

INITIAL STUDY

1. **Project Title:** Placerville 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:** Placerville Airport and the surrounding area, including the City of Placerville 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: Placerville Airport, Georgetown Airport, and Cameron Airpark Airport. The ALUC proposes to adopt a *Placerville Airport Land Use Compatibility Plan (ALUCP)*. The proposed Placerville ALUCP will replace the *Placerville Airport Comprehensive Land Use Plan*, which was originally issued on October 14, 1987, and revised and adopted on June 5, 1996. A copy of the proposed ALUCP for El Dorado County, which includes the Placerville ALUCP, is presented as Appendix A of 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 Placerville 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 County Department of Transportation, and the City of Placerville Planning Division.

The proposed ALUCP defines 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 City of Placerville and other 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 unincorporated areas within the AIA, and the City of Placerville has land use authority over portions of the AIA within its limits and sphere of influence. Each agency is expected to incorporate certain criteria and procedural policies from the proposed ALUCP into its general plan and zoning ordinances to ensure that future land use development will be compatible with the long-term operation of the Placerville Airport. Each agency also has the option of overruling the ALUC in accordance with the steps defined by state law.

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

A notable difference between the proposed ALUCP for Placerville Airport and the 1996 comprehensive land use plan is that the ALUCP for the Placerville Airport was based upon the data presented in the most recent Placerville Airport Layout Plan (ALP), which was approved by the Federal Aviation Administration (FAA) on February 26, 2007. An ALP presents current airport facilities and proposed improvements over a 20-year period. The proposed ALUCP incorporates airport improvements that the County completed since 2007 in accordance with the approved ALP. As published in 2007, the ALP indicates that the Airport included a single 4,200-foot-long runway that would be reduced to 3,910 feet long to accommodate FAA standards. The County has completed this runway modification.

Aviation forecasts prepared for the proposed ALUCP for Placerville indicate that aircraft operations could increase from approximately 60,000 annual operations in 2011 to approximately 95,000 annual operations in 2032. However, no changes in runway length are proposed and no change in aircraft fleet mix is anticipated. Future use of the airport will remain limited to single- and twin-engine aircraft weighing less than 12,500 pounds for single-wheel aircraft, less than 20,000 pounds for dual-wheel aircraft, and aircraft 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 vary from those provided in 1996 plan. Since 1996, when the previous plan for the Placerville Airport was adopted, the Caltrans Division of Aeronautics has twice revised its guidance pertaining to Airport Land Use Compatibility Plans. The manner in which the shape and size of the safety zones are calculated has been revised to better reflect accident distribution patterns in the vicinity of general aviation airports such as the Placerville Airport. In addition, new technologies and tools, such as Geographic Information Systems (GIS) and improvements to the FAA's Integrated Noise Model (INM), provide greater precision in measuring the extent of aircraft noise exposure and locations that may be subject to increased safety risk. For example, the revised noise model considers the influence of topography on noise exposure. As a result, the area identified as exposed to

significant levels aircraft noise is much smaller in the proposed ALUCP than the area identified in the 1996 plan. In addition, the proposed ALUCP also discusses the potential effect of exposure to aircraft overflight, which was not considered in the 1996 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.

9. Surrounding Land Uses and Setting

The Placerville Airport is located in the Sierra Nevada foothills of El Dorado County on a ridge above the City of Placerville. The Airport is adjacent to City's eastern boundary and within the City's Sphere of Influence. The 215-acre Airport is a public-use general aviation (GA) airport that is owned by El Dorado County and operated by the County's Department of Transportation. The Airport serves the City of Placerville and surrounding rural areas of El Dorado County. In addition to general aviation, the airport supports emergency, safety, law enforcement, and fire suppression activities.

As shown in **Exhibit 2**, the Airport Influence Area (AIA) associated with the Placerville Airport includes a range of land uses that lie within the City of Placerville and under the City's land use authority or within unincorporated areas of the County and under the County's land use authority. The unincorporated areas within the City's sphere of influence have not yet been annexed, and will remain under the County's land use authority until annexation occurs (see Exhibit 2). Much of the land within the AIA is already built out.

The land adjacent to the western Airport boundary lies within the Placerville city limits. The City's designated land uses for future development associated with this area are predominantly Low-Density Residential (1 to 4 units per/acre) and Rural Residential (1 unit/5 acres). An area designated for open space is adjacent to the airport's western boundary. Areas north of the airport along Highway 50 include Highway-Commercial and High-Density Residential (4 to 16 units/acre).

Unincorporated lands are adjacent to the Airport's southern and northeastern boundaries. These areas are within the County's land use authority. Areas adjacent to the southern airport boundary include Low-Density Residential (1 unit/5 acres), Medium-Density Residential (1 unit/acre), Rural-Residential (1 unit/10 acres) and Open Space. The area to the northeast includes Rural-Residential, Low-Density Residential, Medium-Density Residential, and Commercial/Highway-Commercial. As noted on **Exhibit 2**, the land use designations do not vary between the City and the County's land use diagrams, but the densities associated with the residential uses vary.

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 and the City of Placerville. State statutes require an agency to make its General Plan consistent with an 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 and the City of Placerville do not directly conflict with the proposed ALUCP. However, both jurisdictions will be required to make minor changes to their general plan, specific plans, and/or implementing ordinances to be fully consistent with the ALUCP or to take action to overrule the ALUC.

In terms of the jurisdictions' general plan land use diagrams, Exhibit 3 identifies where conflicts exist between the planned land uses shown on the land use diagrams and the proposed ALUCP criteria. For the County, the planned land uses are generally consistent with the proposed compatibility criteria with one exception: Assessor Parcel No. 0481278 has two planned land use designations of Low-Density Residential and Medium-Density Residential. The Medium-Density Residential designation conflicts with the proposed ALUCP criteria. Eight conflicts were identified with the City of Placerville's planned land uses. These conflict areas are located primarily within the City's sphere of influence, as the City proposes to up-zone the area once it is annexed. To resolve these conflicts, the City and County will need to amend their land use diagrams or take action to overrule the ALUC.

As described in Section 13, although the proposed ALUCP establishes criteria that would either prohibit or restrict certain types of land uses within the Airport Influence Area, the land uses that either exist or planned within the Airport Influence Area are generally consistent with the proposed compatibility criteria with the few exceptions noted above. Where these conflicts exist, an analysis was performed to assess the impact on the jurisdictions' ability to satisfy their Regional Housing Needs Allocation requirements. The results of this analysis are summarized in Exhibit 4. The analysis is based on the future land uses shown in the El Dorado County General Plan Land Use Diagram, adopted July 19, 2004, and amended in December 2009, and the City of Placerville General Plan, adopted January 1989, and amended in February 2012. The potential impact associated with this inconsistency was determined to be less than significant, as it would not displace proposed housing to the extent that it would prevent the City or the County from fulfilling its obligation pursuant to their Regional Housing Needs Allocation requirement.

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 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.” Two impact categories, “Land Use/Land Use Planning”, “Public Services”, and “Population/Housing” were identified as having a “Less than Significant Impact.” Appropriate discussions are provided for impact categories that warrant some explanation.

Placerville Airport Land Use Compatibility Plan Site Location and Airport Influence Area

(March 2012 Draft)

Map Feature Key

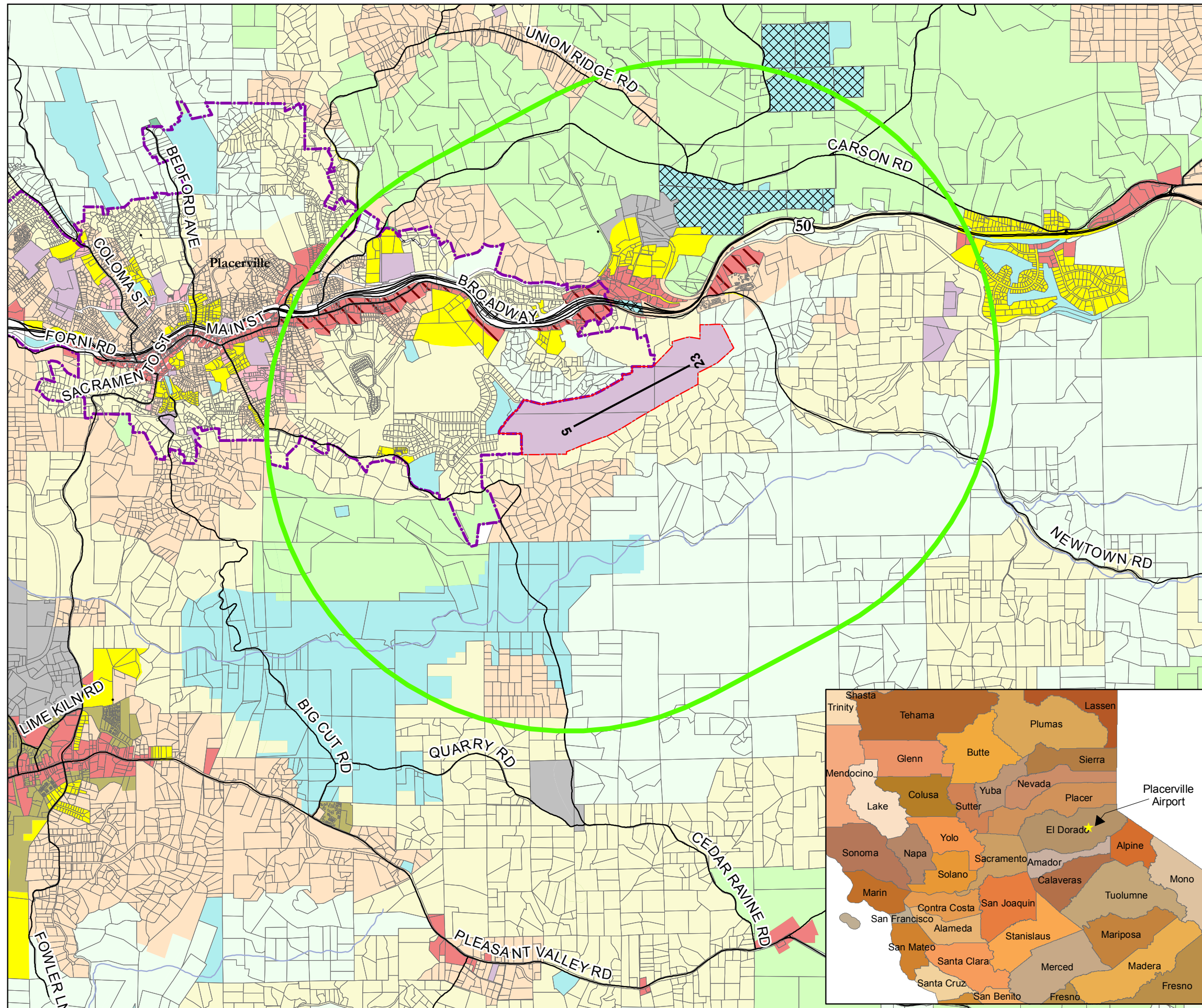
- Parcels
- Airport Boundary
- Placerville City Limit
- Major Roads
- Airport Runway
- Airport Influence Area

Land Use Key

- Agricultural
- Business and Professional
- Commercial
- Central Business District
- Highway 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 Miles



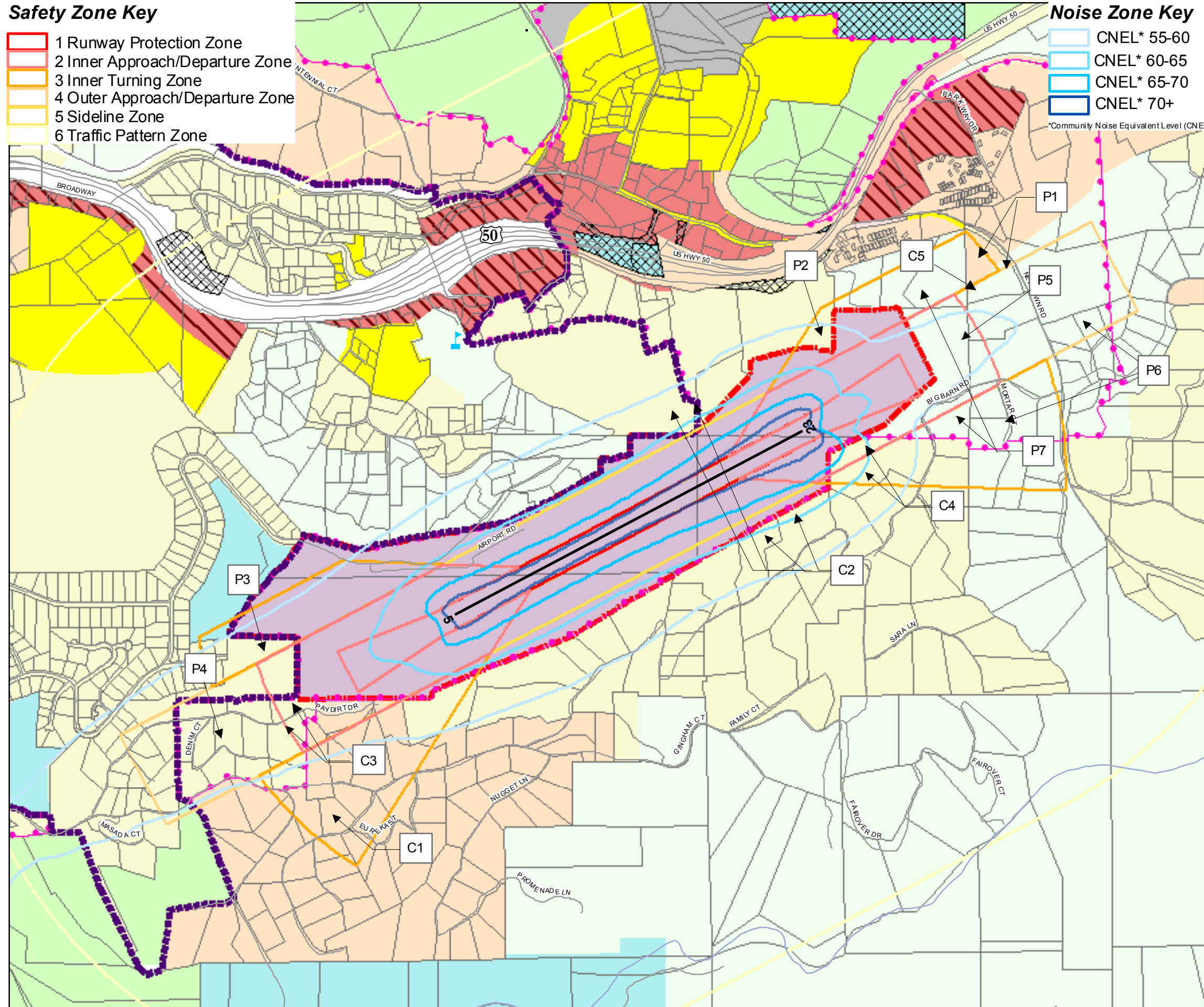
Safety Zone Key

- 1 Runway Protection Zone
- 2 Inner Approach/Departure Zone
- 3 Inner Turning Zone
- 4 Outer Approach/Departure Zone
- 5 Sideline Zone
- 6 Traffic Pattern Zone

Noise Zone Key

- CNEL* 55-60
- CNEL* 60-65
- CNEL* 65-70
- CNEL* 70+

*Community Noise Equivalent Level (CNEL)



**Placerville Airport
Land Use Compatibility Plan
Airport Land Use
Compatibility Zones**
(March 2012 Draft)

Map Feature Key

- Parcels
- Placerville Airport Boundary
- Placerville City Limit
- Placerville Sphere of Influence
- Schools
- Federal, State, and Tribal Lands
- Major Roads
- Airport Runway
- Airport Influence Area

Land Use Key

- Agricultural
- Business and Professional
- Commercial
- Central Business District
- Highway Commercial
- Residential - Low Density ED County - 1 Unit/5 Acres
Placerville - 1-4 Units/Acre
- Residential - Medium Density ED County - 1 Unit/Acre
Placerville - 4-6 Units/Acre
- Residential - High Density ED County - 1-5 Units/Acre
Placerville - 4-16 Units/Acre
- Residential - Multi-Family ED County - 5-24 Units/Acre
- Residential - Rural ED County - 1 Unit/10 Acres
Placerville - 2-1 Unit/Acre
- 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
City of Placerville General Plan adopted January 1989;
amended December 2004

1 inch = 1,000 feet 0 0.09 0.18 0.27 0.36



Exhibit 3: General Plan Land Use Consistency Determination for Placerville Airport

General Plan Land Use Designation ¹	General Plan/Zoning Designation/Permitted Uses ²	Draft ALUCP Compatibility Zone ³	Consistency Determination
El Dorado County			
Residential – Medium Density (1 Unit/Acre)	<p><u>Single-Family 2-Acre (R2A):</u></p> <ul style="list-style-type: none"> • One-family detached dwelling, guest house, accessory uses and structures; • Home occupation; • Farm; • Non-commercial animal keeping; • Real estate sales office for new residential subdivision. • Minimum parcel area is 2 acres. • Maximum building height is 45 feet. <p><u>Single-Family 3-Acre (R3A):</u></p> <ul style="list-style-type: none"> • One-family detached dwelling, guest house, accessory uses and structures; • Home occupation; • Farming and animal raising; • Local distribution lines for public utilities; • Real estate sales office for new residential subdivision; • Minimum parcel area is 3 acres; and • Maximum building height is 45 feet. 	55 CNEL Noise Contour Safety Zones 2, 3, and 6	<p>No Conflict: Designation located southwest of Runway 5 and east of Runway 23.</p> <ul style="list-style-type: none"> • Designation is consistent with proposed ALUCP criteria for portions within the 55 CNEL contour and Safety Zone 6: • Majority of area developed and not subject to the proposed ALUCP criteria unless expanded or redeveloped (ALUC Policy 2.3.3)⁴. • A few vacant parcels are located in Safety Zone 3 southwest of Runway 5 qualify for infill development under ALUC Policy 4.6.2 (see Exhibit 2, Area C1). • No change required to County’s Land Use Diagram. <p>Conflict: Designation located northeast of runway.</p> <ul style="list-style-type: none"> • Parcel has two designations: low-density residential use (developed portion) and medium-density residential use (Area C5). • The medium-density designation conflicts with the ALUCP safety criteria, as the ALUCP safety policies would not allow for additional lot splits based on location within Safety Zone 3. • Change required to County’s Land Use Diagram to remove the medium-density designation.

General Plan Land Use Designation ¹	General Plan/Zoning Designation/Permitted Uses ²	Draft ALUCP Compatibility Zone ³	Consistency Determination
Residential – Low Density (1 Unit/5 Acres)	<u>Estate Residential 5-Acre (RE-5) and Estate Residential (RE-10):</u> <ul style="list-style-type: none"> • One single-family detached dwelling; • Agricultural structures; • Home occupation; • Farming; • Local public utilities distribution lines; • Real estate sales office for new residential subdivision; • Minimum parcel area is either 5 or 10 acres; and • Maximum building height is 45 feet. 	60 CNEL Noise Contour 55 CNEL Noise Contour Safety Zones 2, 3 and 6	<p>No Conflict: Designation located south and east of airfield.</p> <ul style="list-style-type: none"> • Designation is consistent with proposed ALUCP criteria for portions within 55 CNEL contour and Safety Zones 3 and 6. • Majority of area within 60 CNEL contour is developed (Area C3) and not subject to the proposed ALUCP criteria unless the use is expanded or redeveloped (ALUC Policy 2.3.3) ⁴. • Several parcels are partially encompassed by the 60 CNEL contour (Area C2 and C4). New dwelling to be sited outside of contour (ALUC Policy 4.2.2(a)). Zoning setback requirements and terrain constraints would ensure consistency. • No change required to County's Land Use Diagram.
Residential – Rural (1 Unit/10 Acres)	<u>Estate Residential 5-Acre (RE-5) and Estate Residential (RE-10):</u> <ul style="list-style-type: none"> • One single-family detached dwelling; • Agricultural structures; • Home occupation; • Farming; • Local public utilities distribution lines; • Real estate sales office for new residential subdivision; • Minimum parcel area is either 5 or 10 acres; and • Maximum building height is 45 feet. 	Safety Zones 3, 4, and 6	<p>No Conflict: Designation located east and south of the airfield.</p> <ul style="list-style-type: none"> • Designation is consistent with proposed ALUCP criteria for portions within Safety Zones 3, 4 and 6.

General Plan Land Use Designation ¹	General Plan/Zoning Designation/Permitted Uses ²	Draft ALUCP Compatibility Zone ³	Consistency Determination
Residential – Rural (1 Unit/10 Acres) <i>(continued from previous page)</i>	<p><u>Residential Agricultural 40-acre:</u></p> <ul style="list-style-type: none"> • One single-family detached dwelling; • Accessory uses and structures; • Guest house; • Home occupation; • Agricultural uses; • Local public utilities distribution lines; • Minimum lot area is of 40 acres; and • Maximum building height is 45 feet. <p><u>Open Space (OS):</u></p> <ul style="list-style-type: none"> • One single-family detached dwelling; • Agricultural and accessory buildings; • Raising and grazing livestock (except poultry); • Timber milling; • Crops • Maximum building height is 45 feet. 	Safety Zones 3, 4, and 6	<p>No Conflict: Designation located east and south of the airfield.</p> <ul style="list-style-type: none"> • Designation is consistent with proposed ALUCP criteria for portions within Safety Zones 3, 4, and 6.

General Plan Land Use Designation ¹	General Plan/Zoning Designation/Permitted Uses ²	Draft ALUCP Compatibility Zone ³	Consistency Determination
Agricultural	<p><u>Residential Agricultural 40-acre:</u></p> <ul style="list-style-type: none"> • One single-family detached dwelling; • Accessory uses and structures; • Guest house; • Home occupation; • Agricultural uses; • Local public utilities distribution lines; • Minimum lot area is of 40 acres; and • Maximum building height is 45 feet. <p><u>Exclusive Agricultural (AE):</u></p> <ul style="list-style-type: none"> • Livestock; • Crops; • Timber; • One single-family detached dwelling; • Barns; • Processing of agricultural products; • Ranch marketing activities, wineries; • Minimum parcel area 20 acres; and • No maximum building height. <p><u>Open Space (OS):</u></p> <ul style="list-style-type: none"> • One single-family detached dwelling; • Agricultural and accessory buildings; • Raising and grazing livestock (except poultry); • Timber milling; • Crops; and • Maximum building height is 45 feet. 	55-60 CNEL Noise Contour Safety Zone 6	<p>No Conflict: Designation located northeast and southwest of airfield.</p> <ul style="list-style-type: none"> • Designation is consistent with proposed ALUCP criteria.

General Plan Land Use Designation ¹	General Plan/Zoning Designation/Permitted Uses ²	Draft ALUCP Compatibility Zone ³	Consistency Determination
Open Space (Including Federal, State and Tribal Lands)	<u>Estate Residential Five-Acre (RE-5) and Estate Residential (RE-10):</u> <ul style="list-style-type: none"> • One single-family detached dwelling; • Agricultural structures; • Home occupation; • Farming; • Local public utilities distribution lines; • Real estate sales office for new residential subdivision. • Minimum parcel area is either 5 or 10 acres; and • Maximum building height is 45 feet. 	Safety Zone 6	<p>No Conflict: Designation located northeast and southwest of airfield.</p> <ul style="list-style-type: none"> • Designation is consistent with proposed ALUCP criteria. • Federal, state and tribal agencies not subject to provisions of ALUCP (ALUC Policy 2.3.1).
City of Placerville (within city limits and sphere of influence)			
Residential – Medium Density (4-6 Units/Acre)	<u>Medium Density Residential (MD):</u> <ul style="list-style-type: none"> • Detached single-family homes at indicated density; • Secondary residential units; • Mobilehomes and mobilehome parks; and • Public and quasi-public uses. 	Safety Zones 3 and 6	<p>Conflict: Designation located northeast of Runway 23. Portion designation within Safety Zones 6 is consistent with the proposed ALUCP criteria.</p> <p>A 6-acre residential parcel is split by Safety Zones 3 and 4 (see Exhibit 2, Area P1).</p> <ul style="list-style-type: none"> • Undeveloped portion in Zone 3 designated Medium Density Residential (4-6 Units/Acre). • Developed portion within Zone 4 designated Rural Residential (0.2 to 1 Unit/Acre). • The General Plan would allow up to 19 units on 6-acre parcel: Three acres at density of 6 units/acre (18 units) and three acres at a density of 1 unit/5 acres (1 units). • ALUC Policy 4.3.2(a)(3) would allow 1 unit at a density of 1 unit/5 acres. • Site constrained by steep terrain. <p><i>The conflict results from the difference between the potential development allowed by City's General Plan (19 units) and the single unit allowed by ALUC policies.</i></p>

General Plan Land Use Designation ¹	General Plan/Zoning Designation/Permitted Uses ²	Draft ALUCP Compatibility Zone ³	Consistency Determination
Residential – Low Density (1-4 Units/Acre)	<u>Low Density Residential (LD):</u> <ul style="list-style-type: none"> • Detached single-family homes at indicated density; • Secondary residential units; and • Public and quasi-public uses. 	55-60 CNEL Noise Contour Safety Zones 2, 3, 4 and 6	<p>Conflict: Designation occurs in areas north, west, and east of airport.</p> <p>Designation consistent with proposed ALUCP criteria for portions within the 55-60 CNEL contour and Safety Zone 6.</p> <p>Zone 3 encompasses approximately 3 acres of a larger 15.5-acre parcel that is undeveloped (see Exhibit 2, Area P2):</p> <ul style="list-style-type: none"> • The General Plan would allow up to 12 units on 3-acre site (3 acres at a density of 4 units/acre). • ALUC Policy 4.3.2(a)(3) would allow 1 unit at a density of 1 unit/5 acres, and ALUC Policy 4.3.7(b) would allow transfer of units to less restricted zone (i.e., Zone 6). • Site constrained by steep terrain. <p>Safety Zones 2, 3 and 4 west of Runway 5 encompasses six parcels with a combined acreage of 13.5-acres (see Exhibit 2, Area P3).</p> <ul style="list-style-type: none"> • The General Plan would allow up to 54 units (13.5 acres at a density of 4 units/acre). • ALUC Policies 4.3.2(a) and 2.3.4 would allow a unit on each of the six residential parcels. • Site constrained by steep terrain. <p>Area within Zones 2, 3 and 4 west of Runway 5 consists of residential uses on 2-acre lots (see Exhibit 2, Area P4).</p> <ul style="list-style-type: none"> • Although area is built out, the General Plan would theoretically allow further subdivision of properties and allow up to 160 units (40 acres at a density of 4 units/acre). • ALUC Policy 4.3.2(a) would preclude further subdivision of properties. <p><i>The conflict results from the difference between the potential development allowed by City's General Plan and the development densities allowed by ALUC policies in areas P2, P3, and P4.</i></p>

General Plan Land Use Designation ¹	General Plan/Zoning Designation/Permitted Uses ²	Draft ALUCP Compatibility Zone ³	Consistency Determination
<p>Residential – Rural (0.2-1 Unit/Acre)</p>	<p><u>Rural Residential (RR):</u></p> <ul style="list-style-type: none"> • Detached single-family homes at indicated density; • Secondary residential units; and • Agricultural uses. 	<p>55 CNEL Noise Contour</p> <p>Safety Zones 2, 3, 4 and 6</p>	<p>Conflict: Designation is located north and east of airfield.</p> <p>Designation is consistent with proposed ALUCP criteria for portions within 55-60 CNEL contour and Safety Zone 6.</p> <p>Zone 2 east of Runway 23 encompasses six residential parcels with a combined acreage of about 17.5-acres (see Exhibit 2, Area P5).</p> <ul style="list-style-type: none"> • The General Plan would allow up to 17 units (17.5 acres at 1 unit/acre). • ALUC Policies 4.3.2(a)(2) and 2.3.4 would allow a single unit on each property. • Area constrained by steep terrain. <p>Zones 3 and 4 east of Runway 23 consists of residential uses mainly on 2-acre lots (see Exhibit 2, Area P6).</p> <ul style="list-style-type: none"> • The General Plan would allow further subdivision of properties and allow up to 40 units (40.5 acres at a density of 1 unit/acre). • ALUC Policy 4.3.2(a) would preclude further subdivision of properties of 5 acres or less. Parcels of 10 acres or more could be subdivided at a density of 1 unit/5 acres. • Area is essentially built out. <p>Zone 3 northeast and southeast of Runway 23 encompasses approximately 14 acres composed of four vacant parcels (see Exhibit 2, Area P7).</p> <ul style="list-style-type: none"> • The General Plan would allow up to 14 units (14 acres at a density of 1 unit/acre) • ALUC Policies 4.3.2(a)(3) and 2.3.4 would allow up to four units(A single unit on each parcel at a density of 1 unit/5 acres). • Area constrained by steep terrain. <p><i>The conflict results from the difference between the potential development allowed by City's General Plan and the development densities allowed by ALUC policies in areas P5, P6, and P7.</i></p>

General Plan Land Use Designation ¹	General Plan/Zoning Designation/Permitted Uses ²	Draft ALUCP Compatibility Zone ³	Consistency Determination
Commercial; Highway Commercial	<p><u>Commercial:</u></p> <ul style="list-style-type: none"> • Professional or business offices; • Banks; • Studios; • Retail sales; • Eating and drinking establishments; • Commercial recreation; • Motels and hotels; • Retail services (excluding fast food restaurants and automobile sales or services); and • Public and quasi-public uses. <p><u>Highway Commercial (HWC):</u></p> <ul style="list-style-type: none"> • Hotels and motels; • Service stations; • Retail sales and services; • Eating and drinking establishments; and • Public and quasi-public uses. 	Safety Zone 6	<p>No Conflict: Designation located northeast of airport and is consistent with proposed ALUCP criteria.</p>
Industrial	<u>Not Available</u>	Safety Zone 6	<p>No Conflict: Designation located northeast of airport and is consistent with proposed ALUCP criteria.</p>
Agricultural	<u>Not Available</u>	Safety Zone 6	<p>No Conflict: Designation located southwest of the airport and is consistent with proposed ALUCP criteria.</p>

General Plan Land Use Designation ¹	General Plan/Zoning Designation/Permitted Uses ²	Draft ALUCP Compatibility Zone ³	Consistency Determination
Open Space	<p><u>Open Space (OS):</u></p> <ul style="list-style-type: none"> • Natural areas, • Parks, • Golf courses, • Playgrounds, • Agricultural uses, • Cemeteries, • Waterways and basins. 	55-60 CNEL noise contour Safety Zones 3 and 6	<p>Conflict: Designation located northwest and west of airfield. Designation is consistent with proposed ALUCP criteria for portions within the 55-60 CNEL contour and Safety Zone 6. A small portion of the open space area northwest of the airport is within Zone 3.</p> <ul style="list-style-type: none"> • ALUC Policy 4.3.5 would preclude future children-oriented parks and playgrounds in the portion of the area in Zone 3. • No change required to Land Use Diagram provided City adopts policy indicating prohibition of future children-oriented parks in Zone 3.
Schools	<u>Not Available</u>	Safety Zone 6	<p>No Conflict. Designation located north of airport reflects an existing use. Use not subject to proposed ALUCP unless expanded for more than 50 additional students or redeveloped (ALUC Policy 4.6.3 (c)) ⁴.</p>

Notes

¹ El Dorado County General Plan Land Use Diagram, July 19, 2004; amended December 2009. City of Placerville General Plan Land Use Diagram adopted January 1989; amended December 2004. 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.

² El Dorado County Zoning Ordinance, Title 17, November 2010. City of Placerville General Plan Policy Document, January 1989; amended December 2004. Only uses permitted by right under County Zoning Ordinance or City General Plan 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. In some instances, the County zoning designation appears to be inconsistent with general plan designations. However, for the purposes of this consistency evaluation, both the general plan and zoning designations are considered.

³ *El Dorado County 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.

⁴ 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.

Exhibit 4: Potential Displacement of Future Housing

Area (See Exhibit 2)	Units Allowed Under Adopted General Plan	Units Allowed Under Proposed ALUCP	Theoretic Displacement (Units)	Estimated True Displacement (Units)	Site Constraints
P1/ C5	19 (3 acres * 6 units/acre) + (3 acres * 1 unit/5 acres)	1 (1 residential parcel * 1 unit/parcel)	18	2	Steep terrain See Note A
P2	12 (3 acres * 4 units/acre)	1 (1 residential parcel * 1 unit/parcel)	11	2	Steep terrain
P3	54 (13.5 acres * 4 units/acre)	6 (4 residential parcels * 1 unit/parcel) + (11.5-acre parcel * 1unit/5 acres)	48	3	Steep terrain
P4	160 (40 acres * 4 units/acre)	20 (20 residential parcels * 1 unit/parcel)	140	1	Mostly built out
P5	17 (17.5 acres * 1 unit/acre)	6 (6 residential parcels * 1 unit/parcel)	11	3	Steep terrain
P6	40 (40.5 acres * 1 unit/acre)	14 (11 residential parcels * 1 unit/parcel) + (3 10-acre parcels x 1 unit/5 acres)	26	5	Mostly built out
P7	14 (14 acres * 1 unit/acre)	4 (1 residential parcel * 1 unit/parcel) + (three 5-acre parcels * 1 unit/5 acres)	10	10	Steep terrain
TOTAL	316	49	264	26	See Note B

Note A: This parcel is currently located in an unincorporated area of the County. It also lies within the City's sphere of influence. To account for the overlap, the estimated true displacement of 2 units is considered only once.

Note B: Steep terrain and existing development patterns severely constrain future residential development or further subdivision of properties. Site constraints not reflected in theoretic displacement total. Estimated true displacement anticipated to be significantly less.

Note C: Assessor parcel numbers (APNs) by Study Area P1 through P7.

P1: 04812178

P2: 04833030 (vacant)

P3: 05137019 (vacant), 05141201, 05141202, 05141307, 05141308

P4: 05144103, 05144166, 05147046, 05147053, 05147057, 05147058, 05147065, 05147066, 05147069, 05147070, 05147071, 05147073, 05147074, 05152010, 05152010, 05152014, 05152015, 05152019 (vacant), 05152023, 05152030, 05152031, 05152032

P5: 09619011 and portions of 04812122, 04812175, 09618015, 04834016 (vacant), 09619001(vacant)

P6: 04812124, 04812122, 04812125, 04812132, 04812133 (vacant), 04812160, 04812168 (vacant), 04812171, 04812172 (vacant), 04812175, 09618001, 09618002, 9618015, 09618017

P7: 04834014, 04834015 (vacant), 04834016 (vacant), 09619001 (vacant)

REFERENCES

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

1. City of Placerville. 2008-2013 Housing Element, Section CIV, *Environmental and Public Services Constraints, Hillside Development Standards*. February 2012.
2. City of Placerville. 2008-2013 Housing Element, Section F, *Housing Resources*. February 2012.
3. City of Placer. *General Plan Policy Document*. January 1989, Amended December 14, 2004.
4. 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.
5. County of El Dorado. *El Dorado General Plan: Housing Element*. Adopted 2004, amended April 21, 2009 (Resolution No. 083-2009).
6. County of El Dorado. *El Dorado County General Plan: Land Use Element*. Adopted 2004, amended December 2009.
7. County of El Dorado. *El Dorado County General Plan: Public Health, Safety, and Noise Element*. Adopted 2004, amended March 2009.
8. County of El Dorado. *El Dorado County General Plan: Transportation and Circulation Element*. Adopted 2004, amended January 2009.
9. County of El Dorado. *El Dorado County Zoning Map*. January 20, 2009.
10. County of El Dorado. *El Dorado County Zoning Ordinance, Title 17*, November 2010.
11. Foothills Land Use Commission. *Placerville Airport Comprehensive Land Use Plan*. Adopted June 5, 1996.
12. 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 Transportation 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 4, Topic 11)				
1. AESTHETICS	22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. AGRICULTURE/FORESTRY RESOURCES	23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. AIR QUALITY	24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. BIOLOGICAL RESOURCES	25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. CULTURAL RESOURCES	26	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. GEOLOGY/SOILS/SEISMICITY	27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. GREENHOUSE GAS EMISSIONS	28	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. HAZARDS/HAZARDOUS MATERIALS	29	<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	31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. LAND USE/LAND USE PLANNING	32	<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	40	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. NOISE	41	<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	43	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	b.) No housing will be displaced.
14. PUBLIC SERVICES	47	<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	48	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
16. TRANSPORTATION/TRAFFIC	49	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	c) Plan does not regulate air traffic
17. UTILITIES/SERVICE SYSTEMS	50	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
18. MANDATORY FINDINGS OF SIGNIFICANCE	51	<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 4).

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 4). The Airport Influence Area includes some areas designated for agricultural uses.

The proposed ALUCP is regulatory; it does not provide for any physical change to the environment that would conflict with agricultural use within the AIA or result in its conversion to other uses.

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 4).

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 4).

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 4).

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 4).

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 4).

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"/>

Discussion

a – d, f – h) See Summary of Potential Environmental Effects (No. 11 on page 4).

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 vicinity of the Airport.

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 occurrence is 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 impact is anticipated 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 4).

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 4).

b) State law (Government Code Section 65302.3) requires each local agency having jurisdiction 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 local agencies 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 with 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 and the City of Placerville are the only two general purpose government entities having land use jurisdiction in the proposed AIA. As such, once the *ALUCP* is adopted by the ALUC, these agencies will be required to amend their general plans and/or implementing ordinances to be consistent with the *ALUCP* or to take action to overrule the ALUC.

General Plan Policies

Neither the General Plan for El Dorado County nor the City of Placerville's adopted general plan policies addressing airport land use compatibility matters conflict with the proposed ALUCP policies for the areas within their land use authority at this time. Nevertheless, the County of El Dorado and City of Placerville will need to amend or supplement their general plans and/or other implementing ordinances to reflect the new ALUCP for Placerville following its adoption. At minimum, the agencies will be required 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.

Current General Plan Policies

The County of El Dorado and City of Placerville general plans were reviewed to identify policies that apply specifically to airports and the existing compatibility plans. Three elements associated with the El Dorado County General Plan included applicable policies: the Land Use Element, the Transportation and Circulation Element, and the Public Health, Safety and Noise Element (see **Table 1**). None of the general plan objectives, goals, policies, or implementing measures conflicts with Draft ALUCP policies.

The City of Placerville General Plan included applicable goals and policies in its Health and Safety Element. None of the general plan policies or goals conflicts with Draft ALUCP policies.

Table 1: Summary of Adopted General Plan Policies
County of El Dorado
<p>LAND USE ELEMENT</p> <p>The El Dorado County Land Use Element establishes the following airport land use compatibility goal, objective, and policy:</p> <p>Goal 2.2: Land Use Designations</p> <ul style="list-style-type: none"> ▪ OBJECTIVE 2.2.5, Policy 2.2.5.13: 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.
<p>TRANSPORTATION AND CIRCULATION ELEMENT</p> <p>The El Dorado County Transportation and Circulation Element establishes the following applicable goal and policies associated with aviation facilities.</p> <p>Goal TC-7: To promote the maintenance and improvement of general and commercial aviation facilities.</p> <ul style="list-style-type: none"> ▪ Policy TC-7a: The County shall continue to support federal and state regulations governing operations and land use restrictions related to airports in the county. ▪ Policy TC-7b: The County shall continue to seek input from the users of the Placerville Airport and the Georgetown Airport to promote the maintenance and improvement of these two general aviation facilities.
<p>PUBLIC HEALTH, SAFETY AND NOISE ELEMENT</p> <p>The County’s Public Health, Safety and Noise Element establishes the following goals, objectives and policies associated with airport land use compatibility policies:</p>

Table 1: Summary of Adopted General Plan 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.
- **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.

Table 1: Summary of Adopted General Plan Policies
<p>IMPLEMENTATION MEASURES</p> <p>The County's Public Health, Safety and Noise Element establishes the following implementation measures that would apply to the ALUCP policies:</p> <p>Measure HS-I (C): The County Division of Planning and Department of Transportation are responsible for:</p> <ul style="list-style-type: none"> • 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. <p>Measure HS-I :</p> <p>To provide a comprehensive approach to noise control, adopt a Noise Ordinance that includes, but is not limited to, the following:</p> <p>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]</p>
<p>MEASURE HS-K. The County Division of Planning is responsible for reviewing the Zoning Ordinance and identify changes that would accomplish the following:</p> <ul style="list-style-type: none"> 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] <p>MEASURE HS-L: The County Division of Planning and the County Department of Transportation are responsible for the following:</p> <p>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]</p>
City of Placerville
<p>Goal H: To promote the continued maintenance, preservation, and improvement of the Placerville Airport.</p> <p>Policies:</p> <ol style="list-style-type: none"> 1. The City shall continue to support the operation of the Placerville Airport as a general aviation airport for the benefit of area residents, tourists, and industry. The airport should continue to be made available for emergency aviation purposes and to serve the needs of federal and state agencies. 2. The City shall provide for land use surrounding the Placerville Airport that is consistent with the Airport Land Use Plan. <p>Health and Safety Element, Goal I, Policy 4</p> <p>New development of residential or other noise-sensitive land uses will not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to:</p> <ol style="list-style-type: none"> 1. 60 dB Ldn or less in outdoor activity areas, and interior noise levels to 45 dB Ldn or less, where the noise source is preempted from local control (i.e., traffic on public roadways, railroads, and airports). In areas where it is not possible to reduce exterior

Table 1: Summary of Adopted General Plan Policies

<p>noise levels to 60 dB Ldn or less using a practical application of the best available noise-reduction technology, an exterior noise level of up to 65 dB Ldn will be allowed. Under no circumstances will interior noise levels be permitted to exceed 45 dB Ldn with the windows and doors closed.</p> <p>2. Achieve compliance with the standards in Subsection 4.a. and with the performance standards set out in Table 11-1, where the noise source is subject to local control (i.e., non-traffic related).</p> <p>Policy 15. The City shall encourage acoustically compatible land uses and require noise attenuation measures, when necessary, in the vicinity of the Placerville Airport. The City shall ensure that land use approvals in the City are consistent with the County Airport Land Use Plan.</p>

As stated previously, each jurisdiction will be required to make minor amendments to its general plan to refer to the revised ALUCP. These modifications are considered a less-than-significant impact as only minor textual changes are required.

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 and City’s general plans, the proposed compatibility zones were overlaid onto the future land use designation maps for the County of El Dorado and the City of Placerville (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 to the densities and intensities associated with the future land uses presented in the appropriate general plan to identify potential conflicts. For example, a conflict would exist when 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**. **Exhibit 3** provides a consistency determination for each general plan land use designation 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 exist 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 a general plan land use diagram would be necessary, even if the land use designation conflicts with the proposed ALUCP criteria.

Five potential conflicts were identified in between proposed ALUC policies and County of El Dorado Land Use diagram, but a detailed review indicated that one conflict exists in unincorporated areas. The results of the consistency analysis summarized in **Exhibit 3** indicated that eight potential conflicts would occur between proposed ALUC policies and City of Placerville’s land use diagram. Each land use designation that either conflicts with the proposed

ALUC policies or had the potential to conflict with ALUC policies is identified on **Exhibit 2** and summarized in the following paragraphs.

County of El Dorado Land Use Designations

Five conflicts or inconsistencies with the general plan would occur within the unincorporated areas of El Dorado County as summarized below:

- **Area C1** is associated with vacant parcels located in Safety Zone 3 southwest of runway 5 that are designated for medium-density residential use. Although medium-density residential use would not comply with Safety Zone 3, development of these parcels would be considered infill in accordance with ALUC Policy 4.6.2. No conflict would occur.
- **Area C2** is associated five parcels designated for low-density residential development, portions of which occur in the 60 CNEL noise contour. Most of the area is already developed and is not subject to ALUCP criteria. In cases where parcels are large enough for subdivision to occur, a dwelling could be sited outside of the noise contour on these parcels in accordance with zoning setback requirements. No conflict would occur.
- **Area C3** is associated with two low-density parcels that are partially located within Safety Zone 4 southwest of the Runway 5. Both parcels are built out. No conflict would occur.
- **Area C4** is associated a single 10-acre parcel that is designated for low-density residential use and partially within the 60 and 65 CNEL contours and Safety Zone 2. The parcel contains one residence. ALUCP policies would accommodate subdivision in accordance with general plan policies provided that the additional dwelling is located outside of Safety Zone 2 and the 60 CNEL contour. No conflict would occur.
- **Area C5** is associated on an approximately 6-acre parcel that contains an existing dwelling unit and is located within Safety Zones 3 and 4. The parcel is associated with two El Dorado County land use designations: approximately 3 acres of the parcel area is designated for rural-residential use (1 dwelling unit/10 acres), and the remaining 3-acre area is designated for medium-density residential development (1 dwelling unit/acre). Proposed ALUCP policies associated with Safety Zone 3 would not allow additional lot splits to accommodate three additional housing units on the portion of the parcel within area designated for medium-density residential development. However, steep terrain would likely constrain development to two additional units. (See the discussion of Area P1 below, which also addresses this parcel as part of the City's Sphere of Influence.)

City of Placerville Sphere of Influence (Land Use Designations following Annexation)

The AIA includes areas within the City of Placerville's Sphere of Influence. Upon annexation by the City, this area could be rezoned to allow development at the same rate that is currently provided by the City's General Plan. An analysis was performed to determine whether conflicts would occur if the City annexed this area and higher residential densities were zoned. (Following ALUCP adoption, the City would be required to make its General Plan consistent with the ALUCP or overrule the ALUCP).

Eight inconsistencies were identified between proposed ALUC policies and the City of Placerville's Land Use diagram as summarized below:

- **Area P1** is associated with a 6-acre parcel that is located in Safety Zones 3 and 4 and constrained by steep terrain. The parcel is designated for medium-density residential use (4 to 6 units/acre), and the City's general plan would allow up to 19 residential units to be constructed on the parcel. ALUC policy 4.3.2 would allow for the construction of a single unit at a density of 1 unit/5 acres.
- **Area P2** is associated with approximately 3 acres of a 15.5-acre parcel that occurs in Safety zone 3 and is constrained by steep terrain. The City's general plan designates the parcel for low-density residential use (1 to 4 units/acre), and it would allow up to 12 units on the site. Proposed ALUC policy 4.3.2(a)(3) would allow only one unit (1 unit per acre) and the transfer of units to a less restricted zone.
- **Area P3** is associated with several parcels located in Safety Zones 2, 3, and 4. The parcel is located in an area designated for low-density residential use and constrained by steep terrain. The general plan would allow up to 54 units, whereas proposed ALUC policy 4.4.2(a) would allow 6 units, as long as they are outside of zone 2.
- **Area P4** is associated with parcels designated for low-density residential development on 2- to 4-acre lots in Safety Zones 2, 3, and 4. The lots are severely constrained by steep terrain. The City's general plan would allow further subdivision of the properties and up to 160 units, whereas the proposed ALUC policy 4.3.2(a) would preclude further subdivision and consider only 20 units available for construction. However, the area appears to be built out already.
- **Area P5** is associated with two residential parcels that are located in Safety Zone 2 and designated for rural residential use (1 to 5 units/acre). The parcels are constrained by steep terrain. The City's general plan would allow up to 15 units to be constructed on the parcels, whereas the proposed ALUC policy 4.3.2(a)(2) would allow a single unit to be constructed on each property.
- **Area P6** is associated with several residential uses located in Safety Zones 3 and 4 that are designated for rural residential use. The parcels total approximately 37 acres in 2- to 5-acre lots. The City's general plan would allow further subdivision of the lots and the construction of up to 40 units. Proposed ALUC policy 4.3.2 (a) would consider the area as essentially built out already and allow up to 14 additional units.
- **Area P7** is associated with approximately four vacant parcels in Safety Zone 3 that comprise 14 acres on steep terrain. The City's general plan would allow the construction of 14 units, while the proposed ALUC policies would allow the construction of one unit on each parcel (four unit's total).
- **Open Space.** Large open space areas are designated northwest and west of the airport, and a small portion of the northwest parcel occurs in Safety Zone 3. The City's land use diagram identifies open space uses as including parks and playgrounds that would be used by children.

As shown on Exhibits 3 and 4 and discussed in the preceding paragraphs, the proposed County and City general plan land use designations are inconsistent with the proposed ALUCP in eight locations. Although changes would be required to the General Plan Land Use Diagrams, this change is less than significant. In addition, the potential impact associated with these inconsistencies is also considered to be less than significant based on the following:

- The proposed residential density associated with area C5, which is partially located in Safety Zone 3, is more restrictive under the proposed ALUC policies than the El Dorado County General Plan policies. However, the County General Plan Policy 6.8.1.1

specifically states “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.” Therefore, no direct conflict would occur as a result of plan adoption and implementation, even if the proposed ALUC policies are more restrictive than the County policies.

- The proposed residential densities in ALUC policies associated with areas P 1 through P7, which are located in Safety Zones 2, 3, and 4, are more restrictive the General Plan Land use designations that would be implemented by the City of Placerville following annexation. However, annexation has not occurred and no conflict currently exists. In addition, Policy 15 of the City’s Health and Safety Element states that “The City shall ensure that land use approvals in the City are consistent with the County Airport Land Use Plan.” Therefore, no direct conflict would occur as a result of plan adoption and implementation, even if the proposed ALUC policies are more restrictive than the City’s policies.
- State statutes require an agency to make its General Plan consistent with an ALUCP within 180 days of ALUC adoption or to overrule the ALUC (Government Code Section 65302.3). Following the City’s adoption of the proposed ALUCP, the conflict would no longer exist. Further, adoption of the proposed ALUCP would support the City’s current transportation policy.

Follow adoption by the ALUC, the County and the City would be required to make their existing general plans consistent with ALUC policies. While this will require some effort by staff, this effect is procedural and less than significant.

Mitigation

None 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 4).

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 4).

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 impacts 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 approximately 95,000 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

2007. (The ALP does not present any changes to the runway configuration.) The California Department of Transportation's 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. The proposed ALUCP for the Placerville airport would not expose people residing or working in the area to excessive noise levels.

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 checked="" type="checkbox"/>	<input 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

Potential Displacement of Future Housing

Jurisdictions are mandated by state law to accommodate their share of the regional housing needs (Government Code Section 65580). State law also requires jurisdictions to amend their respective general plans to be consistent with the ALUCP or to take special steps to overrule the ALUC (Public Utilities Code Section 21676(a)). Modifying a general plan for consistency with the ALUCP has the potential to restrict a jurisdiction's ability to satisfy its share of the regional housing needs, as an ALUCP may preclude or limit the future development of housing units within portions of the Airport Influence Area (AIA).

Impact Analysis

The purpose of this analysis is to determine whether the proposed ALUCP for Placerville Airport could impact the ability of the County of El Dorado or the City of Placerville in meeting its share of the regional housing needs.

To address potential impacts to the City's future housing resources, an analysis was conducted to determine the amount of developable residential acreage and the number of future dwelling units that would be precluded from the AIA. The analysis compares the residential densities (dwelling units per acre) permitted under local general plans with the density limits established in the proposed ALUCP. Where the general plan densities exceed the ALUCP density criteria (i.e., allow more residential units than would be permitted under the ALUCP), the number of housing units that could not be accommodated within the Airport Influence Area (i.e., displaced) is quantified.

As presented in Section 10, one conflict exist between planned land uses and the proposed ALUCP criteria for the unincorporated areas of the County. Although the County policies would provide for subdivision of the parcel to provide for the development of 3 units, ALUCP policies would provide for the development of only one unit. As such, two future housing units would be displaced within the unincorporated portions of the County that are not within the City's sphere of influence.

Within the City sphere of influence, there are seven areas (defined here as P1 through P7) in which the City's planned land use designations exceed the allowable density permitted under the proposed ALUCP (see Exhibit 2).

As indicated in Exhibit 4, the City's General Plan would provide for up to 316 units following annexation, while the proposed ALUCP would allow a maximum of 49 units, resulting in a theoretic displacement of 264 future housing units. The theoretic displacement of housing units represents the number of units that would be displaced if no constraints were associated with their development, such as the availability of utilities, steep terrain, parcel access, and existing development patterns. Such factors can limit the amount of development allowable on a parcel. This theoretic displacement reflects the worst-case scenario as it does not consider the 37 homes that exist already in the affected area. Therefore, the potential actual displacement of future housing units is 227 units.

The actual displacement of 227 units following annexation also overstates the amount of development that could be displaced as a result of the proposed project, as it does not consider non-aviation factors that would constrain future development (e.g., existing development patterns, terrain, transportation access, utilities, etc.).

The number of actual displacements was further evaluated to determine the estimated true displacement, or the number of actual units that could be developed within the portion of the airport influence area within the City or its sphere of influence when existing site constraints are considered. The estimated true displacement is 26 units.

The estimated true displacement was determined based on the following assumptions:

1. Approximately 60% of the affected area is mostly developed and consists mainly of single-family homes on an average parcel size of 2-acres (see Areas P4 and P6 in Exhibit 2). These areas are established, currently unincorporated neighborhoods that are essentially built out at densities that are reflective of the surrounding area. If these areas were annexed to the City, the General Plan would allow as many as 4 units per acre in some areas and up to 1 unit per acre in others. However, these General Plan densities well exceed the existing land use and density pattern of this developed area, and further parcelization of properties is anticipated to be limited. Considering the land use pattern of the area, an additional 23 units at a density of 1 unit per acre could be accommodated. Under the proposed ALUCP, a maximum of 6 units would be permitted. The estimated true displacement for this area is 17 units (23 units – 6 units).
2. The remaining 40% of the Airport Influence Area that lies within the City or its influence area consists mostly of vacant parcels that are constrained by steep slopes and hilly terrain. The City's Slope Ordinance/Hillside Development Standards regulates the density of development on sites with slopes greater than 10 percent in single-family zones and require larger minimum lot sizes as slopes increase. As a result, the achievable density of development on single-family sites can be decreased by as much as 30 percent depending on site characteristics.
3. The City's slope density requirements do not apply in multi-family zones. However, the lack of urban services to these vacant sloped areas may further constrain the development potential

of the properties.¹ If the constraints associated with nearby terrain are considered, approximately 32 additional units could be accommodated at an assumed density of 1 unit per acre. Under the proposed ALUCP, a maximum of 6 units would be permitted. Therefore, the estimated true displacement for this area is 26 units.

4. As indicated approximately 45 additional units could be developed within the airport environs when considering site constraints. However, several of these parcels are located within the safety zones under the currently adopted Placerville Airport Comprehensive Land Use Plan (CLUP)². The CLUP restricts future residential densities to 1 unit per 5 acres in much of the affected area, which results in a loss of approximately 17 units. As such, the estimated true displacement is considered to be 26 units.

The proposed ALUCP could result in the estimated true displacement of 26 future housing units in areas in portions of the Airport Influence Area: Four units of are within the City, and are within its sphere of influence, and two are in unincorporated areas outside the Sphere of influence. This displacement is considered less than significant because it would not affect the City's ability to fulfill its obligations associated with the Regional Housing Needs Allocation.

- The City of Placerville's current 2008-2013 Housing Element was adopted on February 28, 2012 (Resolution No. 7975). The housing element indicates that the City's Regional Housing Need Allocation is 388 units by 2013. The Housing Element also indicates that there are 421 acres of residentially zoned and designated land within the city limits that could accommodate 1,100 or more dwelling units, depending on the average density of residential developments.³ In addition, the City did not consider the residential areas within its sphere of influence in its regional housing calculations.
- Two future housing units would be displaced within the County of El Dorado. The County's most recent housing element indicates that in 2008, the County needed to provide approximately 7,474 additional housing units, approximately 6,642 units of which would be required within the western portion of the County. At that time, the City identified that it had a surplus of 22,020 additional housing that could be developed based on available vacant or underutilized land that did not include steep terrain. The proposed displacement of two future unit's associated ALUCP policies would not affect the County's ability to meet its housing allocation.
- The proposed ALUCP is being adopted pursuant to Public Utilities Code Section 21670, *et seq.*, to protect public health, safety, and welfare, through the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards; and is guided by the *California Airport Land Use Planning Handbook*. Therefore, by its nature and pursuant to state law, adoption of the ALUCP may necessitate restrictions on

¹ City of Placerville. 2008-2013 Housing Element, Section CIV, Environmental and Public Services Constraints, Hillside Development Standards. February 2012.

² Placerville Airport Comprehensive Land Use Plan adopted by the El Dorado County Airport Land Use Commission October 14, 1987; revised June 5, 1996.

³ City of Placerville. 2008-2013 Housing Element, Section F, Housing Resources. February 2012.

land uses within the AIA. These factors do not decrease the potential impact that the proposed ALUCP may have on future housing units, but they are nonetheless important considerations.

- The City of Placerville's General Plan⁴ includes two policies which acknowledge the existence of the Airport and the City's intention to provide land uses that are consistent with the currently adopted Airport Land Use Plan (Transportation, Goal H, Policy 2; Health and Safety Element, Goal I, Policy 15). These policies do not decrease the potential impact that the proposed ALUCP may have on future housing units, but they do acknowledge aeronautical constraints on future land uses within the airport environs.

Mitigation

None required.

⁴ City of Placerville. General Plan Policy Document. January 1989; amended December 14, 2004.

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 4).

a.v) Adoption and implementation of the proposed ALUCP would create a temporary increase in the staff workloads as a result of the state requirement to modify the local general plan to be consistent with the ALUCP. 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 will simplify and clarify the ALUC project review process, thereby reducing the workload for ALUC staff and County of El Dorado planning staffs.

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 4).

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 4).

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 the Placerville 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 4).

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 4).

b) The proposed ALUCP is regulatory and does not propose any physical changes to the environment. Although some inconsistencies were identified between the proposed ALUC and the general plans land use diagrams associated with the County of El Dorado in five locations and the City of Placerville in eight locations, these inconsistencies were considered to be less than significant. Both general plans contain policies that defer to the ALUCP when land use conflicts or inconsistencies are identified. In addition, both agencies will be required to revise their general plan to become consistent with the proposed ALUCP within 180 days following adoption or to overrule the ALUCP. Although some staff effort will be required to revise the City and County general plans to implement the ALUCP, this effort would be temporary and result in a simplified review process following implementation. No contribution to cumulative land use impacts would occur.

The results of the housing displacement analysis indicate that up to four future housing units would be displaced from the City of Placerville and 22 future housing units would be displaced from the City’s Sphere of Influence following annexation. However, this displacement was determined to be less than significant as the City does not consider its sphere of influence when identifying proposed housing unit locations, and the County of El Dorado identified vacant or underutilized parcels that could accommodate more than 22,000 housing units, which is nearly three times more than three times the number of units required. No contribution to a cumulative housing impact would occur.

In addition, 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 would prevent persons associated with future land uses from being exposed to significant negative noise or safety hazards associated with living or working in the airport influence area. Adoption and implementation of the ALUCP has no potential to create cumulatively significant environmental impacts.

Mitigation

None required.