

Draft

BEALE AIR FORCE BASE ALUCP

Initial Study

Prepared for
Sacramento Area Council of
Governments

January 2011



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BEALE AFB AIRPORT LAND USE COMPATIBILITY PLAN

Draft Initial Study

1. **Project Title:** Beale Air Force Base Land Use Compatibility Plan
2. **Lead Agency Name and Address:** Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814
3. **Contact Person and Phone Number:** Gregory Chew, Senior Planner
916.340.6227
4. **Project Location:** Beale Air Force Base and portions of the surrounding jurisdictions of Yuba and Sutter counties within Beale Air Force Base's Airport Influence Area
5. **Project Sponsor's Name and Address:** (see Lead Agency)
6. **General Plan Designation(s):** Various
7. **Zoning Designation(s):** Various

8. Description of Project:

The creation of airport land use commissions and airport land use compatibility plans are requirements of the California State Aeronautics Act (Public Utilities Code (PUC) Section 21670 *et seq.*). The Sacramento Area Council of Governments (SACOG), acting in its capacity as the Airport Land Use Commission (ALUC) for Sacramento, Sutter, Yolo, and Yuba counties, is proposing to adopt an airport land use compatibility plan (ALUCP) for Beale Air Force Base (Beale AFB, Base), which will replace an earlier plan adopted in 1987 and later amended in 1992. Preparation of the ALUCP was guided by the California Department of Transportation, Division of Aeronautics' *California Airport Land Use Planning Handbook* (2002), as required by PUC 21675(a).

The *Beale Air Force Base Land Use Compatibility Plan* (ALUCP) provides a set of policies for use by the ALUC in evaluating the compatibility between future proposals for land use development in the vicinity of Beale AFB and the potential long-range aircraft activity at the Base. The compatibility criteria defined by the policies are also intended to be reflected in the

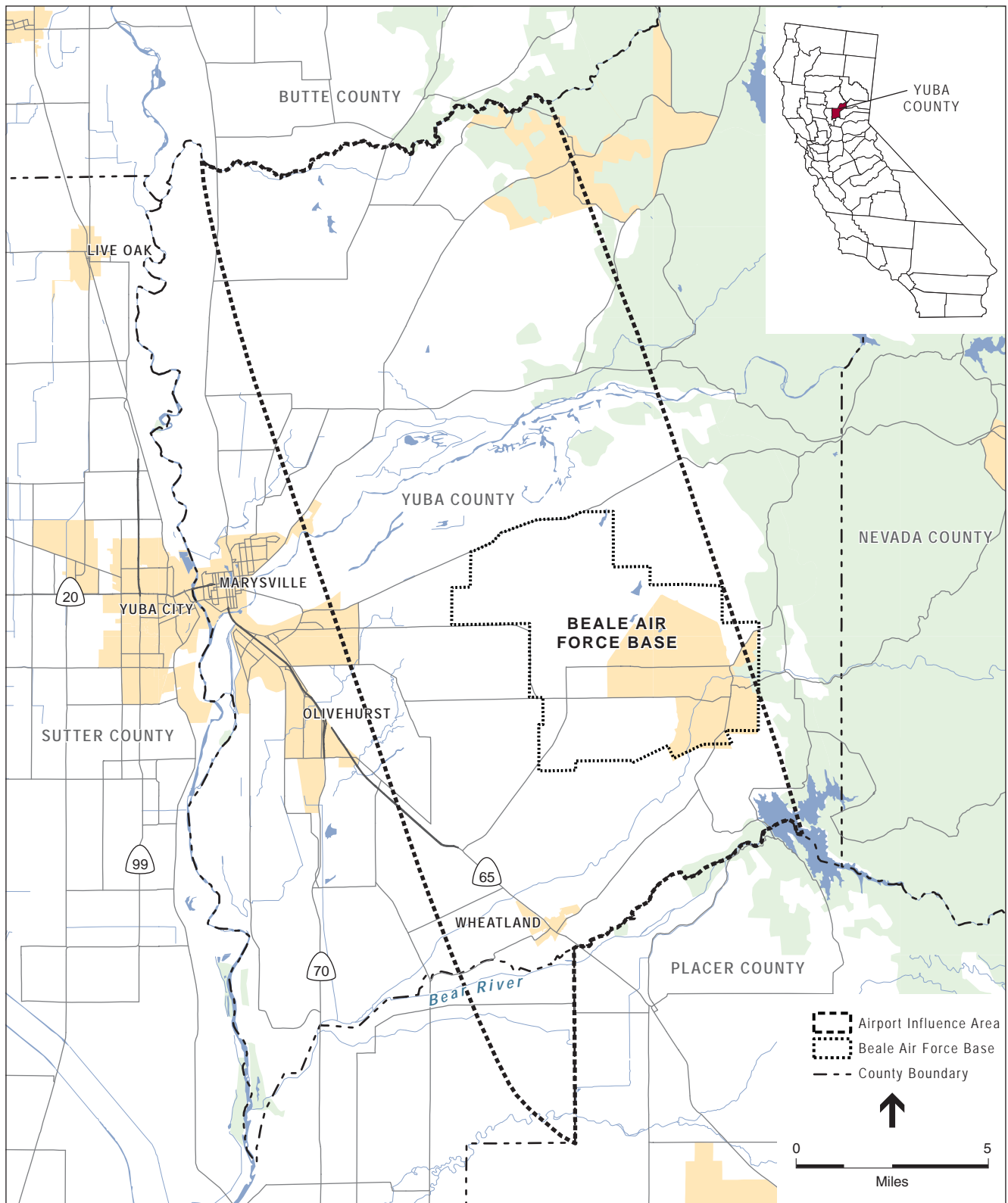
plans and other policy instruments adopted by Yuba and Sutter counties as the two government entities having jurisdiction over land uses near the Base. As described in the ALUCP and later in this document, Yuba and Sutter counties will need to incorporate certain criteria and procedural policies from the ALUCP into their general plans and zoning ordinances, to assure that future land use development will be compatible with aircraft operations at the Base. No major changes to current land use designations have been found to be necessary. Both counties also have the option of taking steps defined in state law to overrule the ALUC action.

Unlike land use plans for civilian airports, which are based on long-range, FAA-approved drawings and master plans, compatibility plans for military airports must consider the “hypothetical mission” of the facility, which are typically outlined in the Air Installation Compatible Use Zone (AICUZ) study prepared for that air base. While even 20-year planning horizons for civilian airports can be tenuous; for military facilities, a change in mission of the base can often result in rapid fluctuations in activity levels or changes in fleet mix. For compatibility planning purposes, projections of future activity therefore typically consider what types of missions the facility could accommodate more so than what is actually projected to occur. The *Beale AFB AICUZ* defines a “hypothetical mission” for the Base that results in associated noise impacts that are substantially greater than those of the “current (2005) mission.” Both the “current” and “hypothetical” missions were examined in preparation of the ALUCP, and ultimately the “current mission” activity scenario was chosen for compatibility planning purposes.

The decision to use the “current mission” activity scenario was largely driven by two factors. First, the mission of Beale AFB in 2009 has already changed from what was analyzed in the 2005 AICUZ. The fleet of KC-135 tankers that was at one time stationed at Beale AFB has since been redeployed to other bases; dramatically reducing this element of aircraft activity, and decreasing overall noise exposure associated with these operations. Secondly, the “hypothetical mission” activity scenario assumes the transfer of a full wing of B-52 aircraft to Beale AFB. While the Base is capable of accommodating this type of aircraft as they have done in the past, the likelihood of this event occurring today is considered low. Ultimately, though the “current mission” is represented in the ALUCP, the extent of the “hypothetical mission’s” overflight impacts are recognized in the Plan as well. Areas that would be impacted under that activity scenario are largely the same as ones affected by aircraft overflights associated with the “current mission”, which is addressed by Overflight Criteria set forth in the ALUCP.

9. Surrounding Land Uses and Setting:

Beale AFB is located in an unincorporated portion of southeast Yuba County; approximately four miles north of Placer County and seven miles east of Sutter County (see Figure 1). Beale AFB’s airport influence area (AIA) generally follows the Bear River along its southern border from east to west, before it turns south along the border of Placer and Sutter counties. When the Placer and Sutter County border turns west, Beale AFB’s AIA then heads north reaching South Honcut Creek, before turning east. The AIA then follows the creek before



SOURCE: DeLorme Street Atlas USA, 2000; and ESA, 2009

Beale AFB Airport Land Use Compatibility Plan Initial Study . 208448

Figure 1
Regional Location Map

turning south and connecting with Bear River. Besides Yuba and Sutter counties, portions of the City of Marysville and all of the City of Wheatland are located in Beale AFB's AIA. Land use decisions for these jurisdictions are guided by their corresponding general plans.

Beale AFB is approximately 23,000 acres, with airport-related facilities occupying the western portion of the Base. The main cantonment and family housing facilities are found in the central and southeastern areas, but most of the land is open space. Beale AFB's single runway (15-33) is located in the northwestern corner of the Base, and is 12,000 feet long. Runway 15-33 is served by a full-length parallel taxiway on the eastern side of the runway, and four other entry/exit taxiways.

Existing land uses around the Beale AFB consist primarily of agriculture and resource production. Small sections of single-family residential uses are located west and east of Beale AFB and a larger section of existing residential uses are located southeast of the Base's property boundary.

10. Other public agencies whose approval is required:

Although input from various entities is necessary, SACOG can adopt the *Beale AFB Land Use Compatibility Plan* without formal approval from any other agency, either state or local. However, a copy of the plan must be submitted to the California Division of Aeronautics (Public Utilities Code Section 21675(d)). The Division is required by state law (Public Utilities Code Section 21675(e)) to assess whether the plan includes the matters that must be included pursuant to the statutes and to notify the ALUC of any deficiencies. An additional statutory requirement is that the ALUC establish (or revise) planning boundaries (the AIA) only after "hearing and consultation with involved agencies" (Public Utilities Code 21675(c)).

Beyond these requirements, an important consideration is that implementation of the ALUCP policies can only be accomplished by the local jurisdiction(s) that have authority over land use within the AIA: specifically, the counties of Yuba and Sutter, as well as the Cities of Marysville and Wheatland. (Beale AFB's AIA borders Placer County, but does not enter it; therefore, there is no requirement for Placer County to update any of its planning documents.) State statutes require the Counties to make their General Plan consistent with the ALUCP within 180 days or to overrule the ALUC. Among other things, 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.

11. Summary of Potential Environmental Effects:

The *Beale AFB Land Use Compatibility Plan* is regulatory in nature, and as such, is not a project that would lead to the physical change of the environment around the Base, or from subsequent implementation of the land use restrictions and policies set forth in the *ALUCP*. Although policies in the *ALUCP* would influence future land use development in the vicinity of the Base, it is speculative to anticipate the specific kinds of development that might occur

within the AIA or the types of environmental impacts that would be associated with it. The *ALUCP* does not prevent new development in the vicinity of the Base, but rather seeks to guide the compatibility of new land uses by limiting the density, intensity, and height of new uses so as to avoid exposing the occupants to excessive noise or safety hazards. Furthermore, state law establishes a procedure by which affected local jurisdictions can overrule the compatibility policies set forth in the plan.

No environmental categories would be affected by this project to the extent of having a “Potentially Significant Impact.” Nearly all categories have “No Impact.” Only one impact is considered “Less than Significant”, and is discussed in greater detail, as are the “No Impact” determinations that warrant some explanation.

Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology, Soils and Seismicity |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Land Use Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation and Traffic | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by Lead Agency)

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 Checklist

Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS — Would the project:				
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?	<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 on page 4.

Agricultural and Forest Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
2. AGRICULTURAL AND FOREST 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 project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), 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 by 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"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 on page 4.

Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 project:				
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 on page 4.

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
4. BIOLOGICAL RESOURCES — Would the project:				
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, 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 on page 4.

Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
5. CULTURAL RESOURCES — Would the project:				
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"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 on page 4.

Geology, Soils, and Seismicity

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
6. GEOLOGY, SOILS, AND SEISMICITY — Would the project:				
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 a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<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 on page 4.

Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. GREENHOUSE GAS EMISSIONS — Would the project:				
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) Summary of Potential Environmental Effects on page 4.

Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
8. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
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"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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, g, h) See Summary of Potential Environmental Effects on page 4.

- e) Utilizing aircraft accident risk data and safety compatibility concepts compiled in the *California Airport Land Use Planning Handbook* (Caltrans, 2002), the *ALUCP* establishes the criteria by which safety hazards referred to in this topic would be evaluated. These criteria are intended to reduce the risk of exposure to the hazards of an off-airport aircraft accident by limiting residential densities and concentrations of people in locations near Beale AFB. Additional methods by which hazards to aircraft and people and property on the ground are avoided are achieved through limiting the height of structures, trees, and other objects that might penetrate the Base’s airspace as defined by Federal Aviation Regulations, Part 77, *Objects Affecting Navigable Airspace*, the *United States Standard for Terminal Instrument Procedures* (TERPS), and airspace protection compatibility guidance set forth in the *Beale AFB AICUZ*.

Given that the *ALUCP* does not propose any projects, and is a guidance document intended to reduce the risk of hazards related to aircraft accidents, adoption of the *Plan* would actually have a positive impact on the safety of those living and working in the vicinity of Beale AFB.

Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 through the alteration of the course of a stream or river, or by other means, 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 through the alteration of the course of a stream or river, or by other means, 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) Expose people or structures to a significant risk of loss, injury or death involving 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 on page 4.

Land Use and Land Use Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
10. LAND USE AND LAND USE PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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

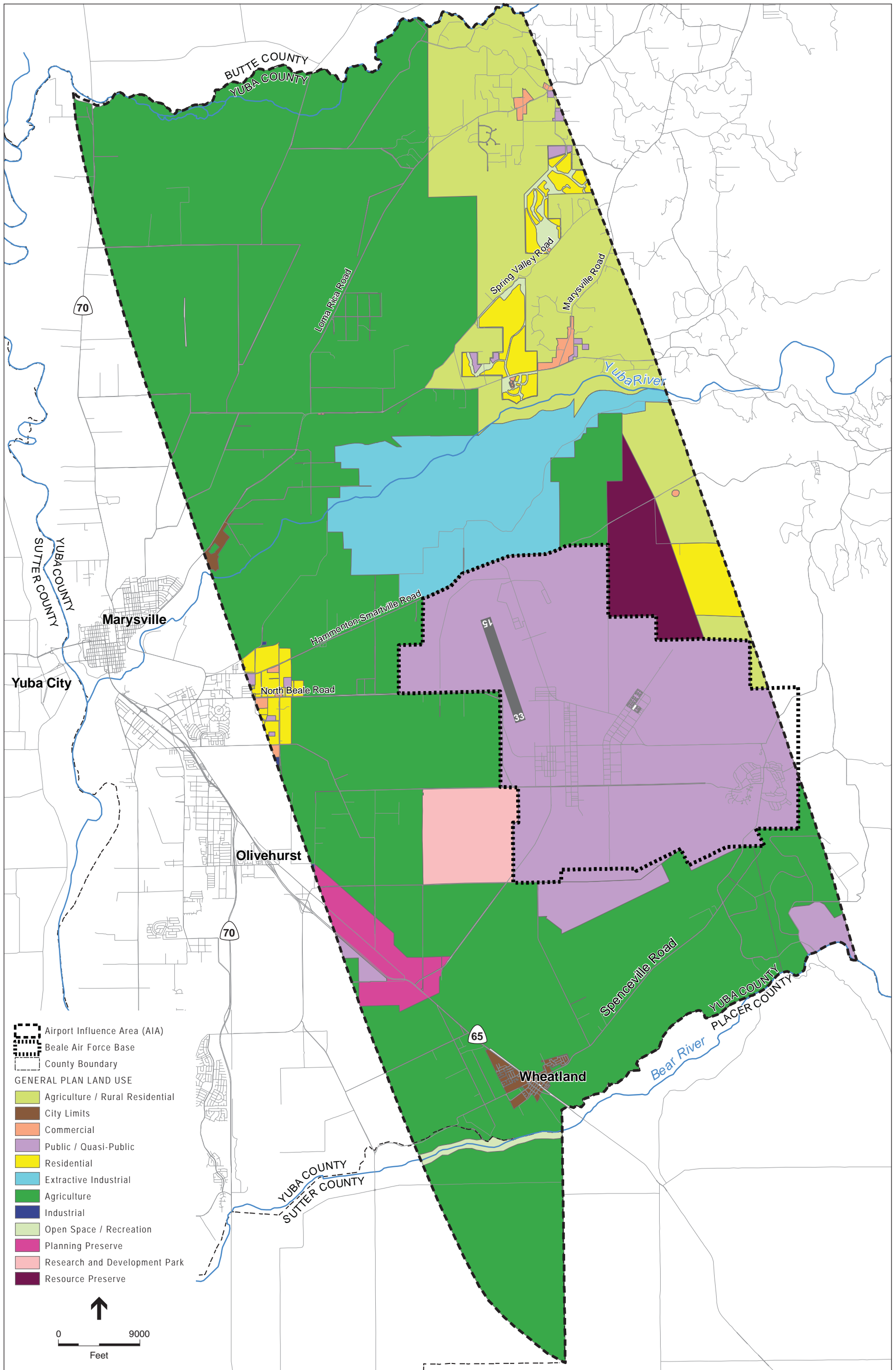
- a, c) See Summary of Potential Environmental Effects on page 4.
- b) The Beale AFB ALUCP is associated with several jurisdictions and their associated plans and regulations, including the following: City of Marysville, City of Wheatland, Yuba County, and Sutter County. Figures 2 and 3 depict the land use and zoning designations shown in the adopted general plans of the affected jurisdictions. Overlaid on the map are the compatibility zones contained in the proposed *ALUCP*. Analysis of the adopted land use designations indicates that only minor conflicts with the criteria set forth in the *Plan* exist.

Noise-Related Policies

Policies intended to reduce exposure of residential and other noise-sensitive land uses to excessive levels of aircraft noise fall under the Noise and Overflight categories in the *ALUCP*. Overflight policies do not establish restrictions on land use development, but rather set forth requirements for real estate notification for new development within the AIA. The purpose of noise compatibility policies, however, is to avoid establishment of noise-sensitive land uses in the portions of Base environs that are exposed to significant levels of aircraft noise.

The *ALUCP* utilized the “current mission” CNEL contours to represent the long-range (20+ years) noise impacts of Beale AFB, and are identified by four CNEL ranges: 75+ dB CNEL, 70 – 75 dB CNEL, 65 – 70 dB CNEL, and 60 – 65 dB CNEL (as presented in the 2005 *AICUZ*). The nature of any limitations on land uses around Beale AFB related to the four CNEL contour ranges are summarized below:

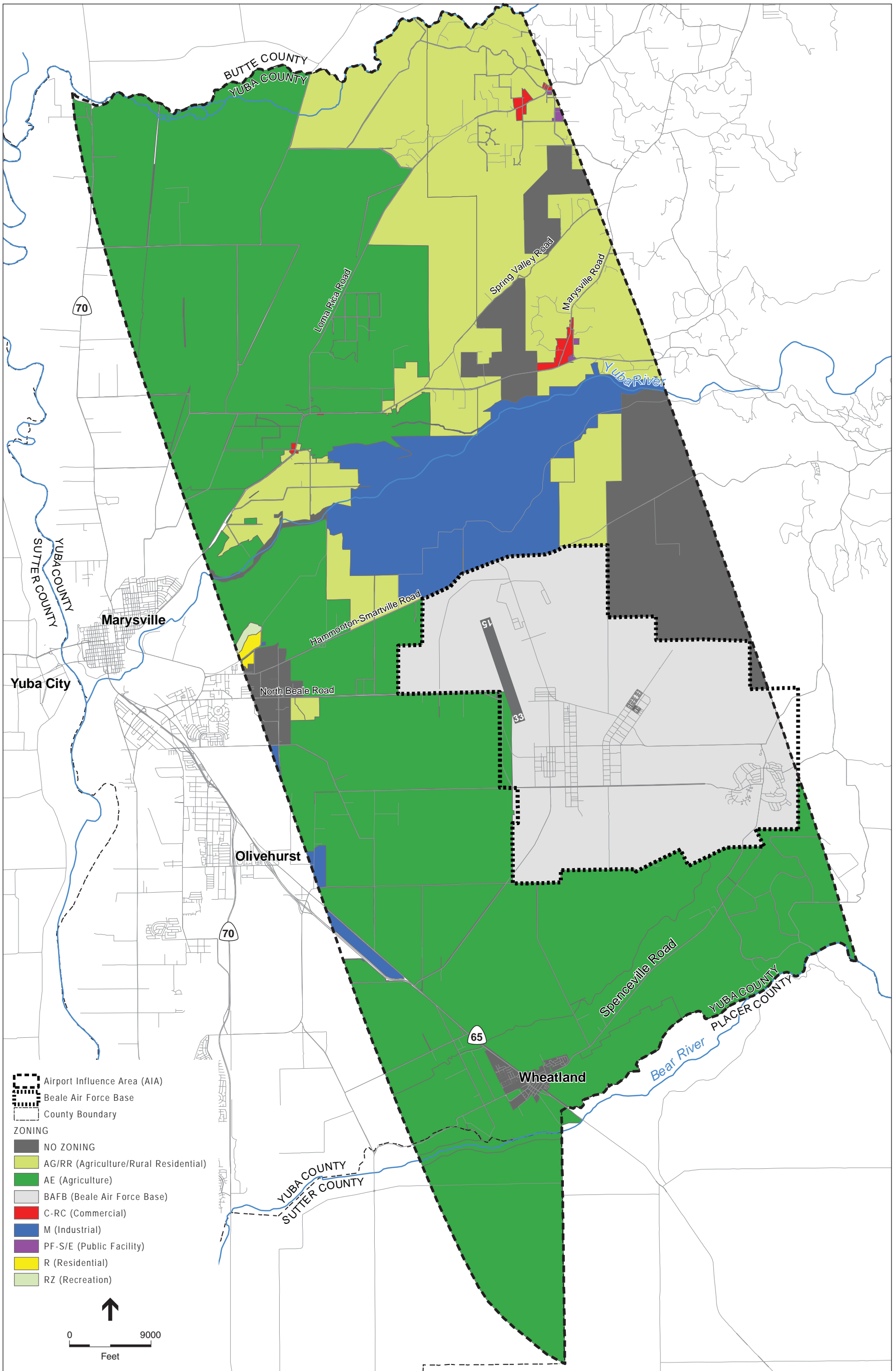
- **75+ dB CNEL:** As shown on Figures 4 and 5, only a small portion of the 75+ dB CNEL contour extends off Base property to the northwest. Land uses within this contour are designated as Extractive Industrial by the *Yuba County General Plan*, and are zoned M-2 Extractive Industrial Zone. County zoning allows for quarrying, dredging, milling, oil and gas exploration, and other industrial activities within this zone. County zoning also authorizes one, single-family dwelling unit per parcel with a conditional use permit.



SOURCE: Yuba County, 2004; Sutter County, 2005; ESRI, 2009; and ESA, 2009

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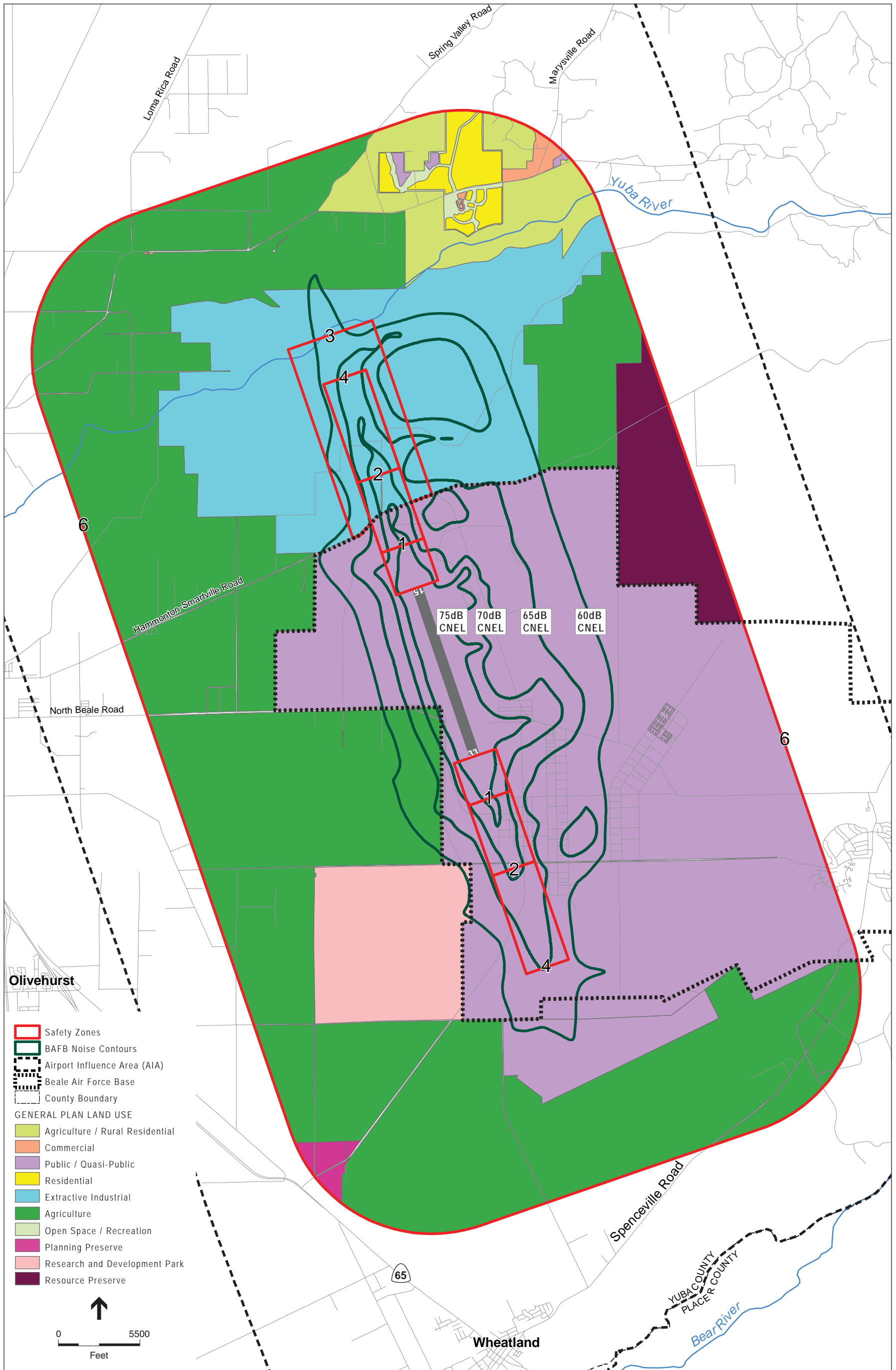
Figure 2
General Plan Land Use in the Airport Influence Area

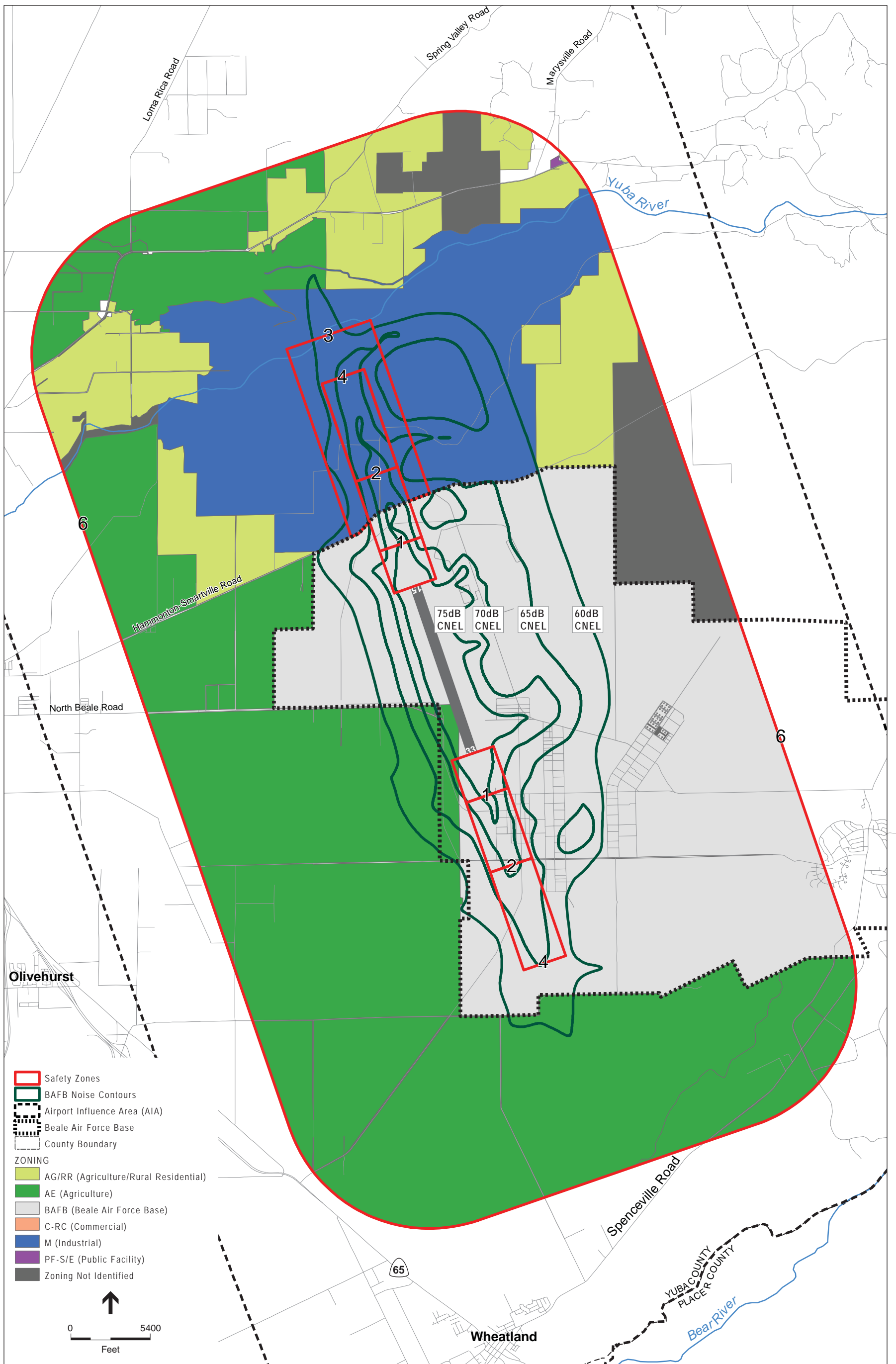


SOURCE: Yuba County, 2004; Sutter County, 2005; ESRI, 2009; and ESA, 2009

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Figure 3
Zoning in the Airport Influence Area





Industrial and mining activities as zoned for this area would be compatible within the 75+ dB CNEL contour. Single-family residential uses, however, would not be compatible within this contour. While the development of new, single-family residential uses are prohibited within this contour, the Beale AFB ALUCP does have considerations for “development by right”, which would allow for the construction of single-family residential in specific situations (see pg. 2-29 of the *ALUCP*). Given these allowances, and the fact that the area is zoned for Extractive Industrial, this policy does not restrict the overall intent of the planned land uses within the Extractive Industrial Zone as identified by Yuba County.

- **70 – 75 dB CNEL:** Portions of the 70 – 75 dB CNEL contour extend beyond Beale AFB property to the west and northwest. To the west of the Base, Yuba County has designated land use as Agriculture, and it is zoned as AE-80 Exclusive Agricultural Zone. Allowable land uses within this Zone include growing and harvesting any agricultural crop or product, livestock, game preserves, and single-family residences on parcels no smaller than 80 acres. Uses “conditionally” permitted within the AE-80 zoning designation with a conditional use permit include, but are not limited to: public and private schools, churches, parks, cemeteries, and dumping and disposal sites.

To the northwest of Beale AFB, the 70 – 75 dB CNEL extends into land designated as Extractive Industrial, and zoned as M-2 Extractive Industrial Zone. As described above, this zone allows for mining and extractive land uses, as well as one single-family residence per parcel.

Overall, the land uses identified by Yuba County zoning within the 70 – 75 dB CNEL contour are compatible with the policies set forth in the *ALUCP*. The *ALUCP* cautions against allowing noise-sensitive animals within this contour, but otherwise allows agricultural uses within the 70 – 75 dB CNEL. Single-family residential land uses, which are allowable within both the Yuba County AE-80 and conditionally allowable within M-2 zoning designations, would not be considered compatible with *ALUCP* policies, which restrict any new residential uses within this contour. Furthermore, noise-sensitive, conditionally permissible land uses within the AE-80 zoning designation such schools, churches, cemeteries, parks, etc. would not be compatible within the 70 – 75 dB CNEL contour.

- **65 – 70 dB CNEL:** Similar to the 70 – 75 dB CNEL contour, the 65 – 70 dB CNEL extends beyond the Base property to the west and northwest. Within this contour lies the Yuba County zoning designations of AE-80 Exclusive Agricultural Zone to the west and M-2 Extractive Industrial Zone to the northwest. The nature of land use restrictions within the 65 – 70 dB CNEL contour again cautions against allowing noise-sensitive animals within this area,

but otherwise deems agricultural, mining, and industrial uses compatible. Single-family residential uses, which are considered acceptable within Yuba County's AE-80 and conditionally acceptable within M-2 zoning designations, are not compatible within the 65 – 70 dB CNEL contour. Certain noise-sensitive land uses considered conditionally acceptable within the AE-80 zoning designation (as described above) would also be incompatible within the 65 – 70 dB CNEL contour.

- **60 – 65 dB CNEL:** Portions of the 60 – 65 dB CNEL contour extends beyond Beale AFB's property boundary to the south, west, and northwest. Land uses to the south of the Base are designated by the *Yuba County General Plan* as Public/Quasi Public, and are zoned as AE-80. The remainder of the 60 – 65 dB CNEL contour to the west and northwest of the Base covers areas zoned as AE-80 and M-2 respectively. The intended, primary uses identified for these zoning designations, agriculture and extractive/mining uses, are compatible with the noise policies set forth in the 60 – 65 dB CNEL contour. Single-family residential uses, which are acceptable within AE-80 designations, and conditionally permissible in M-2, are not compatible within this CNEL contour. Other conditionally permissible land uses within the AE-80 zoning designation, such as schools and places of worship, are conditionally acceptable within the 60 – 65 dB CNEL provided that an indoor noise exposure of 45 dB CNEL is met.

Safety-Related Policies

Policies intended to reduce the risk of harm to people and property on the ground and occupants of aircraft, in the event of an off-Base aircraft accident, fall under the Safety and Airspace Protection categories as identified in the *ALUCP*. Airspace protection policies partially derive from Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace*, which establishes standards for determining obstructions in navigable airspace. However, airspace protection policies also relate to land uses that may generate other hazards to flight, such as hazardous wildlife, visual hazards (i.e., smoke, dust, steam, etc.), and electronic hazards that may disrupt aircraft communications or navigation.

Safety compatibility criteria are intended to minimize the risks associated with an off-Base aircraft accident or emergency landings. The policies focus on reducing the potential consequences of such events when they occur. Potential risks that aircraft accidents pose to lands around Beale AFB are defined in terms of geographic shapes called "safety zones", and it is within these zones that *ALUCP* safety criteria are applied.

Beale AFB has a total of six safety zones. Of the six safety zones, two, Safety Zone 1 (Runway Protection Zone) and Safety Zone 5, are entirely on Base property, and therefore do not have any effect on surrounding land uses. The nature of any added limitations on land uses around Beale AFB related to the remaining four safety zones are summarized below:

- **Safety Zone 2 (Accident Potential Zone I):** As shown in Figures 4 and 5, this zone begins from the end of Safety Zone 1, extending 5,000 feet and is 3,000 feet wide. Only a portion of Safety Zone 2 associated with Runway 15 extends off of Base property to the northwest; the remainders of this zone, as well as Runway 33's Safety Zone 2 are within the boundary for Beale AFB. Land use within this Zone is designated as Extractive Industrial by the *Yuba County General Plan*. County zoning (M-2 Extractive Industrial Zone) allows for quarrying, dredging, milling, oil and gas exploration, and other industrial activities within this zone. County zoning also authorizes one, single-family dwelling unit per parcel with a conditional use permit.

Safety criteria in the *ALUCP* conditionally allows for mining and extraction activities within Safety Zone 2, provided that nonresidential intensity standards for that Zone are met (25 people/acre maximum site-wide average intensity, and 50 people/acre maximum single-acre intensity), and that the uses do not generate hazards to flight such as dust, steam, or smoke. Development of ancillary structures associated with approved industrial uses is permissible within Safety Zone 2, provided that they do not exceed intensity limits and height standards established in the *ALUCP*. Construction of new, single-family dwelling units are not, however, considered compatible within Zone 2 unless they are replacing an existing nonconforming structure that has been fully or partially destroyed as the result of a calamity, if the development by right standards (see pg. 2-29 of the *ALUCP*) apply, or if it considered an "existing land use", as defined in Policy 1.2.15 of the *ALUCP*.

The net effect of adoption of the *ALUCP* would be the addition of minor restrictions to the planned land uses identified within Safety Zone 2. While the development of new, single-family residential uses are generally prohibited within this Safety Zone (though certain exceptions, as identified above, can be made), this policy does not restrict the overall intent of the planned land uses within the Extractive Industrial Zone as identified by Yuba County.

- **Safety Zone 3:** This zone surrounds Safety Zones 2 and 4 associated with Runway 15, and extends 18,000 feet out from the end of the runway and is 6,000 feet wide. Similar to Safety Zone 2, Yuba County land uses within Safety Zone 3 are entirely designated as Extractive Industrial, and zoned as M-2 Extractive Industrial Zone. Allowable land uses and activities within the Extractive Industrial Zone, as described above, are compatible within Safety Zone 3, provided that those activities are compatible with Airspace Protection policies and do not generate hazards to flight (i.e., dust, smoke, steam, etc.). Ancillary facilities associated with approved extractive and industrial uses are also compatible within Safety Zone 3, provided they meet the intensity criteria for nonresidential development in this Zone (100 people/acre maximum site-wide average intensity, 250 people/acre maximum single-acre intensity), and the

height restrictions per FAR Part 77.

Single-family residential uses are conditionally acceptable within Safety Zone 3 provided that the development is no greater than 1 dwelling unit (d.u.) per 5 acres (site-wide average). The Yuba County General Plan land use designations and the zoning code ordinance are consistent with the criteria applicable to Safety Zone 3 provided that individual parcels identified for a single-family dwelling unit are 5 acres or greater. For those land uses that fall within Safety Zone 3, the policies set forth in the *ALUCP* would not be more stringent than what has been intended for them in the *Yuba County General Plan*.

- **Safety Zone 4 (Accident Potential Zone II):** Safety Zone 4 extends beyond the end of Safety Zone 2 7,000 feet to the northwest, and is 3,000 feet wide. Unlike Safety Zones 2 and 3, Runway 15's Safety Zone 4 is entirely off Base property, yet land uses within this Zone are designated entirely as Extractive Industrial in the *Yuba County General Plan*, and zoned as M-2 Extractive Industrial Zone. Allowable land uses and activities within the Extractive Industrial Zone are compatible within Safety Zone 4, provided that those activities are compatible with Airspace Protection policies and do not generate hazards to flight (i.e., dust, smoke, steam, etc.). Ancillary facilities associated with approved extractive and industrial uses are also compatible within Safety Zone 4, provided they meet the intensity criteria for nonresidential development in this Zone (50 people/acre maximum site-wide average intensity, 100 people/acre maximum single-acre intensity), and the height restrictions per FAR Part 77.

Construction of new, single-family dwelling units are not, however, considered compatible within Zone 4 unless they are replacing an existing nonconforming structure that has been fully or partially destroyed as the result of a calamity, or if it is considered an "existing" land use at the time of the adoption of the *ALUCP* per Policy 1.2.12 .

Adoption of the *ALUCP* would constitute a minor restriction to the planned land uses identified within Safety Zone 4. While the development of new, single-family residential uses are considered incompatible within this Safety Zone (unless already considered an existing land use), this policy does not restrict the overall intent of the planned land uses within the Extractive Industrial Zone as identified by Yuba County.

- **Safety Zone 6:** This zone consists of remaining areas beneath the primary traffic pattern, and measures 20,000 feet from each side of Runway 13/33, and 30,000 from the runway ends. Land use restrictions within this Zone are limited, and primarily focus on large, indoor and outdoor assembly facilities (i.e. stadiums, amphitheatres, etc.), and hazardous materials production – all of which are allowable provided that no other site outside Zone 6 is suitable for the given use.

All other land use types, including agriculture, residential, and educational and institutional uses are allowable with Safety Zone 6. No new development likely to occur in this Zone would exceed the proposed density or intensity criteria.

Summary of Impacts

Implementation of noise and safety policies set forth in the *ALUCP* would not disrupt the intended, primary land uses designated within the noise contours and safety zones presented in the *Plan*. General extractive and industrial uses (M-2) and agricultural production (AE-80) are considered compatible within all noise contours and safety zones beyond the Base property boundary, provided they meet the prescribed indoor noise level and nonresidential intensity standards. Single-family residential uses, however, are not compatible within any of the CNEL contour ranges depicted in the *ALUCP*, nor within Safety Zones 2 and 4. Furthermore, certain conditionally allowed uses in AE-80 that are noise-sensitive in nature are not compatible within all CNEL contours except the 60 – 65 dB CNEL. However, Policy 4.1.4, “Development by Right”, does allow for residential uses to occur in these areas if such uses are allowed by local land use regulations.

Per the State Aeronautics Act (Section 21676), the Yuba County *General Plan* and zoning must be amended to restrict housing within the noise contours and Safety Zones 2 and 4 associated with Beale AFB. This can be accomplished either by modifying specific zoning ordinances for AE-80 and M-2, Chapters 12.20 and 12.55 respectively, or by amending Chapter 12.115, Beale Air Force Base Zone “BAFB” in the *Yuba County Zoning Ordinance*. Due to the fact that residential uses are not the primary intent of the M-2 and AE-80 zoning designations, a restriction on the conditionally compatible use of single-family residential within these areas is considered to be less than significant.

References

- City of Wheatland, 2006. *City of Wheatland General Plan Policy Document*. July 11, 2006.
- City of Wheatland, 2006. *City of Wheatland Land Use Diagram*. June 6, 2006.
- Yuba County, 1996. *Yuba County General Plan*. December 1996.
- Yuba County, 2004. *Yuba County General Plan Map*. September 2, 2004.
- Yuba County, 2008. *Yuba County Zoning Ordinance, Title XII of the Yuba County Code*. July 09, 2008.
- Yuba County, 2005. *Yuba County Zoning and Specific Plan Designations*. May 29, 2005.

Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11. MINERAL RESOURCES — Would the project:				
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 on page 4.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
12. NOISE — Would the project:				
a) Result in 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) Result in 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) Result in 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) Result in 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 area, or, where such a plan has not been adopted, in an area 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 on page 4.

e) The *ALUCP* establishes criteria that reduce the potential exposure of people to excessive aircraft-related noise by limiting residential densities and noise sensitive land uses in

locations exposed to the 65 dB CNEL contour or higher, associated with Beale AFB. As described at the beginning of this report, the noise contours presented in the *ALUCP* reflect the potential noise impacts of the Base’s “current mission” activity scenario. As shown on Map 2, of the *ALUCP*, Compatibility Policy Map: Noise, noise contours generated by aviation activity at Beale AFB, remain largely on Base property. Small portions of the 75+, 75 – 70, and 70 – 65 CNEL contours leave Base property to the northwest.

The *ALUCP* does not propose any projects that will generate new sources of aviation-related noise. Rather, the noise contours and the policies applicable to them in the *Plan* are intended to prevent the exposure of persons living or working near Beale AFB to excessive aircraft noise levels. No impact is anticipated as a result of the adoption of the *ALUCP*.

Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
13. POPULATION AND HOUSING — Would the project:				
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 units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Policies set forth in the *ALUCP* do not directly induce population growth either locally or regionally, as they are developed to guide the location, distribution, and density of both residential and non-residential land uses in a way that is intended to reduce potential noise impacts and safety concerns. Airport land use compatibility plans, however, do have the potential to induce indirect population growth in areas beyond an airport’s AIA when planned land uses within an airport’s environ are considered incompatible and would be displaced elsewhere.

The majority of Beale AFB’s AIA is within Yuba County; with only a small portion extending south into Sutter County. Planned land uses for Yuba County within the AIA are predominately oriented towards agriculture and resource production (see Figure 2); however, a portion of the River Highlands planning area, located north of the Base and within its AIA, does include planned rural- and low-density residential uses. These

planned land uses are located within Beale AFB’s AIA, but outside of Safety Zone 6, and are therefore considered compatible. No other residential land uses planned within the Base’s AIA are inconsistent with the policies set forth in the *ALUCP*, and therefore, no direct or indirect induced population growth would occur as a result of the adoption of this *Plan*. Furthermore, no displacement of existing or planned residential uses would occur as a result of adoption of the *ALUCP*.

- b – c) As described above, the *ALUCP* is a guidance document that sets forth policies that influence the location, distribution, and density of both residential and non-residential land uses in a way that is intended to reduce potential noise impacts and safety concerns. The policies within the *Plan* only affect planned land uses, whereas existing land uses are not subject to the noise, safety, airspace protection, and overflight policies presented in the *ALUCP*. Therefore, adoption of this *Plan* would not result in the displacement of persons or existing housing, and no new construction would be required. There is no impact to these resources.

References

Yuba County, 2004. Yuba County General Plan and Specific Plan Land Uses (Map). September 2, 2004.

Public Services

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
14. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the 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.v) See Summary of Potential Environmental Effects on page 4.

Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
15. RECREATION — Would the project:				
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 on page 4.

Transportation and Traffic

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
16. TRANSPORTATION AND TRAFFIC — Would the project:				
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"/>

Discussion

- a – b, d – f) See Summary of Potential Environmental Effects on page 4.
- c) Neither the ALUC nor the policies set forth in the *ALUCP* have authority over the operation of Beale AFB. Furthermore, ALUCs have no formal authority to review proposed development or mission changes at military airports or any other federal lands. Therefore, adoption of this *ALUCP* will not result in any change to air traffic from Beale AFB.

Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
17. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Conflict with 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 on page 4.

Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
18. MANDATORY FINDINGS OF SIGNIFICANCE —				
Would the project:				
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 are 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 on page 4.
- b) The *Beale AFB Land Use Compatibility Plan* is regulatory and restrictive in nature and does not propose any projects that will cause physical development to occur; therefore, it has no potential to create cumulatively significant environmental impacts. Furthermore, any restrictions that the *ALUCP* places on development around the Base are so minimal in nature, that any potential displacement that would occur as a result of the adoption of this *Plan* would be cumulatively insignificant. The intent of the *ALUCP* is to address potential noise and safety impacts and other airport land use compatibility issues associated with potential future development that public entities or private parties may propose for the vicinity of Beale AFB. Adoption of the *ALUCP* would prevent exposing persons associated with future land uses to any negative noise or hazardous effects associated with living and working in the vicinity of the Base. As such, the *ALUCP* serves to avoid impacts that might otherwise be individually or cumulatively significant.