility zones were overlaid onto the future land use designations for the County of El Dorado (see **Exhibit 2**). The compatibility zones which could potentially prohibit or restrict future residential densities (dwelling units per acre) or non-residential usage intensities (people per acre) were compared with densities and intensities of planned land uses to identify potential conflicts with the General Plan. For example, a conflict would exist when



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the general plan densities would exceed the ALUCP density criteria (i.e., allow more residential units than would be permitted under the ALUCP).

Land use designations that potentially conflict with the proposed ALUCP criteria are identified on **Exhibit 2** (page 6). **Exhibit 3** (page 7) provides a consistency determination for each general plan land use designation located within the AIA. The specific noise contour and/or safety zone in which the planned land use is located is also noted. The last column of the table evaluates the general plan land use designations with the proposed ALUCP criteria and identifies whether a direct conflict exists between the two plans that would require the County to amend its General Plan Land Use Diagram. In some instances, the general plan land use designation merely reflects existing land use patterns. Under these circumstances, no change to the County's land use diagram would be necessary even if the land use designation conflicts with the proposed ALUCP criteria.

Designated land uses shown in eight locations within the AIA were identified as posing potential conflicts with ALUCP policies (see **Exhibit 2**). However, the results of the consistency analysis summarized in **Exhibit 3** indicated that no conflicts were present:

- **Area A** is associated with future multi-family residential development approximately 0.5 mile northwest of Runway 13. Development of the few vacant parcels in this location would be considered residential infill development. Infill development is permitted by ALUCP policies; therefore, no conflict would occur.
- **Area B** is associated with future high-density residential development beyond the runway ends and west of the airport. Although high-density development and parcel subdivision is permissible under the General Plan, existing development is characterized by single-family dwellings. Vacant parcels would likely be developed as infill at the same density. Infill development is permitted by ALUCP policies; therefore, no conflict would occur.
- **Area C** is designated for rural-residential development located approximately 1 mile north of Runway 13. However, this area has been developed as a golf course. Existing uses are exempt from ALUCP policies; therefore, no conflict would occur in this location.
- **Area D** refers to a vacant 2-acre parcel that is designated for commercial development, but a portion of the parcel lies within Safety Zone 1. The proposed ALUCP prohibits future development within this zone. The County's current Airport Safety Ordinance (Section 17.38.040, Land Use Compatibility) requires new development to be consistent with ALUCP guidelines. No conflict will occur if this policy is continued.
- **Area E** is associated with a few vacant commercial parcels east of the runway. Development of the few vacant parcels would be considered infill development and permitted by ALUC policies. No conflict would occur.
- **Area F** is associated with parcels southeast of Runway 31 and upon which the County Superior Court house resides. Existing uses are exempt from ALUC policies; therefore, no conflict would occur in this location.
- **Area G** is associated with open space use southeast of the airport. Open space is consistent with the ALUCP criteria. Most of this area is federal, state or tribal lands which are exempt from the ALUCP criteria. No conflict is associated with this use.

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- **Area H** is associated with a golf course located in an area designated for recreational facilities southeast of the airport. Existing uses are exempt from ALUC policies; therefore, no conflict would occur in this location.

**Mitigation**

No conflicts were identified between the County of El Dorado's General Plan and the proposed ALUC policies. Although the County will need to revise its General Plan to reference and implement the revised ALUCP, this change is process oriented and considered less than significant (see page 25).

No mitigation is required.

## 11. MINERAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a – b): See Summary of Potential Environmental Effects (No. 11 on page 3).

### Mitigation

None required.

## 12. NOISE

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a – d, f): See Summary of Potential Environmental Effects (No. 11 on page 3).

e) The proposed ALUCP is regulatory in nature; it does not propose any physical change to the environment. Pursuant to the State Aeronautics Act, the purpose of the ALUCP is to minimize the public's exposure to aircraft noise within the Airport vicinity. Therefore, adoption and implementation of the proposed ALUCP would not expose people residing and working in the vicinity of the Airport to excessive noise or generate new sources of aviation-related noise.

Airport-related noise and its impact on land uses were considered in the proposed ALUCP criteria. In accordance with PUC Section 21675(a), the noise contours developed for use in the ALUCP reflect the potential long-term noise impact associated with aircraft operations for at least 20 years. The noise contours represent 70,000 annual aircraft operations by 2032. The noise contours are described in terms of the Community Noise Equivalent Level (CNEL), the metric adopted by the State of California for land use planning purposes.

The noise contours presented on **Exhibit 2** and ALUCP policy maps reflect future aircraft activity on the runway configuration as presented in the FAA-approved Airport Layout Plan (ALP) of April 6,

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2000. (The ALP does not present any changes to the runway configuration.) The Caltrans Division of Aeronautics requires that an FAA-approved ALP serve as the basis of an ALUCP whenever possible. The ALUCP does not regulate the operation of aircraft or the noise produced by that activity. State law explicitly denies the ALUC authority over such matters.

The ALUCP establishes criteria that reduce the potential exposure of people to excessive aircraft-related noise by limiting residential densities (dwelling units per acre) and noise-sensitive land uses in locations exposed to noise higher than 60 dB CNEL.

Much of the area within the 60 CNEL contour is developed. In accordance with ALUC Policy 4.6.2, residential infill development would be permitted on the few vacant parcels that remain in **Area B** as shown in **Exhibit 2**. These properties would be subject to sound attenuation and aviation easement dedication requirements set by ALUC policies 4.2.3 and 4.6.1. No impact would occur.

### **Mitigation**

None required.

### 13. POPULATION AND HOUSING

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

a) Adoption and implementation of the proposed ALUCP would not induce growth; the plan is regulatory and does not propose any project that would cause physical changes to the environment. Additionally, policies set forth in the ALUCP do not directly or indirectly induce population growth either locally or regionally beyond what is considered in the general plan and/or other land use policy instruments adopted by the County El Dorado. No displacement of development within the AIA will occur.

b,c) As described above, the proposed ALUCP is a guidance document that sets forth policies that influence the location, distribution, and density/intensity of both residential and nonresidential land uses in a way that is intended to reduce potential exposure to aircraft noise and safety concerns. The noise, safety, airspace protection, and overflight policies contained in the proposed ALUCP only affect future land uses. In accordance with PUC Section 21674(a), the policies of the ALUCP do not apply to existing land uses, whether or not they are consistent with the criteria of the ALUCP. Moreover, the plan explicitly allows construction of a single-family home or secondary unit, as defined by state and local law, on a legal lot of record where such use is permitted by local land use regulations. Therefore, adoption and implementation of the ALUCP would not result in the displacement of existing housing units or persons, and the construction of replacement housing would not be required.

The Draft ALUCP does not proposed policies that would conflict with future land uses as presented in the County’s General Plan. Therefore, no displacement of housing would occur to necessitate the construction of replacement housing elsewhere.

#### Mitigation

None Required.

## 14. PUBLIC SERVICES

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a.i – a.iv) See Summary of Potential Environmental Effects (No. 11 on page 3).

a.v) Adoption and implementation of the proposed ALUCP would not result in any changes in governmental facilities to maintain services, response times, or other performances objectives and therefore, the proposed ALUCP would not be associated with physical impacts to the environment.

As described in Section 10 of this Initial Study, minor changes and/or additions would be needed to bring the County's general plan into consistency with the proposed ALUCP. Over the long term, procedural policies included in ALUCP are intended to simplify and clarify the ALUC project review process.

### Mitigation

None required.



**15. RECREATION**

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

a, b): See Summary of Potential Environmental Effects (No. 11 on page 3).

**Mitigation**

None required.

## 16. TRANSPORTATION AND TRAFFIC

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a – b, d – g): See Summary of Potential Environmental Effects (No. 11 on page 3).

c) Neither the ALUC nor the policies set forth in the proposed ALUCP have authority over airport operations. However, in accordance with state law, certain airport development proposals that could have off-airport compatibility implications will be subject to ALUC review. Nonetheless, adoption and implementation of the proposed ALUCP will not result in any change to air traffic patterns at Cameron Airpark Airport.

### Mitigation

None required.

## 17. UTILITIES AND SERVICE SYSTEMS

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a – g): See Summary of Potential Environmental Effects (No. 11 on page 3).

### Mitigation

None required.

## 18. MANDATORY FINDINGS OF SIGNIFICANCE

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a, c) See Summary of Potential Environmental Effects (No. 11 on page 3).

b) The proposed ALUCP is regulatory and does not propose any physical changes to the environment. No degradation of habitat, loss of historic resources, or other impacts to environmental quality would be associated with the adoption of this ALUCP, either individually or cumulatively.

The ALUCP addresses potential noise and safety impacts and other airport land use compatibility issues associated with potential future development that other public entities or private parties may propose within the Airport Influence Area. Therefore, adoption and implementation of the ALUCP could encourage decisions that would prevent the development of incompatible land uses that would result in exposure to significant negative noise or safety hazards associated with aircraft operations. Adoption and implementation of the ALUCP has no potential to create cumulatively significant environmental impacts.

### Mitigation

None required.