

Draft

# YUBA COUNTY AIRPORT ALUCP

## Initial Study

Prepared for  
Sacramento Area Council of  
Governments

January 2011





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208448.01



# ENVIRONMENTAL CHECKLIST

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## Initial Study

1. **Project Title:** Yuba County Airport 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:** Yuba County Airport and portions of the surrounding jurisdictions of Yuba and Sutter counties within Yuba County Airport's 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 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 Yuba County Airport (Airport), which will replace an earlier plan adopted in 1994. 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 *Yuba County Airport Land Use Compatibility Plan (ALUCP)* sets forth policies that are used by the ALUC in evaluating the compatibility between future, proposed land use development in the vicinity of Yuba County Airport (Airport) and the potential long-range aircraft activity at the Airport. The compatibility criteria defined by the *ALUCP* policies are also intended to be reflected in the plans and policy documents adopted by the counties of Yuba and Sutter, and the cities of Marysville and Yuba City, as they are the government

entities with jurisdiction over land uses near the Airport. The formation of these criteria were guided and informed by the *California Airport Land Use Planning Handbook*, a reasonable long-range (20+ years) forecast of aircraft operations at the Airport derived from forecasts in the *Yuba County Airport Master Plan (2008)*, and consultation with a technical advisory committee consisting of staff from jurisdictions within the Airport's influence area (AIA), the Airport, and SACOG.

As detailed in the *ALUCP* and later in this document, the above described jurisdictions will need to incorporate certain criteria and procedural policies from the *ALUCP* into their general plans and respective zoning ordinances, to assure that future land use development will be compatible with aircraft operations. The jurisdictions also have the option of taking steps defined in state law to overrule the ALUC action.

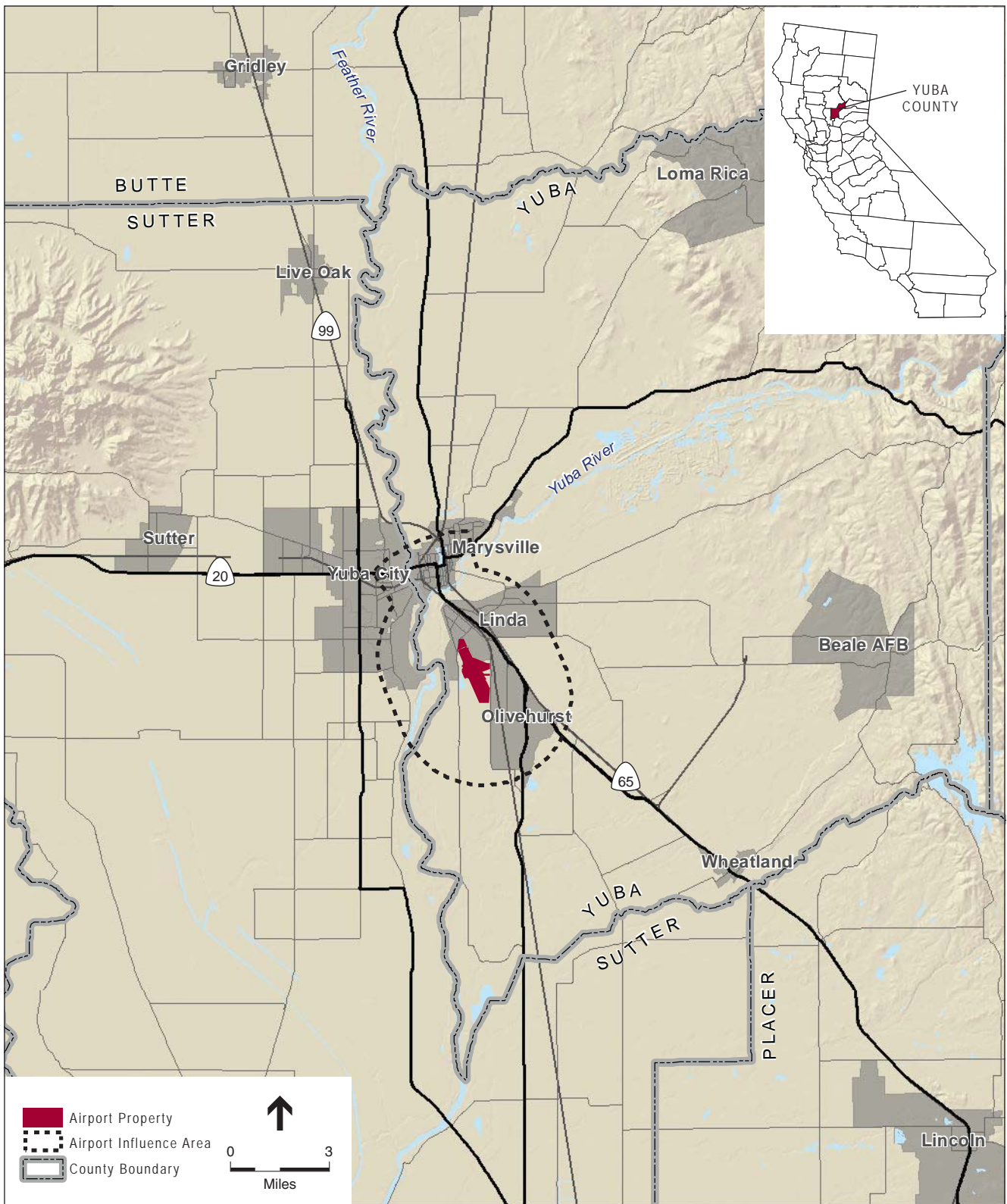
## **9. Surrounding Land Uses and Setting.**

The Airport is located in the western portion of unincorporated Yuba County, approximately two miles south of the City of Marysville and a half mile west from the Sutter County line (see Figure 1). The Airport is comprised of approximately 605 acres, which is divided into four quadrants by its intersecting runways. The primary runway (14-32), which is oriented north/south and is 6,006 feet long and 150 feet wide, is served by parallel taxiway (A) on the east side of the runway as well as by six entry/exit taxiways. The crosswind runway at the Airport (5-23) is 3,281 feet long by 60 feet wide, and is served by a parallel taxiway (B) on its south side. All general aviation facilities are located in the southeast quadrant of Airport.

Existing land uses within the portions of the airport influence area closest to the Airport consist of vacant, agricultural, residential, and industrial uses to the west, vacant land immediately to the south with existing or approved residential beyond, a mix of residential, vacant, and industrial uses to the east, and residential, agricultural, commercial, and industrial uses to the north.

General Plan land use designations for portions of unincorporated Yuba County around the Airport include: multi & single family residential, industrial, public, and commercial uses associated with the Linda/Olivehurst community area to the south and east; residential, commercial, public, and mixed-use uses also to the east; multi- and single-family residential, commercial, and public uses to the north; and multi-family residential, industrial, and agricultural uses to the west. While land uses in the immediate vicinity of the Airport are all within unincorporated Yuba County, land use decisions further beyond the Airport property boundary, but within the AIA, are guided by multiple jurisdictions. General Plan land use designations within the AIA associated with the City of Marysville include commercial, public and quasi-public, industrial, and low, medium, and high-density residential uses.

To the west of the Airport, beyond the Feather River, Sutter County has land designated for open space uses. General Plan land use designations within the AIA associated with Yuba City include low, medium/low, and medium/high density residential, manufacturing, business



SOURCE: ESRI, 2009; and ESA, 2010

Yuba County Airport Land Use Compatibility Plan Initial Study . 208448

**Figure 1**  
Regional Location Map

and light industrial, public, office, and commercial. The Sutter County Airport is located approximately two miles northwest of the Airport and is in the AIA of the Airport.

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

Although input from various entities is necessary, SACOG can adopt the *ALUCP* 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. Also a 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 jurisdictions that have authority over land use within the AIA: specifically, the counties of Yuba and Sutter, as well as the cities of Marysville and Yuba City. State statutes require the counties and cities to make their General Plans consistent with the *ALUCP* within 180 days of adoption 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<sup>1</sup>.

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

The *ALUCP* is regulatory in nature, and as such, is not a project that would lead to the physical change of the environment around the Airport, 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 Airport, 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 Airport, 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.” The few that have a “Less than Significant Impact” are discussed following each of the checklist sections beginning on page 5, as are the “No Impact” determinations that warrant some explanation.

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<sup>1</sup> It should be noted that Yuba County is currently going through a significant update of its General Plan (2030 General Plan). The draft plan contains land use designations and policies which support and protect the Airport operations.

# 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>
<b>1. AESTHETICS—Would the project:</b>				
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 on page 4.

## Agriculture and Forestry 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>
<b>2. AGRICULTURAL RESOURCES</b>				
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.				
<b>Would the project:</b>				
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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance to non-agricultural use?	<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"/>

<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>
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.

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## 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>
<b>3. AIR QUALITY</b>				
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. <b>Would the project:</b>				
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.

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# Biological Resources

<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>
<b>4. BIOLOGICAL RESOURCES— Would the project:</b>				
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>
<b>5. CULTURAL RESOURCES— Would the project:</b>				
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 a unique 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 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>
<b>6. GEOLOGY, SOILS, AND SEISMICITY— Would the project:</b>				
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"/>

<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) 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>
<b>7. GREENHOUSE GAS EMISSIONS — Would the project:</b>				
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 on page 4.

# Hazards and Hazardous Materials

<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>
<b>7. HAZARDS AND HAZARDOUS MATERIALS</b>				
<b>Would the project:</b>				
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 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 the Airport. 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 Airport's airspace as defined by Federal Aviation Regulations, Part 77, *Objects Affecting Navigable Airspace*, and the *United States Standard for Terminal Instrument Procedures* (TERPS).

Given that the *ALUCP* does not propose any development projects, and is a guidance document intended to reduce the risk of hazards related to aircraft accidents, adoption of the *ALUCP* would have no impact on the safety of those now living and working in the vicinity of the Airport. Moreover, the plan's intent is to limit placing future occupants in locations where they would be exposed to significant safety hazards.

## 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>
<b>8. HYDROLOGY AND WATER QUALITY— Would the project:</b>				
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 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 authoritative 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>
<b>9. LAND USE AND LAND USE PLANNING— Would the project:</b>				
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

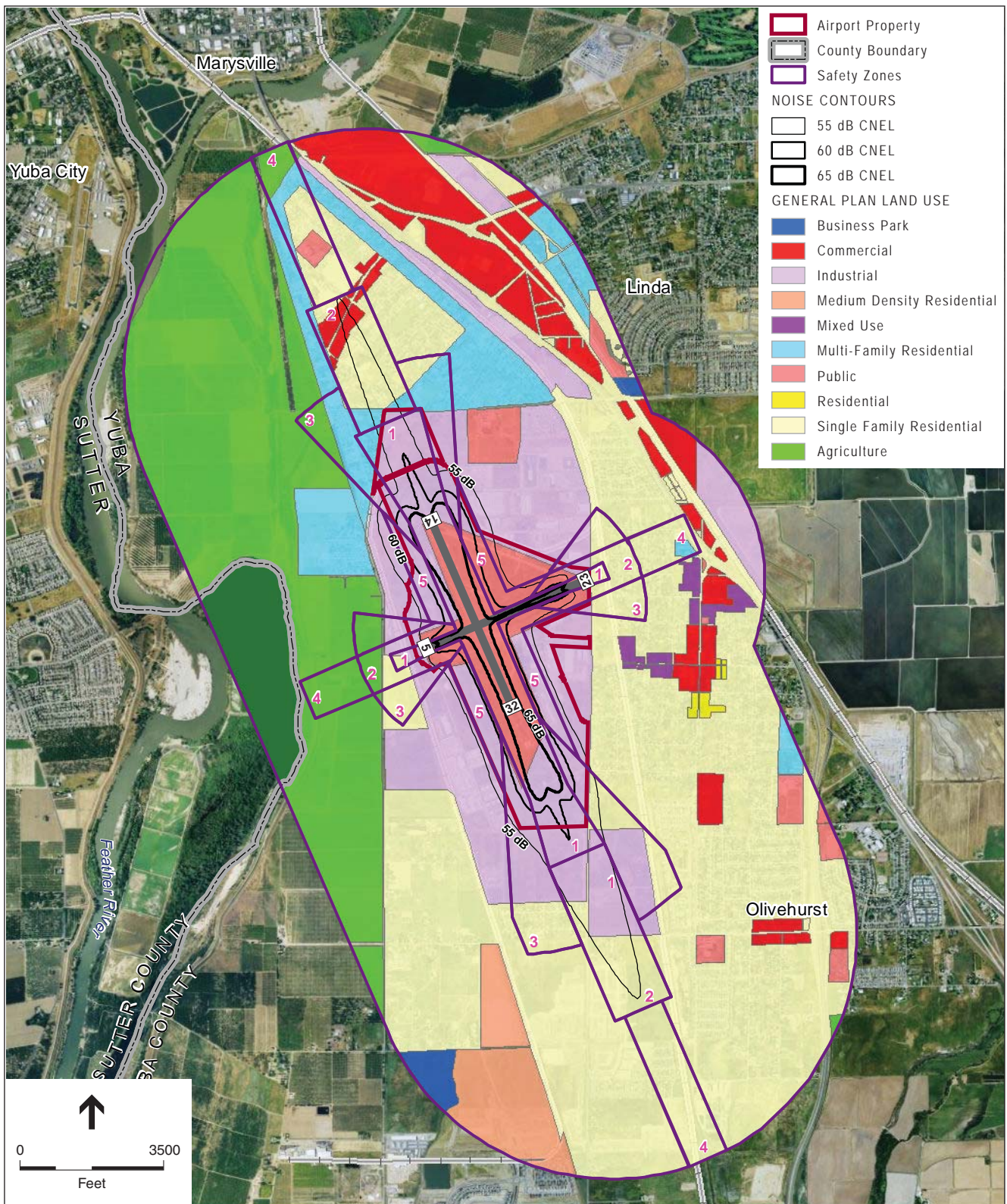
a, c) See Summary of Potential Environmental Effects on page 4.

b) The *ALUCP* is associated with several jurisdictions and their associated plans and regulations, including the following: City of Marysville, City of Yuba City, Yuba County, and Sutter County. Figures 2 and 3 depict the *ALUCP*'s noise contours and safety zones overlaid on general plan and zoning designations of the affected jurisdictions. Analysis of the adopted land use designations indicates that only minor conflicts with the criteria set forth in the *ALUCP* 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 development of noise-sensitive land uses in the portions of airport environs that are exposed to significant levels of aircraft noise.

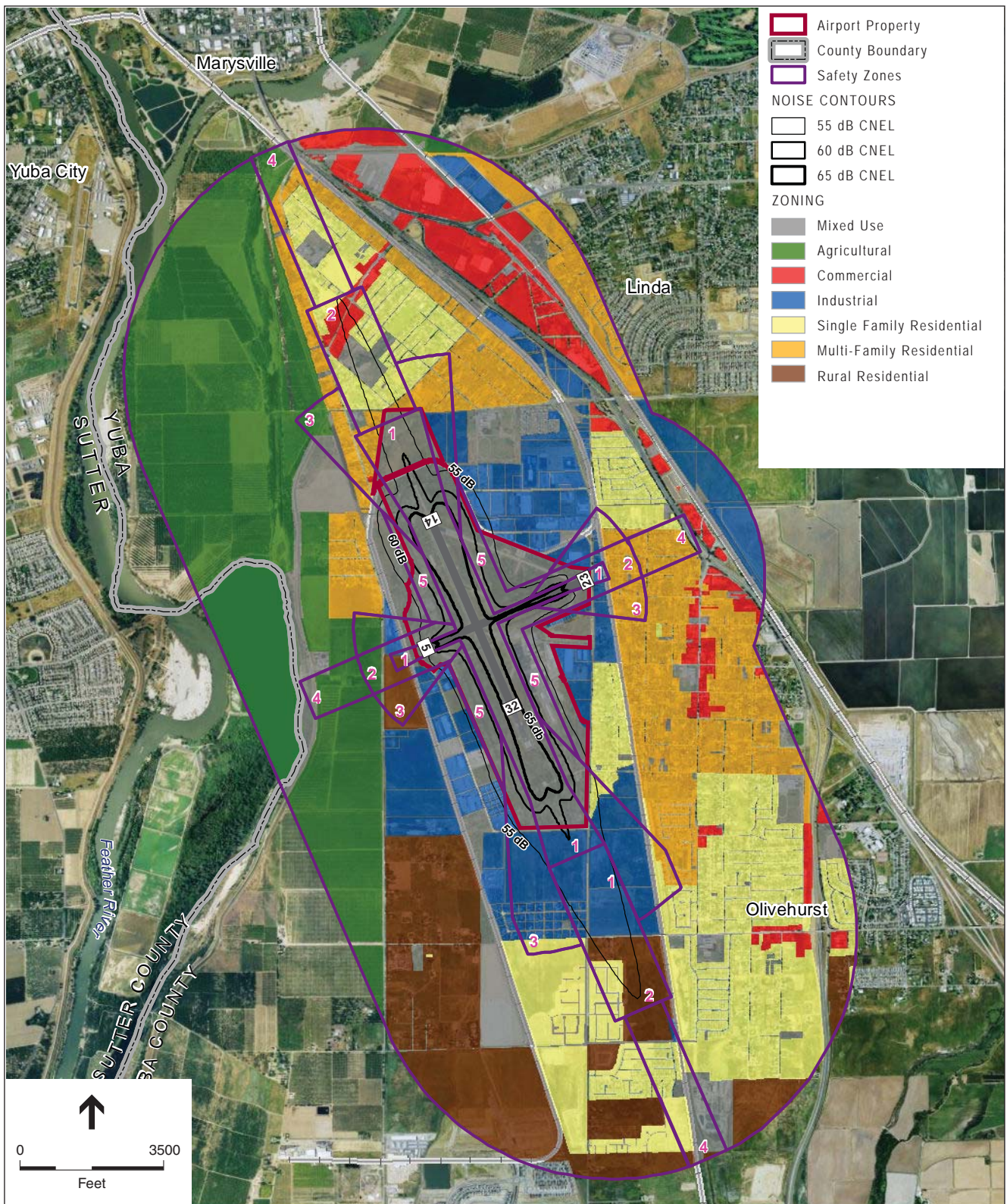
To ensure noise compatibility beyond the 20-year time frame of the *Yuba County Airport Master Plan Report*, the *ALUCP* extended the *Master Plan* forecasts. For compatibility planning purposes, a forecast of 1.5 times that indicated in the *Master Plan* was used in the *ALUCP*.



SOURCE: Yuba County, 2004; Sutter County, 2005; ESRI, 2009; and  
ESA, 2010

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**Figure 2**  
Airport Safety Zones and Noise Contours with  
General Plan Land Use Designations



SOURCE: Yuba County, 2004; Sutter County, 2005; ESRI, 2009; and ESA, 2010

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**Figure 3**  
 Airport Safety Zones and Noise Contours with  
 Generalization Zoning Designations

Noise contours using the Community Noise Equivalent Level (CNEL) metric were prepared based on this activity forecast. The nature of limitations on land uses around the Airport related to three CNEL contour ranges are summarized below:

- **65 dB CNEL:** The 65dB CNEL contour is entirely contained within the Airport boundary. The Airport is designated by the Yuba County General Plan as Public and Industrial, and is zoned M-1 (General Industrial). The intended, primary uses identified for this zoning designation, general industrial uses, are compatible with the noise policies set forth in the 65 dB CNEL contour.
- **60 dB CNEL:** Like the 65 dB CNEL contour, the 60 dB CNEL contour is almost entirely contained within the Airport boundary, with only a small portion of the 60 dB CNEL contour extending off Airport property to the south. The off-Airport area where the 60 dB CNEL contour extends is designated by the Yuba County General Plan as Public and Industrial, and is zoned M-1 (General Industrial). The intended, primary uses identified for this zoning designation, general industrial uses, are compatible with the noise policies set forth in the 60 dB CNEL contour.
- **55 dB CNEL:** Portions of the 55 dB CNEL contour extend outside Airport boundaries on the north and south sides. A majority of the land uses within the 55 db CNEL contour north and south of the Airport boundary are designated by the Yuba County General Plan as Industrial and are zoned M-1 (General Industrial). The intended, primary uses identified for this zoning designation, general industrial uses, are compatible with the noise policies set forth in the 55 dB CNEL contour. Small portions of the 55 dB CNEL contour extend into land designated for single family and medium-density residential uses (zoned R-1 and R-2), most of which already exist. The intended, primary uses identified for these zoning designations (residential), are also compatible with the noise polices set forth in the 55 dB CNEL contour.

### **Safety-Related Policies**

Policies intended to reduce the risk of harm in the event of an off-airport accident to people and property on the ground and to occupants of aircraft fall under the Safety Compatibility Criteria categories as identified in the *ALUCP*. Airspace protection policies are partially derived 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 off-airport aircraft accidents 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 the Airport are defined in terms of geographic shapes called “safety zones”, and it is within these zones that *ALUCP* safety criteria are applied.

The *ALUCP* has a total of six safety zones. The nature of any added limitations on land uses around the Yuba County Airport related to the six safety zones are summarized below:

- **Safety Zone 1 (Runway Protection Zone):** As shown in Figures 2 and 3, this zone covers the runway, the proposed southerly runway extension, and the immediately surrounding areas, extending approximately 2,700 feet out from the existing north and future south ends. Yuba County General Plan land uses within this zone are designated as Public, Industrial, with small pockets of Single-Family Residential on the east and west sides, and Multi-Family Residential in the northwest corner. County zoning within Safety Zone 1 includes M-1 (General Industrial), R-1 (Single-Family Residential), and R-2 (Medium Density Residential). The M-1 Zone allows for manufacturing, fabricating, processing, storage uses and structures associated with various industrial activities. The R-1 Zone allows for single-family residential uses and the R-2 Zone allows for single-family residential and multi-family dwelling units.

Other than natural land, some agriculture, transportation routes and automobile parking, all land use development within Zone 1 is considered incompatible by safety criteria in the *ALUCP*. An exception to these criteria is that a new single-family dwelling and a secondary unit, while nominally incompatible, are allowed by right on an existing legal lot of record, provided that buildings are limited to one story and an avigation easement is dedicated to Yuba County. This exception only applies to single-family residential, not multi-family development, thus parcels designated for multi-family use would be limited to one primary and one secondary residence. Another exception is that an existing residence may be rebuilt if it has been fully or partially destroyed as the result of a calamity or if it was already approved at the time of the adoption of the *ALUCP*.

While industrial uses are deemed incompatible in Zone 1, the Airport itself is zoned General Industrial. Airport related activities are permitted in Safety Zone 1 if consistent with Federal Aviation Administration standards; however other industrial uses are not compatible in the zone. The Airport’s *Master Plan* proposes the acquisition of approximately 138 acres of property south of Runway 32, which would protect the approach to the runway end, and encompass the entirety of Safety Zone 1 for Runway 32. The County is currently considering the acquisition of this property.

The net effect of adoption of the *ALUCP* would be the addition of minor restrictions to the planned land uses identified within Safety Zone 1 associated with Runways 14 and 32. Specifically, three vacant lots zoned for multi-family residential use within Safety Zone 1 associated with Runway 14 could be

developed only as single-family residential and only under the above conditions cited in the *ALUCP* (see Appendix A for maps of vacant parcels). Also, in this same location between Feather River Boulevard and Grand Avenue, approximately a dozen parcels or portions of parcels that are now single-family residential but planned for multi-family use would be limited to no more than one primary and one secondary unit. Certain types of industrial uses would also be incompatible with *ALUCP* policies for Safety Zone 1 south of Runway 32; however, should the County acquire this property as suggested in the *Master Plan*, any potential inconsistencies would be eliminated. While the development of new, residential and industrial uses are prohibited within this Safety Zone, this policy does not conflict with the overall intent of the planned land uses within the R-1, R-2, and M-1 Zones as identified by Yuba County.

- **Safety Zone 2 (Inner Approach/Departure Zone):** As shown in Figures 2 and 3, this zone begins from the end of Safety Zone 1, extending approximately 4,000 feet from the north and south ends and is approximately 1,500 feet wide. This zone extends approximately 700 feet from Zone 1 on the east and west sides and is approximately 1000 feet wide. Land uses within this zone are designated as Single-Family Residential, Multi-Family Residential, Industrial, Valley Agriculture, and Community Commercial by the Yuba County General Plan. County zoning within Safety Zone 2 includes R-1 (Single-Family Residential), R-2 (Medium Density Residential), M-1 (General Industrial), AE-40 (Exclusive Agriculture), and C (General Commercial). The R-1 and R-2 Zones allow for single-family and medium density residential land uses. The M-1 Zone allows for manufacturing, fabricating, processing, storage uses and structures associated with various industrial activities. The AE-40 Zone is intended to preserve agricultural land vital for a healthy agricultural economy of the County, to eliminate the encroachment of land uses which are incompatible with agricultural uses, and to prevent the unnecessary conversion of agricultural land to urban uses. The AE-40 Zone permits one residential unit per 40 acres and allows for a variety of agricultural uses including but not limited to crops and livestock. The C Zone allows for retail trade establishments conducted primarily within a building.

According to safety criteria in the *ALUCP*, single-family residential land uses are conditionally allowed in Safety Zone 2 (no more than one dwelling unit per 5 acres); however, multi-family residential uses are considered incompatible. Light industrial uses are considered conditional (at a 0.28 FAR limit), while heavy industrial uses are considered incompatible. Commercial land uses are also considered incompatible in Safety Zone 2, while agricultural uses are considered compatible.

Six vacant parcels located in Safety Zone 2 associated with Runway 14 are planned for single-family residential use and two parcels are designated as multi-

family. Of the six single-family parcels, five are too small to be split given their current county zoning. Under its development-by-right provisions, the *ALUCP* allows a primary and secondary dwelling to be built on each of these parcels even though the parcel size is smaller than the *ALUCP* would allow to be created. The sixth vacant single-family parcel is a triangular site straddling the boundary between Safety Zones 2 and 4. This site is surrounded by existing single-family residential and thus qualifies for infill development of new single-family residential on lots similar in size to the surrounding ones. The two vacant parcels designated as multi-family residential are located along Grand Avenue adjacent to the airport property boundary. Multi-family residential development is inconsistent with the Safety Zone 2 criteria and these parcels do not qualify for multi-family infill development. Each would therefore be limited to primary and one secondary single-family dwelling.

Vacant lots in Safety Zone 2 associated with Runway 32 are designated for residential and industrial uses. Included with this area are two residential subdivisions, one partially constructed and one approved for development. Both are considered to be existing land uses for the purposes of the *ALUCP*. Three small vacant lots planned for single-family residential development qualify for “development by right,” and therefore new construction is allowed by the *ALUCP*. Some industrial uses are considered conditionally compatible within Safety Zone 2, but must meet additional criteria outlined in Table 2 in the *ALUCP*. The net effect of adoption of the *ALUCP* would be the addition of minor conditions and restrictions to the planned land uses identified within Safety Zone 2. While the development of new (not already approved), multi-family residential, heavy industrial, and commercial land uses are prohibited within this Safety Zone except as infill, this policy does not conflict with the overall intent of planned land uses as identified by Yuba County.

- **Safety Zone 3 (Inner Turning Zone):** This zone surrounds Safety Zones 1 and 2 on the north and south ends and surrounds Zone 2 on the east and west sides. Land uses within this zone are designated as Single-Family Residential, Multi-Family Residential, Industrial, Public, and Valley Agriculture by the Yuba County General Plan. County zoning within Safety Zone 3 includes R-1 (Single-Family Residential), R-2 (Medium Density Residential), M-1 (General Industrial), and AE-40 (Exclusive Agriculture). As described above, the R-1 and R-2 Zones allow for single-family and medium density residential land uses and the M-1 Zone allows for manufacturing, fabricating, processing, storage uses and structures associated with various industrial activities. As described above, the AE-40 Zone is intended to preserve agricultural land vital for a healthy agricultural economy of the County, to eliminate the encroachment of land uses which are incompatible with agricultural uses, and to prevent the unnecessary conversion of agricultural land to urban uses. The AE-40 Zone permits one residential unit per 40 acres and allows for a variety of agricultural uses including

but not limited to crops and livestock.

According to safety criteria in the *ALUCP*, single-family residential land uses are conditionally allowed in Safety Zone 3, the condition being that the density can be no more than one dwelling unit per 5 acres. A higher density is permitted only as infill. New multi-family residential uses are also considered incompatible except as infill.

Approximately ten vacant parcels designated for residential use are located within Safety Zone 3 associated with Runway 14. Eight of these vacant parcels are planned for multi-family residential development. Additional parcels in this area are designated for multi-family residential, but have existing single-family uses on them. Most of these parcels fall into two areas—one west of Feather River Boulevard and the other on the southeast side of Grand Avenue—where much of the existing uses are multi-family and thus the areas qualify for multi-family infill development at a density no greater than the existing uses. The two remaining parcels are designated for single-family use and the *ALUCP* would permit by right the construction of one primary and secondary unit on each parcel.

Three vacant parcels located within Safety Zone 3 associated with Runway 23 on the east side of the Airport and one parcel to the south associated with Runway 32 are planned for single-family residential, but qualify for “development by right”, and therefore new construction would not be prevented by the *ALUCP*<sup>2</sup>.

Industrial uses are considered conditional (with hazardous materials restrictions and FAR limits), while agricultural uses are considered compatible. The net effect of adoption of the *ALUCP* would be the addition of minor conditions and restrictions to the planned land uses identified within Safety Zone 3. While the development of intensive new, multi-family residential land uses are prohibited within this Safety Zone, this policy does not conflict with the overall intent of planned land uses as identified by Yuba County.

- **Safety Zone 4 (Outer Approach/Departure Zone):** Safety Zone 4 extends beyond the end of Safety Zone 2 4,000 feet on the north and south ends, and is 1,000 feet wide. On the east and west sides, Safety Zone 4 extends 1,500 feet beyond the end of Safety Zone 2 and is 1,000 feet wide. Land uses within this Zone are designated as Public, Single-Family Residential, Multi-Family Residential, and Valley Agriculture in the Yuba County General Plan. County zoning within Safety Zone 4 includes R-1 (Single-Family Residential), R-2 (Medium Density Residential), and AE-40 (Exclusive Agriculture). The R-1 and

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<sup>2</sup> While County zoning data indicates that most parcels within safety zones 3 and 4 associated with Runway 23 are zoned for multi-family residential (R-2, R-3), the current County General Plan represents the most up-to-date land use designations for areas around the Airport; therefore, in areas where zoning data may disagree with the General Plan, General Plan land use designations take precedence (Source: Dan Cucchi, 2010.).

R-2 Zones allow for single-family and medium density residential land uses. As previously described, the AE-40 is intended to preserve agricultural land vital for a healthy agricultural economy of the County, to eliminate the encroachment of land uses which are incompatible with agricultural uses, and to prevent the unnecessary conversion of agricultural land to urban uses. The AE-40 Zone permits one residential unit per 40 acres and allows for a variety of agricultural uses including but not limited to crops and livestock.

According to safety criteria in the *ALUCP*, single-family residential land uses are conditionally allowed in Safety Zone 4 (no more than three dwelling units per acre); however, multi-family residential uses are considered incompatible. Nine vacant parcels or portions of parcels (including the triangular parcel discussed above with respect to Safety Zone 2) located in Runway 14's Safety Zone 4 are zoned for single-family residential uses. Furthermore, approximately eight vacant parcels or portions of parcels are designated for multi-family development. About half of these vacant parcels, together with several that are currently single-family, are in an area of existing multi-family uses and therefore meet the infill qualifications of the *ALUCP*. The basic criteria limit the remaining four parcels to one primary and one secondary residence apiece in accordance with the development-by-right provisions of the *ALUCP*. However, for one of these parcels—the parcel located on the northeast side of Alicia Avenue between Feather River Boulevard and Cedar Lane—the *ALUCP* includes a site-specific exception. As a result of this exception, the Zone 4 portion of the parcel would be allowed to have a multi-family residential density of up to 8.1 dwelling units per acre as currently proposed by the property owner, rather than be held to the Zone 4 limit of 3.0 dwelling units per acre.

Similarly, two vacant parcels located in Safety Zone 4 associated with Runway 23 are zoned for multi-family residential, and two additional vacant parcels are partially located with safety zones 4 and 6. These parcels also qualify for “development by right”.

Agricultural land uses are considered compatible in Safety Zone 4. Most industrial-type land uses are considered compatible within Safety Zone 4, provided they do not produce hazardous materials, and meet the required intensity or floor area ratio requirements. The net effect of adoption of the *ALUCP* would be the addition of minor restrictions to the planned land uses identified within Safety Zone 4. While the development of new, multi-family residential land uses would be prohibited within this Safety Zone except as infill, this policy only affects approximately four parcels and does not conflict with the overall intent of planned land uses as identified by Yuba County.

- **Safety Zone 5 (Sideline Zone):** As shown on Figures 2 and 3, this zone is located adjacent to Zone 1 along the length of the runway. A majority of Zone 5

is located entirely within Yuba County Airport's boundary; however a small sliver of the zone on the northwest side is just outside the boundary. Land use within this zone is designated as Public and Industrial by the Yuba County General Plan. County zoning (M-1 General Industrial Zone) allows for manufacturing, fabricating, processing, storage uses and structures associated with various industrial activities.

While low intensity light industrial uses are conditionally compatible in this Safety Zone 5 (with hazardous materials and height restrictions), all other industrial uses are considered incompatible in 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 5. While the development of new industrial uses is generally prohibited within this Safety Zone, this policy does not conflict with the overall intent of the planned land uses within the General Industrial Zone as identified by Yuba County.

- **Safety Zone 6 (Traffic Pattern Zone):** This zone consists of remaining areas beneath the primary traffic pattern, and measures approximately 27,000 feet north to south and approximately 12,500 feet east to west (see Figures 2 and 3). Land use restrictions within this zone are limited, and primarily focus on large, indoor and outdoor assembly facilities (i.e. stadiums, amphitheatres, etc.), schools, and hazardous materials production (all of which are allowable provided that no other site outside Safety Zone 6 is suitable for the given use). All other land use types, including agriculture, residential, and institutional uses are allowable within 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 *ALUCP*. General industrial uses (M-1) are considered compatible within all of the CNEL contour ranges depicted in the *ALUCP* while residential land uses (R-1 and R-2) are considered compatible within with the noise policies set forth in the 55-60 dB CNEL contour. Residential uses are not compatible within Safety Zone 1; however, they are conditionally compatible in Safety Zones 2, 3, and 4. Multi-family residential land uses are not compatible in Safety Zones 1-5; however, most vacant parcels zones for multi-family use qualify either for "development by right" or infill provided they only be developed for single-family residential uses (with one secondary unit). As such, three vacant parcels located in Safety Zone 1 associated with Runway 14, that are currently zoned for multi-family residential, would be allowed to develop single-family residential uses, along with a secondary unit, by right, provided that the structures are single-story and an avigation easement is granted to Yuba County. Industrial land uses are not compatible in the *ALUCP*'s Safety Zone 1, however, the Airport itself is zoned M-1 (General Industrial). Airport activities are permitted in Safety Zone 1; however other

industrial uses are not compatible in the zone. Furthermore, the County is considering purchasing vacant parcels located south of the Airport in order to expand its property boundary to include the entirety of Safety Zone 1 associated with Runway 32. Should the County do this, no conflicts between the *ALUCP* and the County's General Plan would exist. Various industrial land uses are conditionally compatible in Safety Zones 2, 3, and 5; however these uses are limited by hazardous materials, FAR, and height restrictions. Commercial land uses are not compatible in Safety Zone 2. Agricultural land uses are considered compatible in Safety Zones 2, 3 and 4.

Per State Aeronautics Act (Section 21676), the Yuba County *General Plan* and zoning ordinance must be amended to limit housing land uses within safety zones 1 and 2 associated with the Airport. Residential uses within Safety Zone 1 must be limited to single-family uses (with a secondary unit) under development by right. Similarly, the County General Plan must be revised to change planned industrial uses within Safety Zone 1 to another land use type that is considered compatible or conditionally compatible within this zone. This can be accomplished by modifying specific zoning ordinances for R-1, R-2, and M-1, Chapters 12.35, 12.40 and 12.50 respectively, or by amending Chapter 12.75, "Airport Zone" in the *Yuba County Zoning Ordinance*. Overall, due to the fact that a minimal number of parcels zoned for multi-family residential within safety zones 1 and 2 would be limited to single-family uses, the conflict between these planned land uses and the *ALUCP* is considered less than significant. Similarly, conflicts between planned industrial uses within Safety Zone 1 are considered less than significant, as the County has plans to acquire this land for Airport use.

## References

- Cucchi, Dan, 2010. Telephone conversation between Yuba County staff person, Dan Cucchi, ESA staffer, Philip Wade. December 27, 2010.
- 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*. January 14, 2010.
- 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>
<b>10. MINERAL RESOURCES—Would the project:</b>				
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>
<b>11. NOISE—Would the project:</b>				
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. As shown on Map 2 of the *ALUCP*, Compatibility Policy Map: Noise, noise contours generated by aviation activity at the Airport remain largely on airport property. Portions of the 55-60 CNEL contour leaves airport property on the north and south sides.

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 the Airport 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>
<b>12. POPULATION AND HOUSING— Would the project:</b>				
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 must be relocated elsewhere.

A majority of the Airport's AIA is within Yuba County; however a portion of the western side of the AIA extends into Sutter County. Portions of the AIA also fall within the cities of Marysville and Yuba City. West of the airport, along the Feather River, planned land uses within the AIA are largely oriented towards continuation of the existing agriculture uses. To the north and east, the land is extensively developed and most future

development will occur as infill to the existing land use pattern. The *ALUCP* would not change this overall status, though it would prevent significant increases in the residential densities. To the south, the land use character is shifting from agriculture to residential. Numerous new residential subdivisions have been built or partially built in recent years and others have been approved by Yuba County. Although much of this development is nonconforming to the *ALUCP* criteria, the plan will neither prevent nor promote completion of the approved development in the area. Because the *ALUCP* is regulatory and restrictive in nature and does not propose any projects that will cause physical development to occur, the plan is not growth inducing.

- 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 *ALUCP* 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

<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>13. PUBLIC SERVICES— Would the project:</b>				
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>
<b>14. RECREATION—Would the project:</b>				
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>
<b>15. TRANSPORTATION AND TRAFFIC— Would the project:</b>				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard 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"/>

<b>Issues (and Supporting Information Sources):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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 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-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 the Airport. Therefore, adoption of this *ALUCP* will not result in any change to air traffic from the Airport.

## Utilities and Service Systems

<b>Issues (and Supporting Information Sources):</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>16. UTILITIES AND SERVICE SYSTEMS—Would the project:</b>				
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) Require new or expanded water supply resources or entitlements?	<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"/>

<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) 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>
<b>17. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:</b>				
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 on page 4.

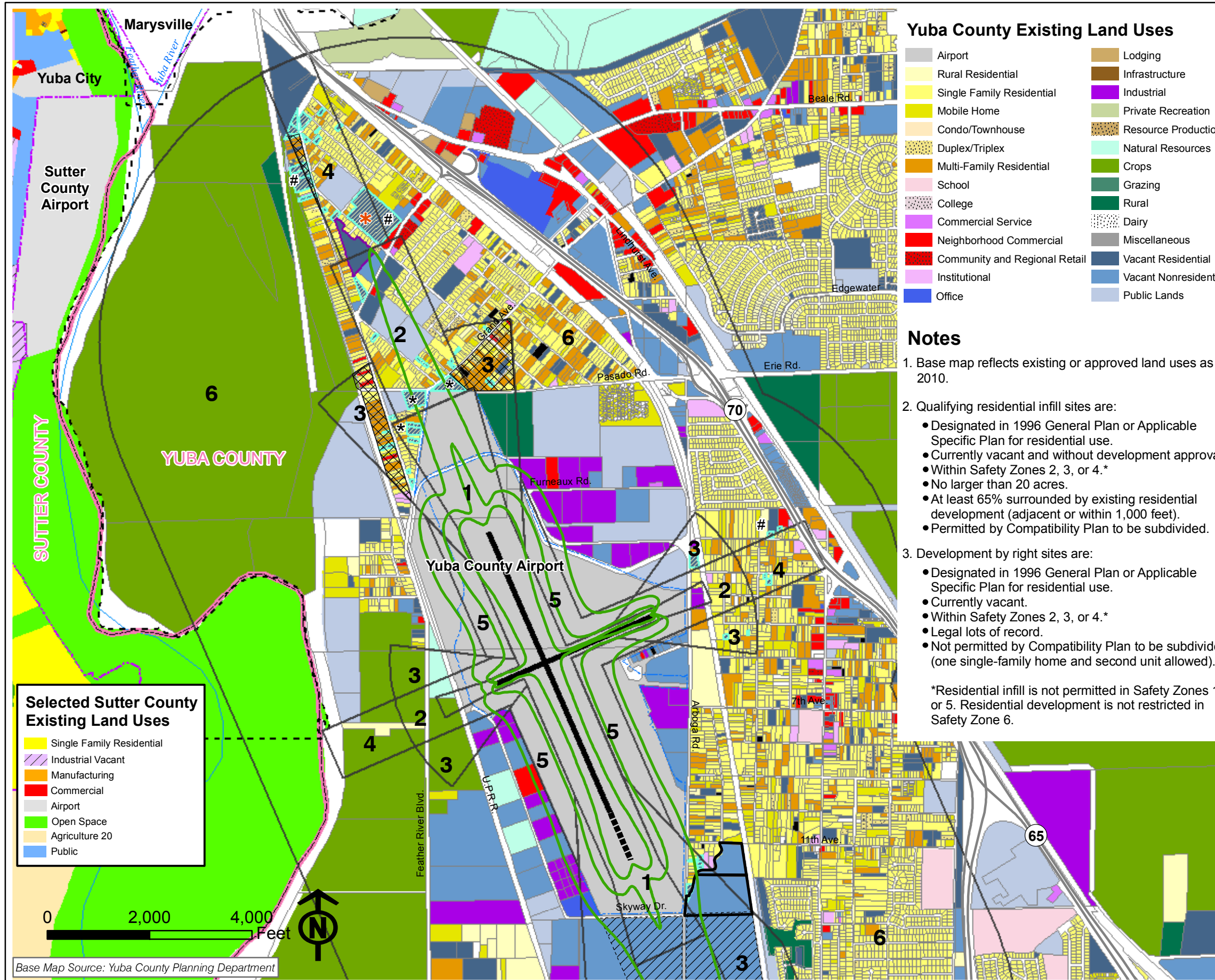
b) The *ALUCP* is regulatory and restrictive in nature and does not propose any projects that will cause physical development to occur; therefore, it has no potential to create cumulatively significant environmental impacts. Furthermore, any restrictions that the *ALUCP* places on development around the Airport 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

the Airport. 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 Airport. As such, the *ALUCP* serves to avoid impacts that might otherwise be individually or cumulatively significant.

# Appendix A

## Vacant Parcel Maps





### Yuba County Existing Land Uses

Airport	Lodging
Rural Residential	Infrastructure
Single Family Residential	Industrial
Mobile Home	Private Recreation
Condo/Townhouse	Resource Production
Duplex/Triplex	Natural Resources
Multi-Family Residential	Crops
School	Grazing
College	Rural
Commercial Service	Dairy
Neighborhood Commercial	Miscellaneous
Community and Regional Retail	Vacant Residential
Institutional	Vacant Nonresidential
Office	Public Lands

- ### Notes
- Base map reflects existing or approved land uses as of 2010.
  - Qualifying residential infill sites are:
    - Designated in 1996 General Plan or Applicable Specific Plan for residential use.
    - Currently vacant and without development approval.
    - Within Safety Zones 2, 3, or 4.\*
    - No larger than 20 acres.
    - At least 65% surrounded by existing residential development (adjacent or within 1,000 feet).
    - Permitted by Compatibility Plan to be subdivided.
  - Development by right sites are:
    - Designated in 1996 General Plan or Applicable Specific Plan for residential use.
    - Currently vacant.
    - Within Safety Zones 2, 3, or 4.\*
    - Legal lots of record.
    - Not permitted by Compatibility Plan to be subdivided (one single-family home and second unit allowed).
- \*Residential infill is not permitted in Safety Zones 1 or 5. Residential development is not restricted in Safety Zone 6.

### Legend

**Boundary Lines**

- Existing Yuba County Airport
- Proposed Fee Title Acquisition
- Cities
- City Sphere of Influence
- County Line
- Highway
- Runway
- Future Runway Extension
- Parcels
- River

**ALUC Policy Boundaries**

- Airport Influence Area
- Safety Compatibility Zones (5/3/1)
- Noise Contours (55, 60, 65 dB CNEL)

**Vacant Land**

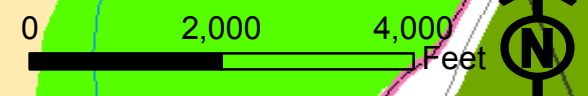
- Approved unbuilt or partially unbuilt residential subdivisions
- Planned single-family or multi-family residential parcels qualifying for infill development. (see note 2)
- Planned single-family residential parcels qualifying for single-family development by right. (see note 3)
- Planned multi-family residential parcels qualifying for single-family development by right, but not for multi-family infill (see note 3)
- Planned non-residential
- # Residential development not restricted in the Safety Zone 6 portion of this parcel
- \* Special exception defined for Zone 4 portion of this parcel (see policy 4.2.2).

**Underdeveloped Land**

- Existing residential area in which vacant or existing residential parcels qualify for infill development as multi-family residential in accordance with county General Plan.

### Selected Sutter County Existing Land Uses

Single Family Residential
Industrial Vacant
Manufacturing
Commercial
Airport
Open Space
Agriculture 20
Public



Base Map Source: Yuba County Planning Department

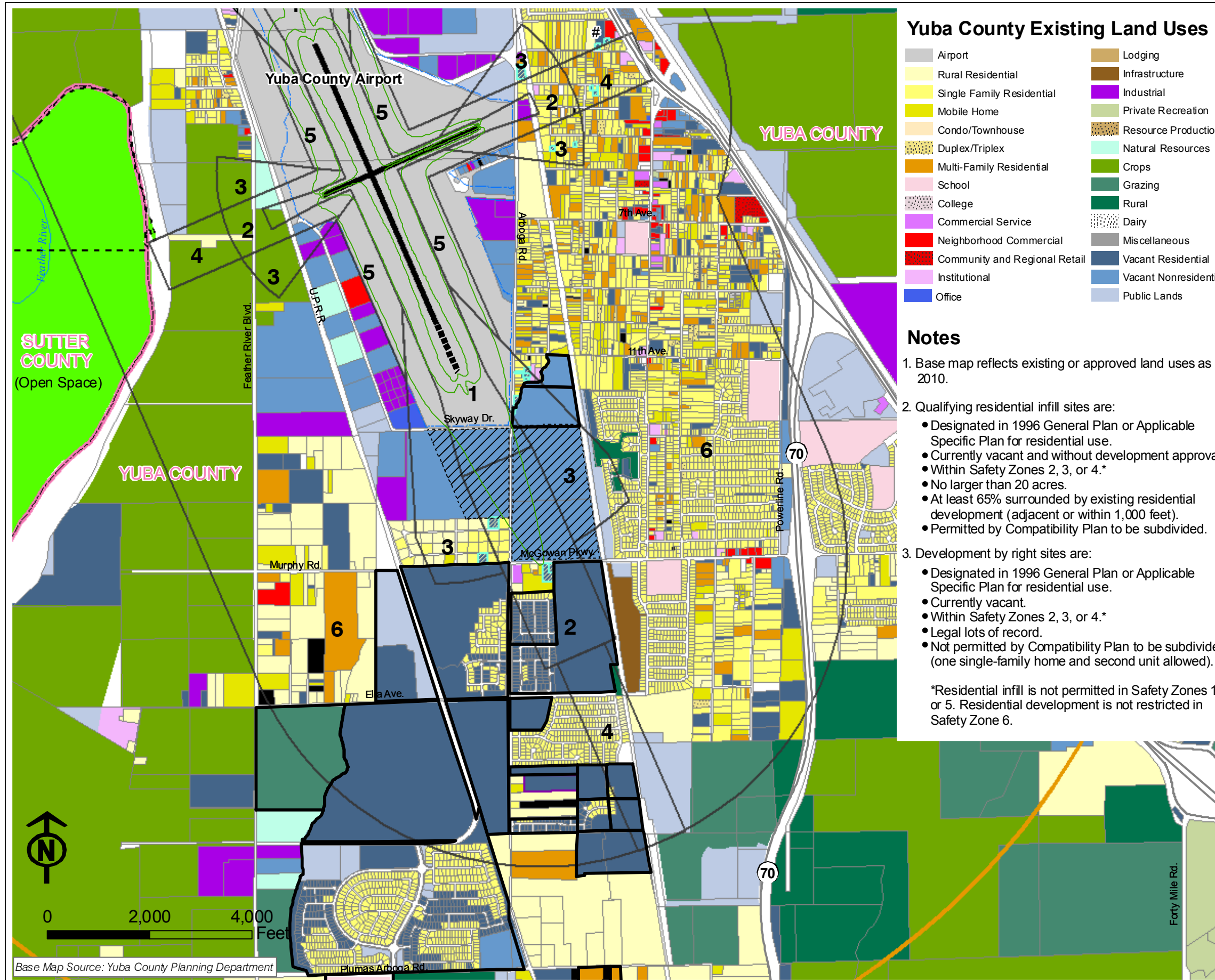


## Yuba County Airport Land Use Compatibility Plan (September 2010 Draft)

Map 6A

## Parcels Qualifying as Residential Infill - North





### Yuba County Existing Land Uses

Airport	Lodging
Rural Residential	Infrastructure
Single Family Residential	Industrial
Mobile Home	Private Recreation
Condo/Townhouse	Resource Production
Duplex/Triplex	Natural Resources
Multi-Family Residential	Crops
School	Grazing
College	Rural
Commercial Service	Dairy
Neighborhood Commercial	Miscellaneous
Community and Regional Retail	Vacant Residential
Institutional	Vacant Nonresidential
Office	Public Lands

### Notes

- Base map reflects existing or approved land uses as of 2010.
  - Qualifying residential infill sites are:
    - Designated in 1996 General Plan or Applicable Specific Plan for residential use.
    - Currently vacant and without development approval.
    - Within Safety Zones 2, 3, or 4.\*
    - No larger than 20 acres.
    - At least 65% surrounded by existing residential development (adjacent or within 1,000 feet).
    - Permitted by Compatibility Plan to be subdivided.
  - Development by right sites are:
    - Designated in 1996 General Plan or Applicable Specific Plan for residential use.
    - Currently vacant.
    - Within Safety Zones 2, 3, or 4.\*
    - Legal lots of record.
    - Not permitted by Compatibility Plan to be subdivided (one single-family home and second unit allowed).
- \*Residential infill is not permitted in Safety Zones 1 or 5. Residential development is not restricted in Safety Zone 6.

### Legend

- Boundary Lines**
- Existing Yuba County Airport
  - Proposed Fee Title Acquisition
  - Cities
  - City Sphere of Influence
  - County Line
  - Highway
  - Runway
  - Future Runway Extension
  - Parcels
  - River
- ALUC Policy Boundaries**
- Airport Influence Area
  - Safety Compatibility Zones
  - Noise Contours (55, 60, 65 dB CNEL)
- Vacant Land**
- Approved unbuilt or partially unbuilt residential subdivisions
  - Planned single-family or multi-family residential parcels qualifying for infill development. (see note 2)
  - Planned single-family residential parcels qualifying for single-family development by right. (see note 3)
  - Planned multi-family residential parcels qualifying for single-family development by right, but not for multi-family infill (see note 3)
  - Planned non-residential
  - Residential development not restricted in the Safety Zone 6 portion of this parcel
- Underdeveloped Land**
- Existing residential area in which vacant or existing residential parcels qualify for infill development as multi-family residential in accordance with county General Plan.

**DRAFT**



**Yuba County Airport  
Land Use Compatibility Plan  
(September 2010 Draft)**

Map 6b

## Parcels Qualifying as Residential Infill - South

Base Map Source: Yuba County Planning Department

