CEQA
INITIAL STUDY
AND NEGATIVE DECLARATION

Auburn Municipal Airport
Land Use Compatibility Plan
(Public Review Draft June 2021)

Prepared for

Placer County Transportation Agency

acting as Placer County Airport Land Use Commission

Prepared by

Mead & Hunt, Inc.
Windsor, California
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June 2021 Draft

PLACER COUNTY
AIRPORT LAND USE
COMMISSION
299 Nevada Street, Auburn, CA 95603

Draft Negative Declaration
for the
Auburn Municipal Airport Land Use Compatibility Plan

Project Name: Auburn Municipal Airport Land Use Compatibility Plan

Lead Agency: The Placer County Airport Land Use Commission (ALUC) will serve as the Lead Agency under the California Environmental Quality Act (CEQA) for the adoption of an Airport Land Use Compatibility Plan (ALUCP) for the Auburn Municipal Airport (proposed project), as described further below.

Project Contact: David Melko, Senior Transportation Planner
Placer County Airport Land Use Commission
299 Nevada Street
Auburn, CA 95603
Phone: (530) 823-4030
Email: dmelko@pctpa.net

Project Location (Latitude/Longitude: 38˚ 57' 17.345" N / 121˚ 04' 54.213" W): The proposed project is located at the Auburn Municipal Airport and within the associated Airport Influence Area (AIA). The AIA is defined as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. For Auburn Municipal Airport, the proposed AIA boundary extends approximately 1.7 statute miles beyond the Airport's future runway ends and encompasses lands within the City of Auburn and unincorporated areas of Placer County (see ***Exhibit 2 in the Initial Study***). The project area includes lands that are designated for various uses including: residential, rural estate, mixed use, commercial, professional office, PC Government Center Master Plan, industrial, public, open space, and riparian drainage.

Project Description: The proposed ALUCP for the Auburn Municipal Airport will replace the existing plan adopted by the Placer County Airport Land Use Commission (PCALUC) on February 26, 2014. A copy of the proposed ALUCP for Placer County, which includes the individual ALUCP for Auburn Municipal Airport, is presented as **Attachment A** to the Initial Study.

The preparation of compatibility plans for public-use airports is required by the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq*.). The purpose of the ALUCP is to promote compatibility between an airport and the land uses in its vicinity to the extent that these areas have not already been devoted to incompatible uses. The ALUCP establishes a set of compatibility criteria that the ALUC will use to evaluate the compatibility of land use proposals within the airport vicinity, as well as long-range airport development plans.

The County of Placer and the City of Auburn have land use planning authority over most of the AIA, and these entities are expected to incorporate certain criteria and procedural policies from the proposed ALUCP into their general plans and zoning ordinances to ensure that future land use development will be compatible with the long-term operation of the Auburn Municipal Airport. Special districts, school districts and community college districts must also consider the ALUCP criteria in the development of district facility master plans. These local agencies (County, City, and districts) also have the option of overruling the PCALUC in accordance with the steps defined by state law.

Neither the proposed ALUCP nor the ALUC have authority over existing land uses, operation of the airport, or over state, federal, or tribal lands. No airport development or any other physical change to the environment is associated with this proposed project.

Potential Impacts: The proposed ALUCP is regulatory in nature, and neither the project—the adoption of the ALUCP—nor its subsequent implementation by local agencies will lead directly to development or to any physical change to the environment. The proposed ALUCP does have the potential to indirectly cause a physical change in the environment by influencing future land use development patterns through the establishment of compatibility guidelines that are intended to prohibit or constrain certain types of development within specifically delineated areas. However, no significant impacts to environmental resources were identified during the analysis performed for the Initial Study (see attached).

Although the proposed ALUCP prohibits some specific land uses in certain locations, it does not prohibit new development in the vicinity of the Airport. The proposed ALUCP policies were reviewed and compared to the general plan policies for the County of Placer and the City of Auburn, and no direct conflicts were identified. Minor potential inconsistencies were identified with Placer County's land use map. Implementation and adoption of the proposed project would result in the theoretic displacement of 47 housing units in the unincorporated area of Placer County. This displacement, however, was deemed to be less than significant because the amount of displacement was negligible, the housing units could be accommodated in other areas of the Airport Influence Area and the County could fulfill its Regional Housing Needs Allocation requirement.

Based on the CEQA analysis performed, adoption and implementation of the proposed ALUCP will not create a potentially significant effect on the environment.

Mitigation Measures: No mitigation measures are proposed.

Proposed Finding: *Based on the Initial Study and in light of the whole record before the Commission, including comments received in response to this notice and the Initial Study, the Placer County Airport Land Use Commission finds that there is no substantial evidence that the proposed project may have a significant effect on the environment.*

More Information: Additional information may be obtained from the Contact Person listed above. The Initial Study and Draft ALUCP are available on the Placer County Airport Land Use Commission website at https://pctpa.net/alucp/.

_____ _____

Michael W. Luken, Executive Director
Placer County Transportation Planning Agency/
Placer County Airport Land Use Commission

Date

INITIAL STUDY

1.	**Project Title:**	Auburn Municipal Airport Land Use Compatibility Plan (Public Review Draft June 2021)
2.	**Lead Agency Name and Address:**	Placer County Transportation Planning Agency (PCTPA) acting as Placer County Airport Land Use Commission (PCALUC) 299 Nevada Street Auburn, CA 95603
3.	**Contact Person and Telephone/Email:**	David Melko, Senior Transportation Planner (530)-823-4090, dmelko@pctpa.net
4.	**Project Location:**	Auburn Municipal Airport, and the surrounding unincorporated area of Placer County and City of Auburn (See **Exhibits 1** through **3** at the end of this document)
5.	**Project Sponsor's Name and Address:**	Placer County Airport Land Use Commission 299 Nevada Street Auburn, CA 95603
6.	**General Plan Designation(s):**	Various. City: Residential, Commercial, Manufacturing, Downtown Core; County: Commercial, Industrial, Agricultural, Suburban Residential
7.	**Zoning Designation(s):**	Various. Residential of varying densities, Manufacturing & Industrial, Agricultural

8. Description of Proposed Project:

The creation of airport land use commissions and preparation of airport land use compatibility plans are requirements of the California State Aeronautics Act, Article 3.5, Public Utilities Code (PUC) Section 21670 *et seq*. As expressed by state law, the purpose of an airport land use commission is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public and military airports to the extent that these areas are not already devoted to incompatible uses. An airport land use commission achieves this goal by adopting an airport land use compatibility plan for each public-use airport within the County.

The Placer County Airport Land Use Commission (PCALUC or 'the Commission') is established pursuant to the "Designated Body" provision of the California PUC Section 21670.1(a). The PCALUC is responsible for airport land use compatibility planning for three public-use airports in Placer County: Auburn Municipal, Blue Canyon, and Lincoln Regional Airports.

The proposed project is the adoption of the *Placer County Airport Land Use Compatibility Plan* (ALUCP), which contains the individual ALUCP for Auburn Municipal Airport. The objective of the proposed ALUCP is three-fold:

1. To meet California legislative mandate to prepare and adopt an ALUCP pursuant to the requirements of PUC Section 21675;
2. Adopt an ALUCP for Auburn Municipal Airport that will protect public health, safety, and welfare by ensuring the orderly expansion of the airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards (PUC Section 21670(a)).
3. To base the ALUCP on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years (PUC Section 21675(a)).

As required by PUC Section 21675(a), the proposed ALUCP for Auburn Municipal Airport is based on a new Airport Layout Plan (ALP) approved by the FAA in April 2019 together with supplemental information provided in the airport master plan adopted by the Auburn City Council in July 2007. The 2019 ALP reflects a long-term proposal to extend the airport's single east/west runway (Runway 7/25) from the current 3,700 feet to 4,300 feet. The 2019 ALP reflects extensions at each runway end and the creation of displaced thresholds, which results in separate Approach and Departure RPZs at each end of the runway. The Approach RPZs will be positioned relative to the displaced thresholds, thus remaining where they are now. The Departure RPZs will shift to the new ends of the runway. The shift in Departure RPZs translates into greater area that must be free of people and structures, but they remain entirely on the Airport property, so the 2019 ALP does not propose property acquisition. However, the shift in the departure surfaces will lower the protected approach/departure slope that must be free of obstacles. As a result, there is an increase in the number of existing obstacles and terrain that penetrates the airspace. The change is noted on the 2019 updated ALP airspace and obstacle data sheet. The 2019 ALP was accepted by the Division of Aeronautics as the basis of the proposed ALUCP for Auburn Municipal Airport.

Consistent with PUC Section 21674.7, preparation of the proposed ALUCP was guided by the information included in the 2011 *California Airport Land Use Planning Handbook* (Handbook). For example, the Handbook provides a set of generic safety zones that are based on nationwide aircraft accident location data. The safety zones divide an airport vicinity into as many as six safety zones, each representing a distinct level of risk:

- Safety Zone 1: Runway protection zone
- Safety Zone 2: Inner approach/departure zone
- Safety Zone 3: Inner turning zone
- Safety Zone 4: Outer approach/departure zone
- Safety Zone 5: Sideline zone
- Safety Zone 6: Traffic pattern zone

The proposed ALUCP applies the safety zones stated above to both the existing and future Runway 7/25 lengths of 3,700 feet and 4,300 feet, respectively. As shown in **Exhibit 1**, the proposed compatibility zones extend further west and east to encompass areas either previously in a less restrictive compatibility zone or new areas previously outside of the Airport Influence Area defined by the 2014 ALUCP. The compatibility zones that are proposed to change as part of the proposed ALUCP include the following:

- Zone A (west/east) – remains entirely on airport property
- Zone B1 (west) – encompasses parcels currently in the less restrictive Zone C1
- Zone C2 (west) – encompasses parcels not currently in the Airport Influence Area
- Zone D (west/east) – encompasses parcels not currently in the Airport Influence Area

The focus of this Initial Study assesses the land use and environmental impacts associated with the expanded compatibility zones.

The proposed ALUCP also includes revisions to PCALUC procedures (e.g., defining the types of land use actions requiring PCALUC review) and countywide compatibility policies (e.g., establishing the compatibility criteria and implementation procedures). The countywide policy revisions were made for clarity purposes only and have no environmental impact. The only new substantive change to countywide policies is the establishment of policies addressing wildlife hazards and restricting land uses known to attract potentially hazardous wildlife. These wildlife policies apply within the Auburn Municipal Airport Influence Area. Lastly, for the unincorporated areas of Placer County, a provision is included that allows infill multi-family residential in Zone C1 west of the Airport.

In accordance with PUC Section 21675(c), the proposed ALUCP was developed in consultation with the involved agencies of Placer County through the establishment of a Project Development Team (PDT). The PDT assisted by providing airport and land use data, reviewing discussion papers and draft materials, and providing technical input for consideration in the draft plan. Additionally, the PDT was charged with keeping their respective local jurisdictions informed of the ALUCP update progress. PDT membership included staff representation from the following local agencies:

- PCTPA planning staff
- City of Auburn airport and planning staff
- City of Lincoln airport and planning staff
- County of Placer planning staff
- Caltrans Division of Aeronautics planning staff
- Sacramento Area Council of Governments planning staff

The proposed ALUCP will replace the existing ALUCP for Auburn Municipal Airport adopted by the PCALUC on February 26, 2014. A copy of the proposed *Placer County Airport Land Use Compatibility Plan (Public Review Draft June 2021)*, which includes the individual ALUCP for Auburn Municipal Airport, is presented as **Attachment A** to this Initial Study.

Function of the ALUCP

The function of the proposed ALUCP is to promote compatibility between Auburn Municipal Airport and the land uses in its vicinity to the extent that these areas have not already been devoted to incompatible uses. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around the Airport. Additionally, the proposed ALUCP serves as a tool for use by the ALUC in fulfilling its statutory duty to review plans, regulations, and other actions of local agencies and the Airport operator for consistency with the proposed ALUCP criteria. Neither the proposed ALUCP nor the PCALUC have authority over existing land uses or over the operation of the Airport.

The County of Placer and City of Auburn have land use authority over the areas within the proposed Airport Influence Area and are expected to incorporate certain criteria and procedural policies from the proposed ALUCP into their respective general plans and zoning ordinances to ensure that future land use development will be compatible with the long-term operation of the Auburn Municipal Airport. These local affected agencies also have the option of overruling the PCALUC in accordance with the steps defined by state law (PUC Section 21676, 21676.5, or 21677).

Geographic Scope

The proposed ALUCP defines the Airport Influence Area as lands on which the uses could be negatively affected by current or future aircraft operations at the Airport as well as lands on which the uses could negatively affect Airport usage and thus necessitate restriction on those uses. As defined by the ALUC, the proposed Airport Influence Area boundary extends approximately 1.7 statute miles beyond the airport's future runway ends and encompasses lands within the City of Auburn and other unincorporated areas of Placer County (see **Exhibit 2**).

The Airport Influence Area and Compatibility Zones for the proposed ALUCP considers the geographic extents of four types of compatibility concerns:

- **Noise:** Locations exposed to potentially disruptive levels of aircraft noise.
- **Overflight:** Locations where aircraft overflights can be intrusive and annoying to many.
- **Safety:** Areas where the risk of an aircraft accident poses heightened safety concerns for people and property on the ground.
- **Airspace Protection:** Places where height and various other land use characteristics need to be restricted in order to prevent creation of physical (including wildlife attractants), visual, or electronic hazards to flight within the airspace required for operation of aircraft to and from the Airport.

Exhibits 2 and **3**, which present the policy maps for the proposed ALUCP, define the areas subject to the proposed ALUCP policies and criteria. The proposed Airport Influence Area constitutes the Referral Area within which certain land use actions and Airport actions are subject to ALUC review for a consistency determination with the proposed ALUCP. The proposed Compatibility Zones and Wildlife Hazard Critical Zone define the areas within which land use restrictions may be necessary to maintain airport land use compatibility.

As described above, **Exhibit 1** compares the Airport Influence Area and Compatibility Zones in the current PCACLUP with those of the proposed ALUCP. **Exhibit 1** also shows the County's land use designations within the expanded compatibility zones of the proposed ALUCP. These areas would experience increased restrictions under the proposed ALUCP compared to the current ACLUP. Section X of this Initial Study evaluates the land use impacts to the areas within the expanded Compatibility Zones.

9. Surrounding Land Uses and Setting

Auburn Municipal Airport is situated 3.5 miles north of the City of Auburn. The City's sphere of influence encompasses nearly all of the land within the Airport Influence Area. At present, though, the majority of the Airport Influence Area falls within unincorporated Placer County jurisdiction. Surrounding lands contain a mixture of residential, industrial, and commercial uses and open space. The most intensive development is to the west along Grass Valley Highway (State Highway 49), approximately ¾ miles west of the existing runway end. Various commercial uses, a hospital, and a mobile home park lie along the highway corridor. Major uses to the south include a reservoir and a golf course. Areas to the north and east consist mostly of rural residential uses, a convalescent home, and some undeveloped land. An aqueduct, owned and operated by Pacific Gas and Electric Company, traverses the eastern side of the Airport property. Schools, places of worship, and various public facilities also exist within the Airport environs. Planned land uses reflect existing land use patterns.

10. Other Public Agencies Whose Approval is Required

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

The proposed ALUCP policies can be implemented only by the local jurisdictions that have authority over land use within the Airport Influence Area, which are the County of Placer and the City of Auburn in this case. State statutes require an agency to make its general plan consistent with an ALUCP within 180 days of ALUC adoption or to overrule the ALUC (Government Code Section 65302.3). If a jurisdiction chooses to overrule an ALUCP, the overrule procedure requires formal findings that the jurisdiction's action is consistent with the intent of the state airport land use compatibility planning statutes and action by a two-thirds vote of the jurisdiction's governing body (PUC Section 21676). The PCALUC actively reviews local agency general plan amendments, rezoning applications, and specific plans for consistency with the 2014 ALUCP.

11. Summary of Potential Environmental Effects

In accordance with the California Environmental Quality Act (CEQA), the purpose of this Initial Study is to inform decision makers and the public about the potential environmental impacts of the proposed project—the adoption and subsequent implementation of the proposed ALUCP—and to reduce those environmental impacts to the extent feasible. The outcome of the Initial Study is to determine what type of environmental document—a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report—is required of the proposed Project.

The proposed ALUCP is regulatory in nature (PUC Section 21674, 21675, and 21675.1), and neither the project—the adoption of the proposed ALUCP—nor its subsequent implementation by local agencies will lead to any new development, construction, or any physical change to existing land uses or the environment.

The proposed ALUCP does not prohibit future development in the vicinity of the Airport but rather would affect where and what type of development could occur within the Airport Influence Area. The proposed ALUCP seeks to guide the compatibility of future land uses by limiting the density, intensity, height, and other features of new uses to avoid potential conflicts with airport operations and to preserve the safety of those living and working around the Airport as well as of those in flight. Therefore, the proposed ALUCP may indirectly influence future land use development patterns near the Airport by enabling development in some locations (to the extent that such development is consistent with local agency general plans) and constraining development in other locations.

Any indirect effect that may arise from shifts in future development patterns is uncertain because potential shifts cannot be accurately predicted as to when, where, or to what extent the development may occur. The environmental impacts of such shifts or "displacement" are speculative and, therefore, are reasonably considered to be less than significant for purposes of this CEQA analysis (Title 14. California Code of Regulations, Chapter 3, Article 10, §15145). This finding of less than significant is further supported by the fact that state law (Government Code 65302.3) requires a local agency to amend its general plan and any applicable specific plan to be consistent with the ALUCP. Therefore, any conflicts identified in the Initial Study would be alleviated by the local agency amending the applicable plan to be consistent with the ALUCP or, alternatively, overruling the ALUC by adopting findings pursuant to PUC Section 21676. These actions are the responsibility and purview of the local agency, not the ALUC.

The need to analyze displacement as part of the environmental impact analysis for adoption of an ALUCP stems from a 2007 California State Supreme Court Case, *Muzzy Ranch Co. v. Solano County Airport Land Use Commission*. Among other things, in its decision in that case the court found that "…placing a ban on development in one area of a jurisdiction may have the consequence, notwithstanding existing zoning or land use planning, of displacing development to other areas of the jurisdiction." While an ALUCP does not and need not determine where the displaced development would move to—and, indeed, ALUCs have no authority by which to make such a decision—the extent of the conflict that results in the displacement must be analyzed.

Although policies in the proposed ALUCP would influence future land use development patterns within the Airport Influence Area, the proposed ALUCP would not increase levels of development above those projected within the general plans adopted by the affected local agencies. The environmental effects of development proposed in the adopted general plans have already been adequately analyzed in previously certified environmental documentation and policies and/or mitigation measures have been adopted that would reduce those environmental effects. Additionally, any future development proposals would be subject to CEQA, ensuring that potential impacts are studied, disclosed, and mitigated, as appropriate.

For the reasons stated above, no environmental categories would be affected by this project to the extent of having a "Potentially Significant Impact." The proposed ALUCP would not result in any direct or indirect impacts to the following environmental categories: Aesthetics; Agriculture/Forestry Resources; Air Quality; Cultural Resources; Geology/Soils; Greenhouse Gas Emissions; Hazards/Hazardous Materials; Hydrology/Water Quality; Mineral Resources; Noise; Recreation; Transportation/Traffic; and Utilities/Services Systems. Four environmental impact categories, Biological Resources, Land Use and Planning, Population and Housing, and Public Services, are identified as having a "Less than Significant Impact." Appropriate discussions are provided for each impact category that warrants explanation.

As described in Section 4, *Biological Resources,* the Airport Influence Area for Auburn Municipal Airport encompasses areas covered by the Placer County Conservation Program (PCCP). Although the proposed ALUCP establishes restrictions on proposed land uses or land use features that would attract potentially hazardous wildlife to the airport vicinity, the PCCP does not identify any conservation areas or biological sensitive habitat preserve areas within the Airport Influence Area for the Auburn Municipal Airport.

As described in Section 11, *Land Use and Planning,* the general plan policies for the County of Placer and the City of Auburn were reviewed for consistency with the proposed ALUCP; while no direct conflicts exist between the general plan policies and the proposed ALUCP policies, the County and City will each be required to update the compatibility information contained in its respective land use plans to reflect the proposed ALUCP, specifically the expanded Airport Influence Area, expanded Compatibility Zones, and new wildlife hazard policies. The land use mapping evaluation identified a potential conflict with Placer County's land use map. Three parcels affected by the proposed expansion of Compatibility Zone B1 have a Commercial designation allowing multi-family residential uses. Under both the adopted 2014 ALUCP and proposed ALUCP, multi-family residential is prohibited in both Zones B1 and C1. Under the proposed ALUCP, a provision is provided allowing multi-family residential uses in the proposed Infill Green Zones in Zone C1 (west) which is expected to minimize the potential displacement impacts in Zone B1. Based on these findings, the County and City will be required to make minor changes to their respective general plan, specific plans, and/or implementing ordinances to be fully consistent with the proposed ALUCP or to take action to overrule the PCALUC.

As described in Section 14, *Population and Housing,* a housing displacement analysis was conducted to determine if the County and City could satisfy their respective share of the regional housing needs if the proposed ALUCP restricted future residential development within portions of the Airport Influence Area. The analysis found that while there was a potential for displacing future housing units within the unincorporated potions of the Airport Influence Area, the displacement of future housing was deemed to be less than significant because the amount of displacement was negligible, the housing units could be accommodated in other areas of the Airport Influence Area and the County could fulfill its obligation associated with its Regional Housing Needs Allocation.

As described in Section 15, *Public Services,* adoption and implementation of the proposed ALUCP would create a temporary increase in the staff workloads of the affected local agencies as a result of the state requirement to modify local general plans for consistency with the proposed ALUCP. However, this effect would be temporary. Over the long term, the procedural policies included in the proposed ALUCP are intended to simplify and clarify the ALUC project review process and thus reduce workloads for the PCALUC and local agency planning staff members.

12. Consultation with California Native American Tribes

The authority of the PCALUC does not extend to state, federal, or tribal lands. Lands controlled (i.e., owned, leased, or in trust) by federal or state agencies or by Native American tribes are not subject to the provisions of the state ALUC statues or the proposed ALUCP. The project does not propose any new development, construction, or physical change to the environment; therefore, there will be no disturbance of land or culturally significant resources. No tribal consultation is required for this project.

REFERENCES

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

1. California Department of Transportation (Caltrans), Division of Aeronautics. *California Airport Land Use Planning Handbook*. October 2011.

2. City of Auburn. *Auburn Municipal Airport Master Plan*. July 2007.

3. City of Auburn. *Auburn Municipal Airport Layout Plan Update – Narrative Report*. 2019

4. City of Auburn. *General Plan*. November 1993.

5. City of Auburn. *Housing Element 2021-2029*. Adoption Draft May 2021.

6. City of Auburn. *Safety Element*. May 2021.

7. City of Auburn. *Zoning Map*. March 2009.

8. County of Placer. *Countywide General Plan Policy Document*. May 2013.

9. County of Placer. *2021-2029 Housing Element*. Adoption Draft March 2021.

10. County of Placer. *Health and Safety Element*. Adoption Draft June 2021.

11. County of Placer. *Placer County Conservation Program (PCCP), Western Placer County Habitat Conservation Plan/Natural Community Conservation Plan*. February 2020.

DETERMINATION

Completed by Lead Agency: Placer County Airport Land Use Commission

On the basis of this initial study:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature

6/23/2021
Date

Michael W. Luken, Executive Director

Placer County Transportation Planning Agency/
Placer County Airport Land Use Commission

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

CATEGORY	Pg	**ANALYSIS SUMMARY** (See individual pages for details) *Potentially Significant Impact*	*Less than Significant Impact with Project Mitigation*	*Less than Significant Impact*	*No Impact*	*Comments* (Also see discussion above starting on page 5, Topic 11)
1. AESTHETICS	12	☐	☐	☐	☒	No direct or indirect impacts to aesthetic resources.
2. AGRICULTURE/FORESTRY RESOURCES	13	☐	☐	☐	☒	No direct or indirect impacts to agricultural or forestry uses within the AIA or result in conversion to other uses.
3. AIR QUALITY	15	☐	☐	☐	☒	No direct or indirect impacts to air quality.
4. BIOLOGICAL RESOURCES	16	☐	☐	☒	☐	No direct or indirect impacts to biological resources.
5. CULTURAL RESOURCES	18	☐	☐	☐	☒	No direct or indirect impacts to cultural impacts.
6. ENERGY	19	☐	☐	☐	☒	No direct or indirect impacts to energy resources.
7. GEOLOGY/SOILS	20	☐	☐	☐	☒	No direct or indirect impacts to geology, soils, or seismicity.
8. GREENHOUSE GAS EMISSIONS	21	☐	☐	☐	☒	No direct or indirect impacts to greenhouse gas emissions.
9. HAZARDS/HAZARDOUS MATERIALS	22	☐	☐	☐	☒	ALUCP limits exposure of people to aircraft accident hazards by restricting risk-sensitive uses in airport vicinity and limits the storage of hazardous materials.
10. HYDROLOGY/WATER QUALITY	24	☐	☐	☐	☒	No direct or indirect impacts to hydrology and water quality.
11. LAND USE/PLANNING	25	☐	☐	☒	☐	Minor modifications needed to local Land Use Plans
12. MINERAL RESOURCES	31	☐	☐	☐	☒	No direct or indirect impacts to mineral resources.
13. NOISE	32	☐	☐	☐	☒	ALUCP limits exposure of people to noise but does not regulate aircraft operations
14. POPULATION/HOUSING	34	☐	☐	☒	☐	Potential exists for displacement of housing units

15.	PUBLIC SERVICES	37	☐	☐	☒	☐	Negligible effect on special districts, school districts, and community college districts as well as government staff workloads
16.	RECREATION	38	☐	☐	☐	☒	No direct impacts to recreation.
17.	TRANSPORTATION/TRAFFIC	39	☐	☐	☐	☒	No direct or indirect impacts to on-ground transportation and traffic.
18.	TRIBAL CULTURAL RESOURCES	40	☐	☐	☐	☒	No direct or indirect impacts to tribal cultural resources.
19.	UTILITIES/SERVICE SYSTEMS	41	☐	☐	☐	☒	No direct or indirect impacts to utilities and service systems.
20.	WILDFIRE	42	☐	☐	☐	☒	No direct or indirect impairment to an adopted emergency response or evacuation plan, exacerbation of wildfire risks, or exposing of people or structures to significant risks.
21.	MANDATORY FINDINGS OF SIGNIFICANCE	43	☐	☐	☐	☒	No cumulative impacts

ENVIRONMENTAL CHECKLIST

1. Aesthetics

Except as provided in Public Resources Code Section 21099.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☐	☒

Discussion

a - d): See Summary of Potential Environmental Effects (No. 11 on page 5). Both the Placer County General Plan and the City of Auburn's General Plan indicate that Placer County encompasses an outstanding variety of aesthetic resources. The proposed Airport Influence Area has the potential to contain a wide variety of aesthetic resources, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to aesthetic resources.

Mitigation

None required.

2. Agriculture and Forestry Resources

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

Would the proposed project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

a - e): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area does not include lands designated as Agriculture or Forestry by either Placer County or City of Auburn. The Airport is located 3.5 miles north of the city center in a noncontiguous, incorporated island surrounded by unincorporated lands of Placer County. Auburn's General Plan designates the Airport and adjacent industrial park located southwest of the Airport as Airport Industrial – Design Control and the northern tip of the city center as Residential. The Placer County General Plan designates much of the land within the proposed Airport Influence Area as Residential, Commercial, Industrial, and Open Space. Agricultural lands are located outside of the proposed Airport Influence Area approximately 2 miles northwest of the Airport. As shown in **Exhibit 4**, the Placer County Conservation Program (PCCP) does not identify any conservation areas within the proposed Airport Influence Area.

Nevertheless, ALUC Policy 3.1.4, *Land Use Conversion*, encourages preservation of existing or planned agricultural and open spaces. ALUC Policy 3.5.3, *Criteria Addressing Wildlife Hazards,* further specifies that the PCALUC has no authority to regulate existing land uses, including land uses such as agriculture that can have characteristics attractive to hazardous wildlife. Lastly, the proposed ALUCP is regulatory; it does not provide for any physical change to the environment that would directly or indirectly conflict with existing agricultural or forestry use within the proposed Airport Influence Area or result in their conversion to other uses.

Mitigation

None required.

3. Air Quality

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

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) 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)?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Discussion

a - d): See Summary of Potential Environmental Effects (No. 11 on page 5). Placer County is regulated by the Placer County Air Pollution Control District (PCAPCD). Both the Placer County General Plan and City of Auburn General Plan include policies ensuring that development proposals adhere to federal, state, and district requirements. Although the proposed Airport Influence Area has the potential to contain a wide variety of sensitive receptors, both known and unknown, the proposed ALUCP is regulatory in nature. Therefore, it does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to air quality.

Mitigation

None required.

4. Biological Resources

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☒	☐

Discussion

a - e): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area has the potential to contain a wide variety of biological resources, both known and unknown. However, the proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to biological resources.

f): The proposed ALUCP includes a new policy, Policy 3.5.3, *Criteria Addressing Wildlife Hazards*, which would restrict proposed land uses or land use features that could attract potentially hazardous wildlife to the airport vicinity or interfere with aircraft during takeoff, in flight, or landing at the Auburn Municipal Airport. This policy prohibits proposed uses such as new or expanded wetland mitigation sites, conservation areas, and wildlife preserves within Compatibility Zone A if the proposed use has the potential to attract hazardous wildlife. The policy recommends avoiding these types of uses elsewhere within the Wildlife Hazard Critical Zone which is conterminous with the Auburn Municipal Airport Influence Area. “Avoid” is defined by the proposed ALUCP as a use or feature that is

acceptable only if an alternative site with similar characteristics located outside of the Airport Influence Area is not feasible and appropriate measures can be provided to minimize an increase in the attraction of hazardous wildlife above what exists in the absence of the Project.

As shown in **Exhibit 4**, the Placer County Conservation Program (PCCP) does not identify any conservation areas or designate biological sensitive habitat areas for preservation within the proposed Airport Influence Area for the Auburn Municipal Airport. Additionally, Compatibility Zone A is located entirely on Airport property and under the control of the City of Auburn, as the airport owner. Development of the Airport property is subject to Federal Aviation Administration (FAA) regulations, approvals, and grant assurance requirements connected with the federal Airport Improvement Program (AIP) which would prohibit future uses that would attract hazardous wildlife. Lastly, the proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly conflict with the provisions of the PCCP. Potential indirect conflicts are deemed to be less than significant as the proposed ALUCP would enable achievement of the PCCP objectives of protecting natural resources in areas outside of the Airport Influence Area.

Mitigation

None required.

5. Cultural Resources

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion

a - c): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area has the potential to contain a wide variety of cultural resources, both known and unknown. Placer County 2013 General Plan Policy 1.I.1 indicates that significant natural, open space, and cultural resources be identified in advance of development and incorporated into site specific development project design. Placer County General Plan Policy 5.D.7 require that discretionary development projects are designed to avoid potential impacts to significant paleontological or cultural resources whenever possible. The proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to cultural resources.

Mitigation

None required.

6. Energy

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion

a - b): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed ALUCP provides guidance on risk-sensitive uses that could have a community-wide impact where the damage or destruction of the facility would cause significant adverse effects to public health and welfare well beyond the immediate vicinity of the facility (e.g., storage of hazardous materials or critical community infrastructure). Specifically, Policy 3.4.9, *Risk-Sensitive Land Uses,* prohibits renewable energy plants in Zones A, B1, and B2 and indicates that these uses are conditionally compatible in Zones C1, C2, and D if a site outside the zone would not serve the intended public function.

The Placer County Health and Safety Element establishes goals and programs to support the development and use of renewal energy systems. Program IM 8.C.7 states that the County will work with public and private partners to identify appropriate locations for renewable energy generation systems. The Airport Hazard section of the County's Health and Safety Element also acknowledges that future land uses are subject to the restrictions of the applicable ALUCP.

The City of Auburn's Safety Element also includes goals and policies to provide resilient renewable energy systems. The Safety Element also includes policies requiring referral of certain land use actions to the PCALUC for consistency determinations. This requirement would enable the PCALUC to identify potential compatibility conflicts between a proposed renewal energy facility and ALUCP criteria.

The proposed PCALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly result in any impacts to energy resources. Potential indirect conflicts are deemed to be less than significant as the proposed ALUCP would enable achievement of Placer County's objectives of promoting renewal energy systems in the outer portions of the Airport Influence Area, as well as areas outside of the Airport Influence Area.

Mitigation

None required.

7. Geology and Soils

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause 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.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Discussion

a - f): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area has the potential to contain a wide variety of geology, soils, or seismicity, both known and unknown. However, the proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to geology, soils, or seismicity.

Mitigation

None required.

8. Greenhouse Gas Emissions

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

Discussion

a - b): See Summary of Potential Environmental Effects (No. 11 on page 5). The Placer County General Plan and City of Auburn General Plan include policies addressing atmosphere and climate change. Placer County General Plan Policy 6.F.10 states that the County may require new development projects to submit an air quality analysis for review and approval. Based on this analysis, the County may also require appropriate mitigation measures consistent with the Placer County Air Pollution Control District's 1991 Air Quality Attainment Plan (AQAP) or updated edition. The proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to greenhouse gas emissions.

Mitigation

None required.

9. Hazards and Hazardous Materials

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site that 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, 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?	☐	☐	☐	☒

Discussion

a – d, f – g): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed ALUCP includes land use compatibility policies that prohibit or restrict land uses that manufacture, process, and/or store bulk quantities of hazardous materials within the proposed Airport Influence Area. Nevertheless, the proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in creating a significant hazard to the public or the environment.

e): Pursuant to the State Aeronautics Act, the purpose of the proposed ALUCP is to minimize the public's exposure to excessive noise and safety hazards within the Airport vicinity. Therefore, adoption and implementation of the proposed ALUCP would have a beneficial impact by restricting development that would expose people within the Airport Influence Area to Airport-related safety hazards including aircraft accidents.

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

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

Both Placer County and City of Auburn include goals and policies to address airport hazards in their respective General Plan Safety Elements.

Mitigation

None required.

10. Hydrology and Water Quality

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river, in a manner that would:	☐	☐	☐	☒
i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒
iii) 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?	☐	☐	☐	☒
iv) Impede or redirect flood flows?	☐	☐	☐	☒
j) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
k) Conflict with or obstruct implementation of a water quality control plan or sustainable ground water management plan?	☐	☐	☐	☒

Discussion

a - k): See Summary of Potential Environmental Effects (No. 11 on page 5). The Placer County General Plan and City of Auburn General Plan include policies aimed at protecting the quantity and quality of water for public health and aquatic life. Nevertheless, the proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to hydrology and water quality.

Mitigation

None required.

11. Land Use and Planning

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion

a): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed ALUCP is regulatory in nature; it does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in physically dividing an established community.

State law (Government Code Section 65302.3) requires each local agency having jurisdiction over land uses within an ALUC's planning area, also referred to as the Airport Influence Area, to modify its general plan and any affected specific plans to be consistent with the ALUCP. The law says that the local agency must take this action within 180 days of ALUCP adoption or amendment. The only other course of action available to local agencies is to overrule the ALUC by, among other things, a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of state airport land use planning statutes (PUC Section 21676(b)). A general plan does not need to be identical with an ALUCP in order to be consistent with it. To meet the consistency test, a general plan must do two things:

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

The County of Placer and the City of Auburn are the only two general purpose government entities having land use jurisdiction in the proposed Auburn Municipal Airport Influence Area. As such, once the proposed ALUCP is adopted by the Placer County Airport Land Use Commission (PCALUC), these agencies will be required to amend their general plans and/or implementing ordinances to be consistent with the proposed ALUCP or to take action to overrule the ALUC.

The general plan consistency review detailed below focuses on two types of inconsistencies:

1. Adopted general plan policies pertaining to airport land use compatibility planning that either directly conflict or need to be amended to reflect changes in the proposed ALUCP policies and maps; and
2. Land use designations provided in the adopted general plan land use map or zoning map that may conflict with the proposed ALUCP criteria.

General Plan Policies - Summary

Exhibit 5, *Local Airport Compatibility Measures*, summarizes the airport compatibility measures adopted by Placer County and City of Auburn.

The Placer County General Plan includes policies addressing noise impacts on residential uses, urban encroachment, safety hazards, and airspace hazards. The policies direct the County to consider and be consistent with the applicable ALUC plan when making General Plan and zoning decisions. The County also establishes an Aircraft Overflight (AO) Combining District to regulate land uses in the vicinity of public airports. The AO District prohibits uses that are not identified as a compatible land use in the applicable airport land use plan [date not specified].

The Auburn General Plan adopts the 1987 Comprehensive Land Use Plan by reference, which has since been superseded by the current 2014 ALUCP. The City's Housing Element (Draft 2021) and Safety Element (2021) reference the 2014 ALUCP. The General Plan states that the airport land use should be maintained as industrial land given the need for additional industrial development in Auburn. Additionally, the City's zoning code establishes an Airport Zoning District (Sections 159.140-159.151) which regulates land uses to prevent obstructions of navigable airspace consistent with 14CFR Part 77.

General Plan Policy - Findings

Neither Placer County's nor the City of Auburn's adopted general plan policies addressing airport land use compatibility matters conflict with the proposed ALUCP policies for the areas within their land use authority at this time. Nevertheless, Placer County and the City of Auburn will need to amend or supplement their general plans and/or other implementing ordinances to reflect the new ALUCP for Auburn Municipal Airport following its adoption by PCALUC. To achieve consistency with the proposed ALUCP, the agencies will be required to:

1. Reference the new ALUCP by name and adoption date to specify the applicable plan to be implemented locally;
2. Reflect the new Airport Influence Area boundary and Compatibility Zones which have expanded commensurate to the proposed westerly and easterly extensions of the Airport's single runway; and
3. Specify how the new ALUCP policies and criteria will be implemented locally.

While amending the general plan will require some effort by the staff, this effect is procedural and considered to be less than significant.

Status of Community Plans

- County of Placer
  - General Plan Policy Document and General Plan Land Use Diagram approved May 21, 2013
  - Auburn/Bowman Community Plan adopted June 1994; updated 1999; addresses unincorporated area around airport
  - Housing Element Adoption Draft March 2021; PCALUC consistency determination with 2014 ALUCP obtained April 2021
  - Health and Safety Element Adoption Draft June 2021; PCALUC consistency determination with 2014 ALUCP obtained May 2021
- City of Auburn
  - General Plan adopted November 1993
  - Safety Element adopted May 2021; PCALUC conditionally consistent determination with 2014 ALUCP obtained December 2020
  - Housing Element Adoption Draft May 2021; PCALUC consistency determination with 2014 ALUCP obtained November 2020
  - City of Auburn Zoning Map, March 2009
  - Airport Industrial Design Control District
  - Ordinance 159 Airport Zoning, Sections 159.140-159.151

Established Airport Compatibility Measures

County of Placer

- General Plan
  - Requires 2,000- ft. buffer between airports and new residential development (Land Use and Circulation, Section 4.B.1)
  - County shall work with ALUC to ensure protection of airports from urban encroachment (Transportation 3.F.2)
  - Prohibits new residential and other noise-sensitive land uses in areas exposed to more than 60 dB CNEL unless mitigated to reduce impacts to outdoor activities; indoor noise level cannot exceed 45 dB CNEL; acoustical analysis required (Noise, 9.A.8)
- Draft Safety Element
  - Ensure new development around airports does not create safety hazards (Airport Hazards, 8.D.1); Limit land uses in airport safety zones consistent with ALUC plans (Airport Hazards, 8.D.2); Ensure development within the airport approach and departure zones complies with CFR Part 77 regulations (Airport Hazards, 8.D.3); Require future airport development plans to be compatible with existing and planned land uses that surround airports (Airport Hazards, 8.D.4.)
  - All development projects within Aircraft Overflight (AO) Combining District shall be reviewed for consistency with applicable ALUC plans (Airport Hazards, IM 8.D.1); General Plan amendments, zoning text amendments, building code amendments airport development plans, rezoning applications, and other discretionary entitlements shall be referred to the applicable ALUC (Airport Hazards IM 8.D.2)
- Housing Element
  - Requires residential projects proposed within compatibility Zones C1 and C2 of any municipal airport to conform to the criteria set forth in Table 2A of the ALUCP (2000). Does not count potential development sites within these Zones in housing element inventory of vacant parcels (New Residential Construction, A-8)
- Draft Housing Element
  - Establishes Regional Housing Needs Allocation
  - Applies infill policies and provisions in the ALUCP for infill sites located in Compatibility Zones C1, C2 and D (Incentives for Infill Development, HE-6)
- Auburn/Bowman Community Plan
  - 1987 Auburn Airport Comprehensive Land Use Plan (CLUP) adopted by reference
  - Ensure that new development is consistent with CLUP (Community Goal 11)
- Airport Overflight Combining District (17.52.030)
  - Ordinance sets noise, safety, and height compatibility requirements and requires discretionary land use permits applications to be submitted to ALUC for review

Exhibit 5

General Plan Policies

County of Placer and City of Auburn

City of Auburn ▪ General Plan – 1987 Auburn Airport Comprehensive Land Use Plan adopted by reference – City to continue participation in ALUC – General Plan contains same policy on new noise sensitive development as in county general plan ▪ Draft Housing Element – Establishes current and future housing needs and proposed actions to facilitate the provision of housing to meet those needs at all incomes – Establishes the Regional Housing Needs Allocation – Identifies housing sites within Compatibility Zone D which does not restrict residential uses ▪ Safety Element – Requires referral to the PCALUC for amendments to the General Plan, zoning, building code, airport development plans, rezoning, and other discretionary entitlements (Policy 9.1) – Requires future airport development plans to be compatible with existing and planned land uses that surround the Airport (Policy 9.2) – Requires compliance with 14CFR Part 77 regulations (Policy 9.3) ▪ Zoning Map – Designates the airport as Airport Industrial – Design Control Land Use and Residential uses in north Auburn ▪ Airport Industrial Design Control District (AI-CD) – Ordinance and Standards and Regulation in Auburn Airport Industrial Park sets airport-related height limits ▪ Ordinance 159 Airport Zoning, Sections 159.140-159.151 – Establishes certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, and conical surfaces as they apply to the Airport Establishes Airport Zone Height Limitations, Land Use Restrictions, permits, enforcement, planning commission, appeals, and judicial reviews *Source: Data Compiled by Mead & Hunt (April 2021)*	

Exhibit 5 (Continued)

General Plan Policies

County of Placer and City of Auburn

General Plan Land Use Designations

To achieve general plan consistency with the proposed ALUCP, there should be no direct conflicts between planned land uses in the local jurisdictions general plan maps and the proposed ALUCP criteria. Existing land uses that may conflict can remain, as can general plan land use designations that reflect them, as the PCALUC has no authority over existing land uses. The proposed ALUCP compatibility zones and criteria are the primary policy instruments used in determining if the general plan's land use designations are consistent with the proposed ALUCP.

Land Use Designations – Evaluation

The proposed ALUCP includes extending the Auburn Municipal Airport Influence Area to reflect the 2019 FAA-approved Airport Layout Plan which shows a proposal to extend the Airport's single runway (Runway 7/25) from 3,700 feet to 4,300 feet (390-feet to the west and 211 feet to the east). As shown in **Exhibit 1**, the expanded compatibility zones encompass areas either previously in a less restrictive compatibility zone or new areas previously outside of the Airport Influence Area defined by the 2014 ALUCP. The compatibility zones that are proposed to change as part of the proposed ALUCP include the following:

- Zone A (west/east) – remains entirely on airport property
- Zone B1 (west) – encompasses parcels currently in the less restrictive Zone C1
- Zone C2 (west) – encompasses parcels not currently in the Airport Influence Area
- Zone D (west/east) – encompasses parcels not currently in the Airport Influence Area

This purpose of this land use consistency evaluation is to compare the local agency's general plan land use designations and zoning classifications with the compatibility zone changes included in the proposed ALUCP update. The outcome of this land use consistency assessment will determine if changes to the County's and City's land use maps will be necessary to achieve a general plan consistency determination from the PCALUC following adoption of the proposed PCALUCP.

To identify potential conflicts with the proposed ALUCP, the compatibility zones that could potentially prohibit future residential land uses, restrict future residential densities (dwelling units per acre), or limit nonresidential intensities (people per acre) are compared to the allowable land use details provided in the local agencies' zoning classifications. For example, a conflict would arise if the general plan/zoning residential densities exceed the proposed ALUCP density criteria. A similar evaluation is conducted for nonresidential uses (e.g., commercial, industrial).

Resolving these land use conflicts can necessitate changes to future land use development patterns by shifting or "displacing" the location of that development to less restrictive areas of the proposed Airport Influence Area or to other parts of the community where there are no proposed ALUCP restrictions. Displacement involves changes to the patterns of land use development that has not yet occurred. The proposed ALUCP has no effect on existing land uses; therefore, no displacement of existing development would occur as a result of adoption of the proposed ALUCP.

The following consistency evaluations were conducted to identify potential conflicts between the proposed ALUCP and local general plan land use designations:

1. Nonresidential Uses – A qualitative assessment is conducted to determine the degree to which the proposed PCALUCP would restrict future nonresidential land use development within the proposed Airport Influence Area. The assessment focuses on where the proposed PCALUCP intensity criteria (people per acre) are either more stringent or less stringent than the intensity criteria of the current PCACLUP.

2. Residential Uses – The assessment compares the density (dwelling units per acre) criteria of the proposed PCALUCP with the density limits provided under the County's and City's zoning classifications.

Exhibits 6a and **6b** summarize the land use consistency evaluation and findings for the unincorporated areas of Placer County that are affected by the expanded Compatibility Zones. The land use evaluation is not performed for the City of Auburn as the incorporated areas of the city are not affected by the expanded compatibility zones, except Zone A which remains entirely on airport property. **Exhibit 6c** provides a detailed breakdown by accessor parcel number. The consistency findings summarized in **Exhibit 6a** through **6c** indicate the following:

- No residential or nonresidential displacement impacts would result in proposed Zone C2 and Zone D as these zones do not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone C2 and Zone D would restrict land use features that create airspace hazards (physical, visual, electronic, wildlife attractants) or that include bulk storage of hazardous materials for offsite distribution.
- Less than significant nonresidential displacement impacts would result in the proposed Zone B1 expansion. Under the proposed ALUCP, the affected parcels would move from Zone C1 into proposed Zone B1 expansion, which has more stringent intensity limits (people per acre). Nevertheless, the types of nonresidential uses allowed under Placer County zoning are of a nonretail nature and are like those listed in **Table AUB-4A** of the proposed ALUCP (see **Attachment A**), Light Industrial/Low Intensity (0.32 Floor Area Ratio) and Offices (0.2 Floor Area Ratio). These types of uses are conditionally compatible if the use complies with the Zone B1 intensity limits of 40 people per acre (avg.) and 80 people per single acre and do not include bulk storage of hazardous materials (e.g., flammable, explosive).
- As indicated in **Exhibit 6b**, less than significant residential housing displacement impacts would result in the proposed Zone B1 expansion. Placer County's Commercial district allows multi-family residential development. Although the proposed Zone B1 expansion would result in a theoretic displacement of 47 units, the following factors minimize the true displacement potential of future residential units:
    - Although the affected parcels are vacant, the County's Housing Element (Draft March 2021) does not identify these parcels for future residential development.
    - Affected parcels are currently in Zone C1 of the 2014 ALUCP, which also prohibits multi-family residential development.
    - Existing commercial uses on the east side of Highway 49 do not include residential development.
    - Calculations overestimate displacement as it assumes 50% (County's max. lot coverage) of the affected commercial parcels could accommodate residential development.
    - The County's Aircraft Overflight (AO) Combining Zoning District is intended to implement the compatibility criteria of the applicable ALUCP.

Once Placer County's AO District is amended to be consistent with the proposed ALUCP, the AO District is anticipated to remove all potential conflicts between the primary zoning district (or general plan land use designation) and the proposed ALUCP. Alternatively, Placer County could overrule the PCALUC in accordance with state airport land use planning statutes (PUC Section 21676(b)). If Placer County attains a General Plan consistency determination from the PCALUC, no changes to the general plan land use maps would be required. Section 14 of this Initial Study further discusses the potential for housing displacement.

12. Mineral Resources

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

a - b): See Summary of Potential Environmental Effects (No. 11 on page 5). The Placer County General Plan, Goal 1.J, *Mineral Resources,* encourages commercial mining operations within areas designated for mineral extraction where environmental, aesthetic, and adjacent land use compatibility impacts can be adequately mitigated. The City of Auburn General Plan indicates that the California Division of Mines and Geology (CDMG) has classified lands in the Auburn area for their mineralized potential. Nevertheless, the proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to mineral resources.

Mitigation

None required.

13. Noise

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

Discussion

a – e): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area has the potential to contain a wide variety of noise standards and sensitive receptors, both known and unknown. Because the proposed ALUCP is regulatory in nature, it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in exposing persons to noise or generating noise.

e): The proposed ALUCP is regulatory in nature; it does not propose any physical change to the environment. The ALUCP does not regulate the operation of aircraft or the noise produced by that activity. State law explicitly denies the ALUC authority over such matters. Pursuant to the State Aeronautics Act, the purpose of the ALUCP is to minimize the public's exposure to aircraft noise within the airport vicinity. Therefore, adoption and implementation of the proposed ALUCP would not generate new sources of aviation-related noise or expose people residing and working in the vicinity of the airport to excessive noise.

Airport-related noise and its impacts on land uses were considered in the development of the proposed ALUCP. The noise contours from the adopted Auburn Municipal Airport Master Plan (2007), which are included in the current ALUCP adopted by the PCALUCP in 2014, are brought forward for use in the proposed ALUCP. The noise contours are described in terms of the Community Noise Equivalent Level (CNEL), the metric adopted by the State of California for land use planning purposes. In accordance with PUC Section 21675(a), the airport noise contours cover the requisite 20-year planning timeframe and represent approximately 104,000 annual aircraft operations.

The airport noise contours were one of four compatibility factors used to establish the Compatibility Zones for the proposed ALUCP. The ALUCP establishes criteria that reduce the potential exposure of people to excessive aircraft-related noise by limiting residential densities (dwelling units per acre) and other noise-sensitive land uses in locations exposed to noise levels in excess of 60 dB CNEL or higher. Thus, the proposed ALUCP would not expose people residing or working in the area to excessive noise levels.

Mitigation

None required.

14. Population and Housing

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

Discussion

a, c) As noted in Section 11, *Land Use and Planning*, the proposed ALUCP would apply more stringent intensity and density criteria in one or more compatibility zones. Although the proposed ALUCP criteria could indirectly displace populations to other portions of the Airport Influence Area or community, the proposed ALUCP would not increase levels of development above those projected within the general plans adopted by the affected local agencies. The environmental effects of development proposed in the adopted general plans have already been adequately analyzed in previously certified environmental documentation and policies and/or mitigation measures have been adopted that would reduce those environmental effects. Additionally, any future development proposals or general plan/zoning amendments would be subject to CEQA, ensuring that potential impacts are studied, disclosed, and mitigated as appropriate.

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

Housing Displacement Analysis

As noted in Section 11, *Land Use and Planning* (see page 25), there is a potential for future housing to be displaced in the unincorporated areas of Placer County affected by the proposed expansion of Compatibility Zone B1. No planned residential land use designations associated with the City of Auburn are impacted by the expanded Compatibility Zones and thus the proposed ALUCP would not affect the City's ability to meet its regional housing needs.

The purpose of this analysis is to determine whether the proposed ALUCP for Auburn Municipal Airport could impact Placer County's ability to meet its share of the Regional Housing Need Allocation (RHNA) as established by the California Department of Housing and Community Development (HCD).

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

As summarized in **Exhibit 6b**, three parcels are affected by the proposed expansion of Compatibility Zone B1. These parcels are designated as "Commercial" under the Placer County Auburn/Bowman Community Plan and zoned "Commercial Planned Development, Design Review, Aircraft Overflight (CPD-Dc-AO)." The CPD-Dc-AO District allows multi-family residential. The Residential Multifamily (RM) District allows a density of one unit for each two thousand square feet (approximately 21 dwelling units per acre) but restricts lot coverage to a maximum of 50%, which results in a residential density of 10 dwelling units per acre.

The three affected parcels lie within Zone C1 under the current 2014 ALUCP and Zone B1 under the proposed ALUCP. Both the adopted and proposed ALUCP prohibit multi-residential uses. Under the 2014 ALUCP, Zone C1 allows a maximum density of 0.5 dwelling units per acre (2-acre lots). Under the proposed ALUCP, Zone B1 would restrict residential densities to 0.1 dwelling units per acre (10-acre lots). As quantified in **Exhibit 6b**, the proposed ALUCP would result in a theoretic displacement of 47 units.

Placer County RHNA

State law requires Housing Elements to "identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels" (Govt Code Section 65583.2(a)).

Placer County's share of the 2021-2029 RHNA is 7,854 units by 2029 (Housing Element 2021-2029, March 2021 Draft). Placer County has identified sufficient land to accommodate 15,255 housing units throughout the County. However, the County has also identified a shortfall in capacity for lower-income households of 1,107 units. To address this shortfall, the County is obligated to rezone at least 55.3 acres to allow for high density multifamily development at a density of at least 30 units per acre by May 2024.

Placer County also indicates that community plans, such as the Auburn Bowman Community Plan, restrict residential densities below those permitted under the Placer County General Plan. For example, the high-density residential designation within the Auburn Bowman Community Plan allows a maximum of 15 units per acre, not the 21 units per acre allowed und the General Plan. Additionally, land use designations that allow for multi-family residential development at densities less than 30 units per acre are considered appropriate to meet the moderate-income housing need.

Housing Displacement Findings

Based on the displacement calculations summarized in **Exhibit 6b** and considering Placer County's Housing Element (March 2021 Draft), the theoretic displacement of up to 47 units represents a less than significant amount for the following reasons:

- Placer County's Housing Element (March 2021 Draft) does not identify these three parcels for future residential development. Additionally, the affected parcels are zoned Commercial Planned Development (CPD) which allows 0-21 units per acre. This zoning classification is deemed by Placer County to meet the need for moderate-income housing, not low-income housing. As such, irrespective of the proposed ALUCP restrictions, these three parcels would not qualify and are not considered for low-income housing sites in the Placer County Housing Element (March 2021 Draft). As such, the proposed ALUCP would not impact the County's ability to meet its low-income housing needs.
- Placer County has the land capacity to accommodate 15,255 housing units throughout the County, which is 50 percent more than what is needed to meet the 2029 RHNA of 7,854 units. As such, the theoretic displacement of 47 units is anticipated to be absorbed elsewhere within the Airport Influence Area or in other areas of Placer County.
- The proposed ALUCP includes Special Conditions Policy 4.3.4, *Placer County Infill Green Zone*. The proposed policy acknowledges the County's Green Means Go Program, which is intended to accelerate infill development, reduce vehicle trips, increase electric vehicle trips, and incentivize local development and housing production. The proposed policy establishes two subzones in the western portion of Zone C1 along Highway 49: 1) Infill Green Zone/Multi-Family Residential (IGZ/MFR); and 2) Infill Green Zone/Mixed-Use Residential (IGZ/MUR). Although the general compatibility criteria of the proposed ALUCP prohibits multi-family residential, proposed Policy 4.3.4 would allow multi-family residential uses in these subzones if projects achieve densities of at least 10 dwelling units per acre but not greater than 20 dwelling units per acre. The proposed policy also specifies that any infill proposal of greater than 20 dwelling units per acre must seek a Special Conditions Exception from the PCALUC in accordance with Policy **Error! Reference source not found.**. The inclusion of Policy 4.3.4 in the proposed ALUCP is anticipated to allow the County to absorb the 47 theoretic displaced units from Zone B1 into these subzones of Zone C1.

For these reasons state above, the unincorporated areas of Placer County, both inside and outside of the proposed Airport Influence Area, are anticipated to be able to accommodate the theoretic displacement of up to 47 units. As such, this theoretic displacement potential would not affect the County's ability to fulfill its obligations associated with the RHNA.

Mitigation

None required**.**

15. Public Services

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

Discussion

a.i – a.iv): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area contains and has the potential to contain a wide variety of public services in the future. The proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to listed government facilities or services.

a.v): Adoption and implementation of the proposed ALUCP would create a temporary increase in the staff workloads as a result of the state requirement to modify the local general plan to be consistent with the proposed ALUCP. As described in Section 11 of this Initial Study (see page 25), minor changes and/or additions would be needed to bring the local general plans and Airport-related overlay zoning ordinances into consistency with the proposed ALUCP. Over the long-term, procedural policies included in the proposed ALUCP will simplify and clarify the ALUC project review process, thereby reducing the workload for ALUC staff and planning staffs of the County of Placer and the City of Auburn.

Mitigation

None required.

16. Recreation

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

Discussion

a - b): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area has the potential to contain a wide variety of recreational resources, both known and unknown. The proposed ALUCP restricts certain types of future recreational uses within the proposed Airport Influence Area depending on the proposed location of the facility within the airport Compatibility Zones and the number of people the facility is intended to serve. For example, outdoor non-group recreation is prohibited in Zone A and conditionally compatible in Zones B1, B2, and C1. The Placer County General Plan identifies existing Open Space areas within Zone C1. Additionally, the proposed ALUCP includes a new policy, Policy 3.5.3, *Criteria Addressing Wildlife Hazards*, which would restrict proposed land uses or land use features that could attract potentially hazardous wildlife to the airport vicinity or interfere with aircraft during takeoff, in flight, or landing at the Auburn Municipal Airport. Therefore, the proposed ALUCP could potentially restrict future recreational uses in terms of intensity (people per acre) or prohibit certain land use features that could attract hazardous wildlife (e.g., ponds fringed by heavy vegetation).

Nevertheless, the proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to recreation.

Mitigation

None required.

17. Transportation and Traffic

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

Discussion

a – d): See Summary of Potential Environmental Effects (No. 11 on page 5). The Placer County General Plan and City of Auburn General Plan identify a wide range of existing and planned transportation modes, including roads, transit, nonmotorized transportation, rail, and aviation. Therefore, the proposed Airport Influence Area contains and has the potential to contain a wide variety of transportation systems in the future. However, the proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to on-ground transportation and traffic.

Mitigation

None required.

18. Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and this is:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In apply the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Discussion

a – b): See Summary of Potential Environmental Effects (No. 11 on page 5). A Tribal Cultural Resource is a site feature, place, cultural landscape, sacred place, or object that is of cultural value to a Tribe. The Placer County 2013 General Plan indicates that under Cultural Resources, Policy 5.D.3, the County shall solicit the views of the Native American Heritage Commission, State Office of Historic Preservation, North Central Information Center, and/or the local Native American community in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance. However, the proposed Airport Influence Area has the potential to contain a wide variety of tribal cultural resources, both known and unknown. Nevertheless, the proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to tribal cultural resources.

Neither the PCALUC nor the policies set forth in the proposed ALUCP have authority over federal, state, or tribal lands or land use actions proposed by federal or state agencies or Native American tribes with the proposed Airport Influence Area. Instead, the criteria contained within the proposed ALUCP are intended as recommendations to these agencies.

Mitigation

None required.

19. Utilities and Service Systems

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage; electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

a – g): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area contains and has the potential to contain a wide variety of utilities and service systems in the future. The proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to utilities and service systems.

Mitigation

None required.

20. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landsides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Discussion

a - d): See Summary of Potential Environmental Effects (No. 11 on page 5). Placer County adopted a Community Wildfire Protection Plan in 2007. The proposed ALUCP does not directly or indirectly conflict or impair implementation of the adopted emergency plan. Additionally, the proposed ALUCP is regulatory in nature; it does not propose any new development, construction, or physical change to the environment that would directly or indirectly impair an adopted emergency response or evacuation plan, exacerbate wildfire risks, or expose people or structures to significant risks.

Mitigation

None required.

21. Mandatory Findings of Significance

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
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.)	☐	☐	☐	☒
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion

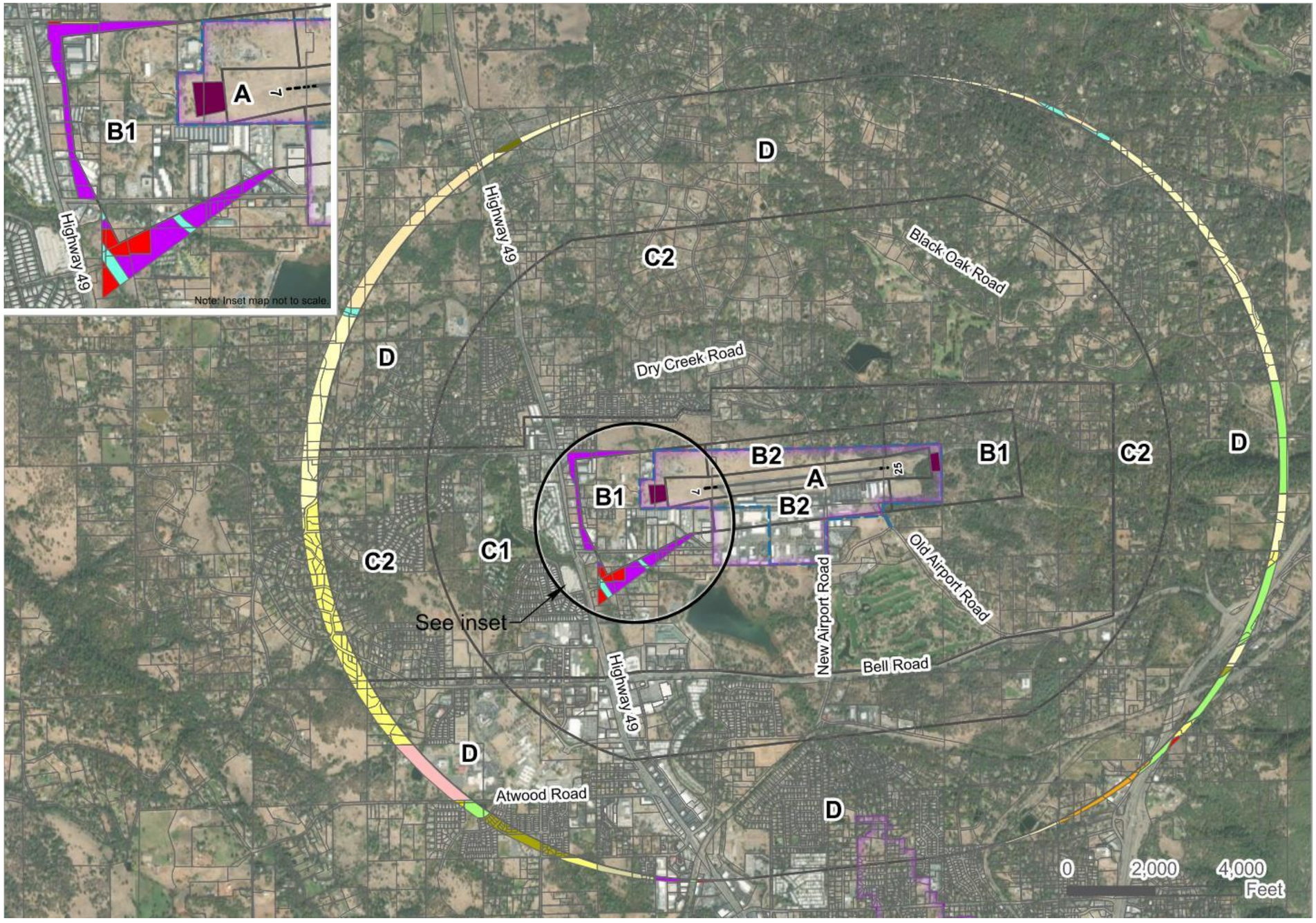
a, b): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area has the potential to contain a wide variety of environmental resources, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in a substantial adverse effect on the environment or human beings or substantially degrade the environment.

b): The proposed ALUCP is regulatory and does not propose any physical changes to the environment. No significant levels of displacement associated with future development would occur as a result of the adoption of this proposed ALUCP. Although some staff effort will be required to revise the City and County general plans to implement the new ALUCP, this effort will be temporary and result in a simplified review process following implementation.

In addition, the ALUCP addresses potential noise and safety impacts and other airport land use compatibility issues associated with potential future development that other public entities or private parties may propose within the Airport Influence Area. Therefore, adoption and implementation of the proposed ALUCP would prevent persons associated with future land use projects from being exposed to significant negative noise or safety hazards associated with living or working in the Airport Influence Area. Also, Placer County's and the City of Auburn's Noise and Safety Elements currently address airport land use conflicts and include policies for referral of certain project to the PCALUC. Adoption and implementation of the proposed ALUCP has no potential to create cumulatively significant environmental impacts.

Mitigation

None required.



Legend

- Existing Runway (3,700 ft.)
- Future Runway (4,300 ft)
- Compatibility Policy Zones (Adopted 2014, 2020 update pending)
- Existing Airport Property Line
- Auburn City Limits
- Parcels

Expanded Compatibility Zones (2021 Draft)
Land Use Designation

- High Density Residential 10 - 15 DU/ Ac.
- Medium Density Residential 5 - 10 DU/ Ac.
- Low Medium Density Residential 2 - 5 DU/Ac.
- Low Density Residential 1.11 - 2.5 DU/ Ac.
- Rural Low Dens Residential .0.43 - 1.11 DU/Ac.
- Rural Residential 0.22 - 0.43 DU/Ac.
- Rural Estate 0.10 - 0.22 DU/Ac.
- Mixed Use
- Commercial
- Professional Office
- PC Government Center Master Plan
- Industrial
- Industrial/Public
- Open Space
- Riparian Drainage

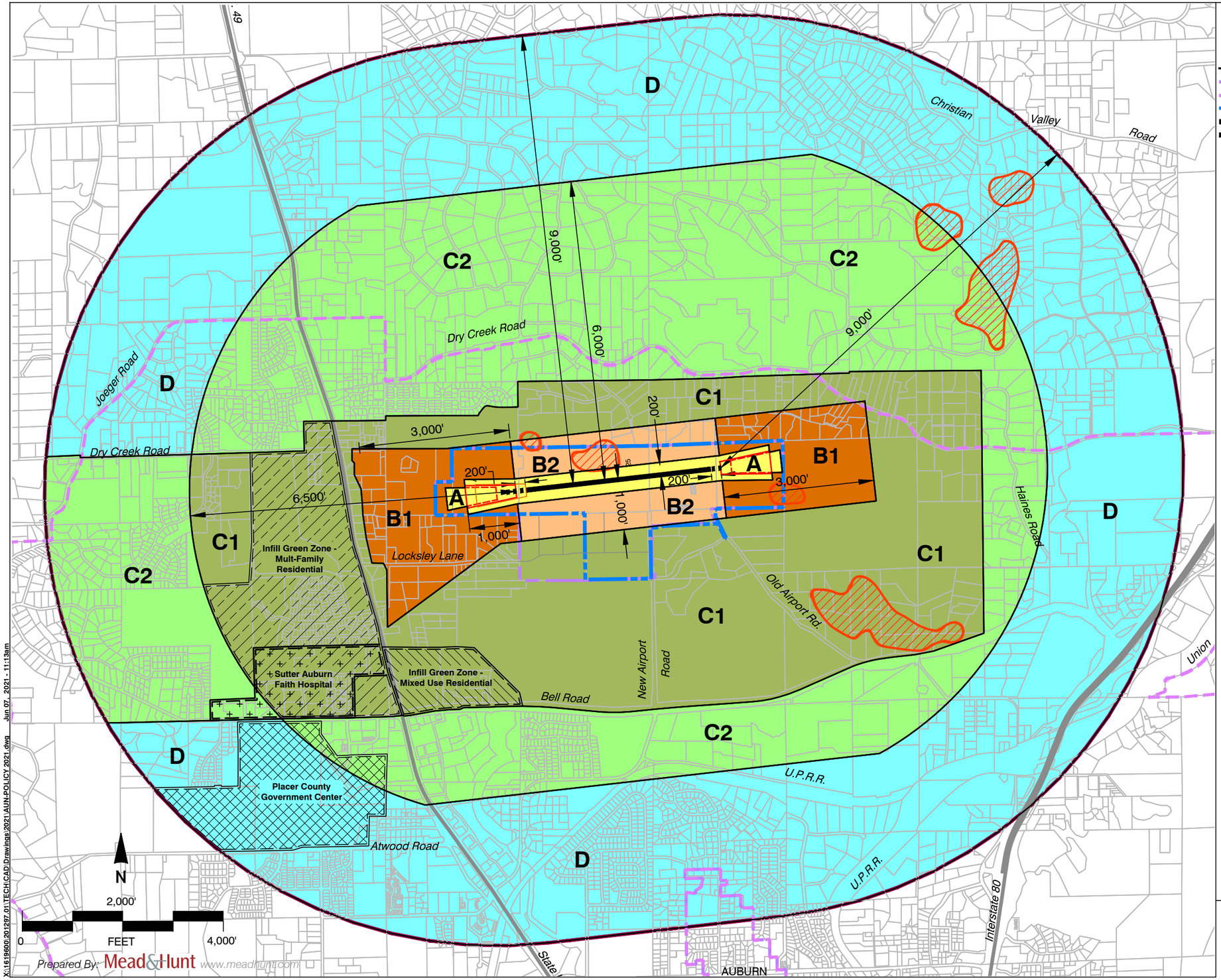
N

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Exhibit 1

Airport Influence Area

Auburn Municipal Airport



Legend

Boundary Lines

- Placer County Limits (outside map view)
- Auburn City Limits
- Auburn Sphere of Influence
- Airport Property Line
- Existing Runway (3,700 ft.)
- Future Runway (4,300 ft.)

Compatibility Zones (Proposed 2021)[1]

- Airport Influence Area
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Height Review Overlay Zone[2]

See Special Conditions Policy Section 4.3

- Sutter Auburn Faith Hospital
- Placer County Government Center
- Infill Green Zone - Mixed Use Residential
- Infill Green Zone - Multi-Family Residential

Notes:

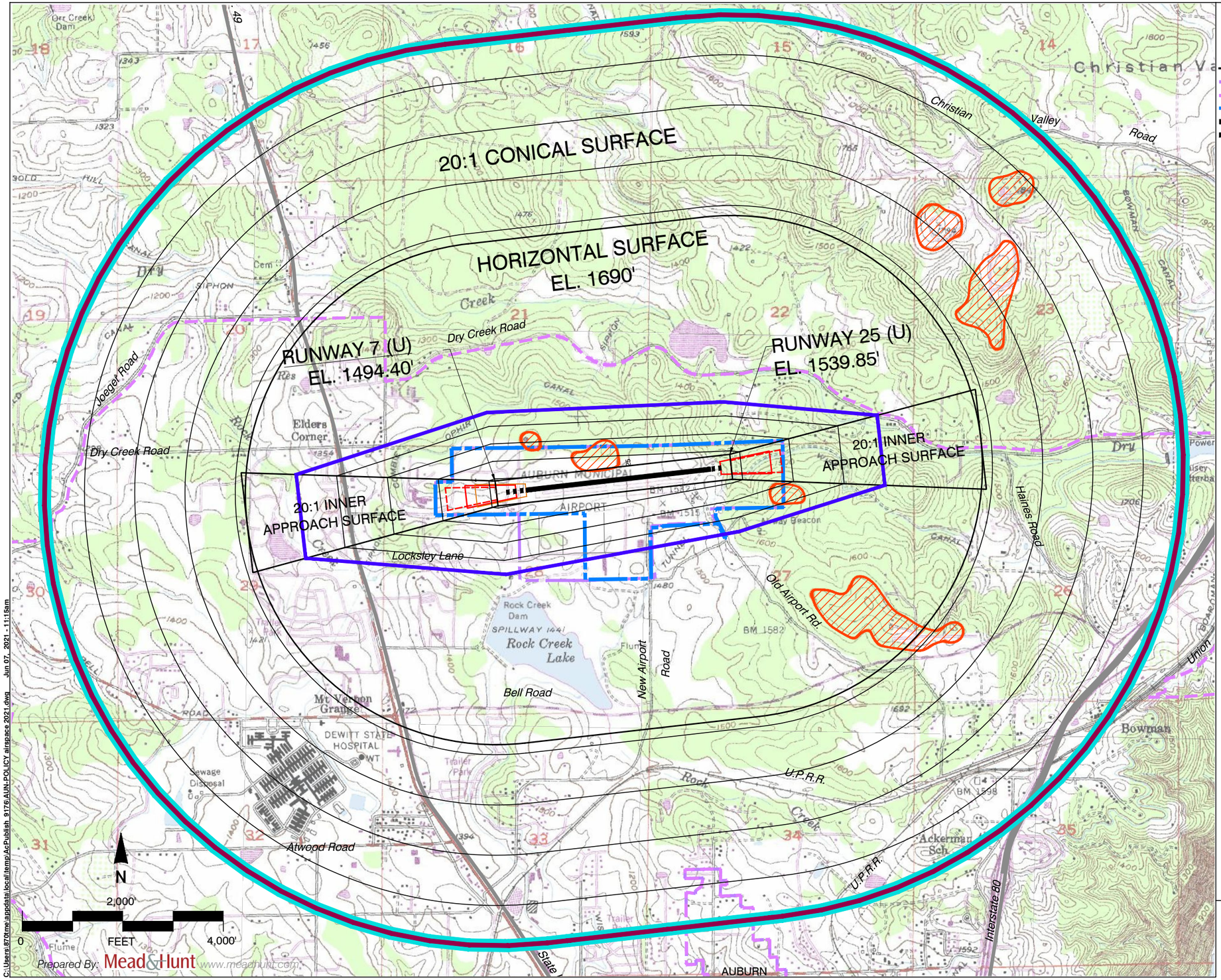
1. This ALUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
2. Height Review Overlay Zone encompasses locations where the ground elevation exceeds or is within 35 feet beneath the Airspace Protection Surfaces defined by FAR Part 77.
3. Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

Auburn Municipal Airport
Land Use Compatibility Plan
(Public Review Draft, June 2021)

Exhibit 2

Compatibility Policy Map

Auburn Municipal Airport



Legend

Boundary Lines

- Placer County Limits (outside map view)
- Auburn City Limits
- Auburn Sphere of Influence
- Airport Property Line
- Existing Runway (3,700 ft.)
- Future Runway (4,300 ft.)

Compatibility Zones (Proposed 2021)

- Airport Influence Area
- Airspace Critical Protection Zone
- Wildlife Hazard Critical Zone
- Airspace Height Review Overlay Zone[1]

Notes:

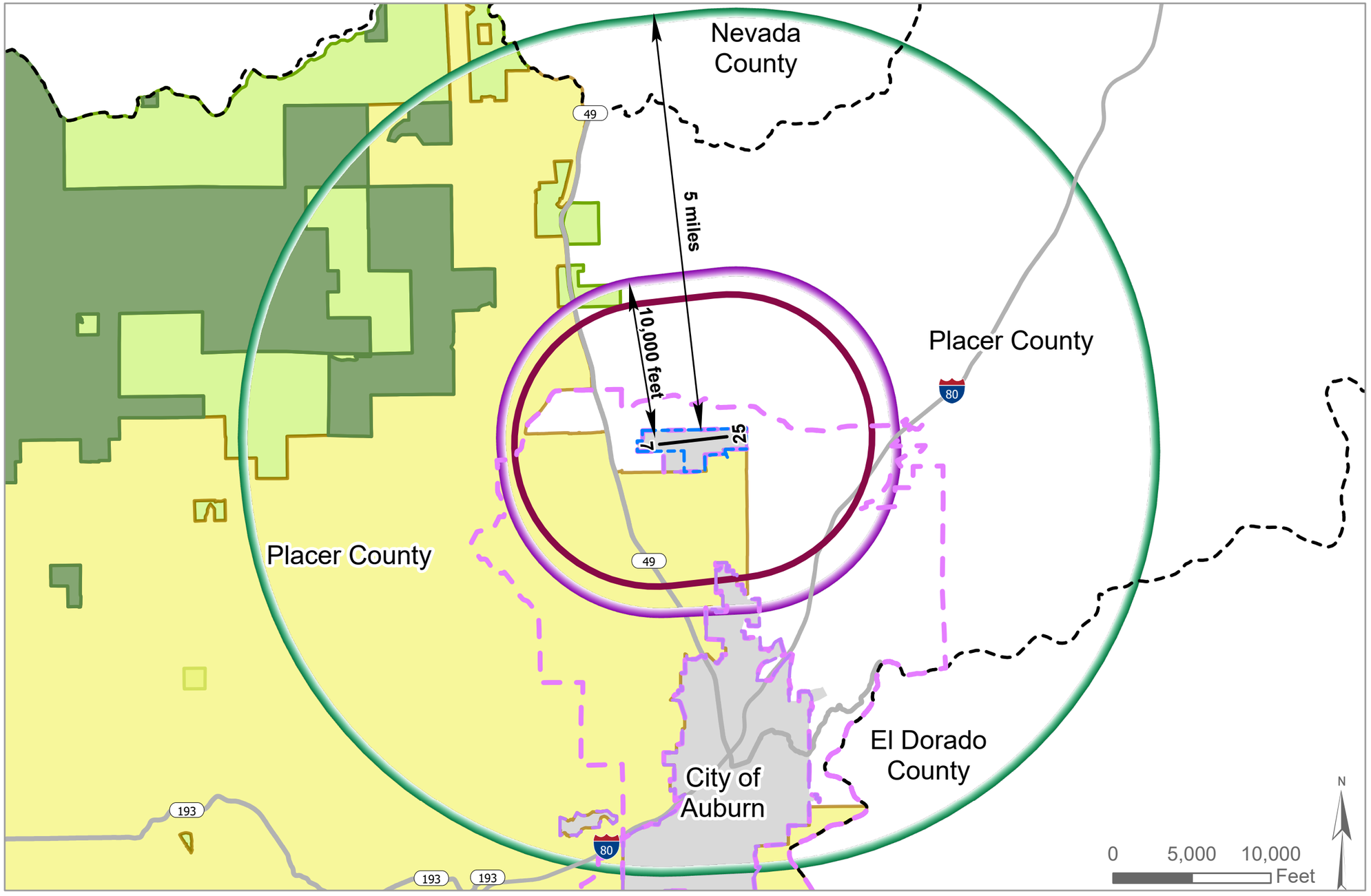
1. Airspace Height Review Overlay Zone is a component of the Airspace Critical Protection Zone. This zone encompasses locations where the ground elevation exceeds or is within 35 feet beneath the Airspace Protection Surfaces defined by CFR Part 77.

Auburn Municipal Airport
Land Use Compatibility Plan
(Public Review Draft, June 2021)

Exhibit 3

Airspace Protection Map

Auburn Municipal Airport



Legend

Compatibility Zones
- Airport Influence Area / Wildlife Hazard Critical Zone (Proposed 2021)[1]

Placer County Conservation Program (PCCP) Designations
- Existing Reserve (EXR)
- Reserve Acquisition Area (RAA)
- Potential Future Growth (PFG)
- Non-Participating City

FAA-Designated Separation for Wildlife Hazard Attractants
- Perimeter B (10,000 feet)[2]
- Perimeter C (5 miles)[3]

Boundary Lines
- Existing Airport Property Line
- Auburn Sphere of Influence
- Auburn City Limits
- County Boundary
- Existing Runway (3,700 ft.)
- Future Runway (4,300 ft.)
- Highway

Notes:
1. Wildlife Hazard Critical Zone set to coincide with CFR Part 77 conical surface and Airport Influence Area.
2. Perimeter B: Recommended 10,000-foot separation from nearest aircraft movement area at airports serving turbine-powered aircraft.
3. Perimeter C: Recommended 5-mile separation from nearest aircraft movement area to protect airspace for circling aircraft and approach/departure corridors.

Sources: FAA AC 150-5200-33C; Placer County Conservation Program Designations Map (PCCP), 2015; 14 CFR Part 77 - Safe, Efficient Use, and Preservation of the Navigable Airspace, 2020.

Exhibit 4: Wildlife Hazards

Exhibit 6a: Land Use Consistency Summary (Auburn Municipal Airport)

Placer County General Plan Designation	Zoning Classification	2014 ALUCP Zone	2021 Draft ALUCP Zone	Calculated Acreage	Zoning Definitions	Consistency Findings
Commercial Mixed Use	C2-Dc	None	D	0.6	17.22.010 General commercial (C2). Intended to provide areas for the continued use, enhancement, and new development of retail, personal service, entertainment, office and related commercial uses that will attract patrons from all areas of the community and region. The C2 district will be located mainly along major transportation corridors. Allowed uses include: Agricultural (crops, forestry, grazing), storage, and pipelines/transmission lines. Height limit set at 50 feet maximum.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
Industrial	C3-UP-Dc-AO	C1	B1	7.2	17.24.010 Heavy commercial (C3). Provides areas for intensive service commercial uses primarily of a nonretail nature, some of which require outdoor storage or activity areas. Limited retail and office uses are allowed to the extent that they are compatible with the heavy commercial uses. Allowed uses include: Agriculture (crops, forestry, grazing), storage, and pipeline/transmission lines.	Less than significant displacement impact as uses in the C3 district are of a nonretail nature and are similar to those in Table AUB-4A, Light Industrial/Low Intensity (e.g., machine shops) of the proposed PCALUCP. These types of uses are conditionally compatible if the use complies with the Zone B1 intensity limits of 40 people per acre (avg.) and 80 people per single acre and do not include bulk storage of hazardous materials (e.g., flammable, explosive).
Commercial	C3-Dc	None	D	0.6	17.24.010 Heavy commercial (C3). See description above.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
Commercial	CPD-Dc-AO	C1	B1	4.4	17.20.010 Commercial planned development (CPD). Residential Density. Allowed density for multifamily residential development shall be one unit for each two thousand (2,000) square feet of site area. The percentage of total site area that may be covered by buildings or structures is 50% max.	Less than significant impact. See Exhibit 6b.
Commercial	CPD-Dc	None	D	0.1	17.20.010 Commercial planned development (CPD). See above description.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
Rural Residential 2.3 - 4.6 Ac. Min. Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	C2	68.8	17.10.010 Farm (F). Provide areas for the conduct of commercial agricultural operations that can also accommodate necessary services to support agricultural uses, together with residential land uses at low population densities. Allowable uses include: Agriculture (crops, equestrian, fisheries, forestry, grazing), farmworker housing, storage, and pipelines/transmission lines.	No displacement impact as Zones C2 and D do not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zones C2 and D restrict land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).

Exhibit 6a: Land Use Consistency Summary (Auburn Municipal Airport)

Placer County General Plan Designation	Zoning Classification	2014 ALUCP Zone	2021 Draft ALUCP Zone	Calculated Acreage	Zoning Definitions	Consistency Findings
Open Space Industrial	IN-Dc	None	D	4.4	17.40.010 Industrial (IN). Intended for a wide range of industrial activities including manufacturing, assembly, wholesale distribution, and storage. Allowed uses include: Agriculture (crops), industrial subdivisions, storage, and pipeline/transmission lines. Height limit set at 50 feet maximum.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
Industrial	INP-Dc-AO	C1	B1	12.3	17.42.010 Industrial Park (INP). Intended primarily for light industrial uses such as manufacturing, assembly, research and development and similar industrial uses, as well as limited commercial and office uses that are compatible and appropriate along with industrial uses. Site development in the industrial park district is characterized by careful attention to attractive building design, landscaping, and less site coverage than in other commercial and industrial districts. Allowed uses include: Agriculture (crops), storage, and pipeline/transmission lines. Height limit set at 50 feet maximum.	Less than significant displacement impact as uses in the INP district are similar to those in Table AUB-4A, Light Industrial/Low Intensity (0.32 Floor Area Ratio) and Offices (0.2 Floor Area Ratio) of the proposed PCALUCP. These types of uses are conditionally compatible if the use complies with the Zone B1 intensity limits of 40 people per acre (avg.) and 80 people per single acre and do not include bulk storage of hazardous materials (e.g., flammable, explosive).
Industrial	INP-Dc	None	D	0.0	17.42.010 Industrial Park (INP). See above description.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
Open Space	O	None	D	20.4	17.14.010 Open space (O). Protects important open space lands within Placer County by limiting allowable land uses to low intensity agricultural, fish and wildlife habitat, and public recreational uses, with structural development being restricted to accessory structures necessary to support the primary allowed uses, and critical public facilities. Allowable uses include: Agriculture (crops, fisheries, forestry, grazing), camping, storage, and pipeline/transmission lines.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
Professional Office	OP-Dc-AO	C1	B1	0.0	17.32.010 Office and professional (OP). Intended primarily for the development and operation of professional and administrative offices and personal services, rather than retail trade. New development in such areas is intended to be planned and designed so as to be relatively compatible with residential uses. Allowed uses include: Agriculture (crops, forestry, grazing), storage, pipeline and transmission lines. Height limit set at 30 feet maximum.	Less than significant displacement impact as uses in the OP district are of a nonretail nature and similar to those in Table AUB-4A, Offices (0.2 Floor Area Ratio) of the proposed PCALUCP. These types of uses are conditionally compatible if the use complies with the Zone B1 intensity limits of 40 people per acre (avg.) and 80 people per single acre.
Mixed Use	OP-Dc-DR	None	D	1.8	17.32.010 Office and professional (OP). See above description.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).

Exhibit 6a: Land Use Consistency Summary (Auburn Municipal Airport)

Placer County General Plan Designation	Zoning Classification	2014 ALUCP Zone	2021 Draft ALUCP Zone	Calculated Acreage	Zoning Definitions	Consistency Findings
Rural Low Density Residential 0.9 - 2.3 Ac. Min. Rural Residential 2.3 - 4.6 Ac. Min. Rural Estate 4.6 - 10 Ac. Min. Mixed Use	RA-B-100	None	D	22.1	17.44.010 Residential-agricultural (RA). Intended to stabilize and protect the rural residential characteristics of the area to which it is applied and to promote and encourage a suitable environment for family life, including agricultural uses. Maximum density for single-family dwellings in the RA zone shall be one unit per parcel. Allowed uses include: Agriculture (crops, fisheries, forestry, grazing), farmworker housing, storage, and pipelines/transmission lines. Other residential uses require zoning clearance, minor use permit, conditional use permit, or administrative review permit.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
Medium Density Residential 5 - 10 DU./Ac. High Density Residential 10 - 15 DU/Ac. Open Space	RM-DL10	None	D	10.1	17.48.010 Residential multifamily (RM). Intended to provide areas for residential neighborhoods of single-family dwellings, multiple single-family dwellings on one lot, halfplexes, duplexes, apartments, and other multiple-family attached dwelling units such as condominiums. It is intended that new development in this district utilize innovative site planning, provide on-site recreational amenities and be located near major community facilities, business centers, and/or major streets. Allowed uses include: child/family care homes, storage, and pipeline/transmission lines. Residential uses require zoning clearance, minor use permit, or conditional use permit.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	31.4	17.50.010 Residential single-family (RS). Intended to provide areas for residential development characterized by detached single-family homes in standard subdivision form. Allowable uses include: Fisheries and pipeline/transmission lines. Single-Family Residential uses conditionally allowed.	No displacement impact as Zone C2 does not establish limits on residential density (dwelling units per acre). However, Zone C2 restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
Rural Low Density Residential 0.9 - 2.3 Ac. Min. Rural Residential 2.3 - 4.6 Ac. Min. Low Density Residential 0.4 - 0.9 Ac. Min. Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG	None	D	47.3	17.50.010 Residential single-family (RS). See above description.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
Riparian Drainage	OP-Dc-FH-AO	C1	B1	6.6	19.50.030 General countywide requirements. No tree permit or discretionary approval for any development activity within a riparian zone shall be approved until environmental impacts within the riparian zone are identified, an environmental determination is made and the mitigation measures identified (Chapter 18, Placer County Code). Additionally, no development activity shall be	No displacement impact as Riparian zone restricts development activity. To the extent that enhancement of riparian habitat would not attract hazardous wildlife, it is consistent with the proposed PCALUCP Zone B1 and D criteria.
Placer County Government Center Master Plan	C1-Dc	None	D	12.5	On March 27, 2019, the PCALUC reviewed the Placer County Government Center Master Plan (PCGC), including the Illustrated Master Plan drawing dated November 16, 2019, and accompanying documentation, and found the plan to be consistent with the 2014 ALUCP for Auburn Municipal Airport.	No displacement impact as proposed Policy 4.3.3 acknowledges the ALUC's consistency determination of the PCGC Master Plan and carries the 2019 plan forward into the proposed PCALUCP with two conditions: 1) overflight notification shall be required for multifamily residential in Zone C2; and airport proximity disclosure shall be provided to all tenants.

Exhibit 6b: Residential Displacement (Auburn Municipal Airport)

Affected Parcels		Land Use Details								Allowable Density (Dwelling Units)			Theoretic Displacement	Conclusions
Assessor Parcel Number (APN)	Auburn/Bowman Community General Plan Designation	Placer County General Plan Designation	Placer County Zoning Classification	Zoning Max. Density (du/ac)*	2014 Adopted ALUCP Zone	2014 ALUCP Density Limit (du/ac)	2021 Draft ALUCP Zone	2021 Draft ALUCP Density Limit (du/ac)	Acreage (in Zone)	County Zoning	2014 ALUCP	2021 Draft ALUCP	Displaced Units	Findings
052-270-003-000	Commercial	COM	CPD-Dc-AO	10.89	C1	0.5	B1	0.1	1.678408	18	1	0	-18	Less than significant displacement impact for the following reasons: 1. Although the parcels are vacant, the County's Draft March 2021 Housing Element does not identify these parcels for future residential development. 2. The County's Aircraft Overflight (AO) Combining Zoning District is intended to implement the compatibility criteria of the PCALUCP. 3. Existing commercial uses on east side of Hwy 49 do not include residential development. 4. Calculations overestimate displacement as it assumes 50% of parcel (County's max. lot coverage) could accommodate residential development.
052-270-040-000	Commercial	COM	CPD-Dc-AO	10.89	C1	0.5	B1	0.1	1.204116	13	1	0	-13	
052-270-045-000	Commercial	COM	CPD-Dc-AO	10.89	C1	0.5	B1	0.1	1.506045	16	1	0	-16	
TOTAL													-47	

Notes*

Excluded land use designations that do not allow residential development (e.g., Right-of-Way (ROW), Riparian Drainage, Open Space). Also excluded designations that allow a caretaker unit on site as PCALUCP Policy 2.7.4 allows these types of dwellings by right (e.g., Heavy Commercial-C3, Industrial Park-INP, Office and Professional-OP). Lastly, excluded parcels in PCALUCP Zone C2 and D as no density limits apply.

17.20.010 Commercial planned development (CPD). Allowed residential density for multifamily residential development is one unit for each two thousand (2,000) square feet of site area. The percentage of total site area that may be covered by buildings or structures is 50% (maximum).

17.52.030 Aircraft overflight (-AO). AO district is applied to safety areas surrounding each airport as identified in the applicable airport land use plan (ALUCP) adopted by the airport land use commission (ALUC). No proposed land uses in AO district shall be approved unless it is identified as a compatible land use by the applicable ALUCP based on the policies of such plan regarding height, noise, and safety.

Exhibit 6c: Land Use Consistency Parcel Details (Auburn Municipal Airport)

Assessor Parcel Number (APN)	Current LU: Vacant, Commercial, Residential	General Plan Designation	Zoning Classification	2014 ALUCP Zone	2021 Draft ALUCP Zone	Calculated Acreage	Zoning Definitions	Consistency Findings
052-310-060-000	AUTO SALES, REPAIR	Commercial	C2-Dc	None	D	0.1	17.22.010 General commercial (C2). Intended to provide areas for the continued use, enhancement, and new development of retail, personal service, entertainment, office and related commercial uses that will attract patrons from all areas of the community and region. The C2 district will be located mainly along major transportation corridors. Allowed uses include: Agricultural (crops, forestry, grazing), storage, and pipelines/transmission lines. Height limit set at 50 feet maximum.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
052-310-065-000	PARKING LOTS	Commercial	C2-Dc	None	D	0.1		
052-310-066-000	OFFICE GENERAL	Commercial	C2-Dc	None	D	0.2		
053-060-025-000	VACANT, ALL TYPES-NOT ASGND	Mixed Use	C2-UP-Dc	None	D	0.2		
053-060-026-000	VACANT, ALL TYPES-NOT ASGND	Mixed Use	C2-UP-Dc	None	D	0.0		
051-211-025-000	MINI-STORAGE, COVERED STORAGE	Industrial	C3-UP-Dc-AO	C1	B1	1.1	17.24.010 Heavy commercial (C3). Provides areas for intensive service commercial uses primarily of a nonretail nature, some of which require outdoor storage or activity areas. Limited retail and office uses are allowed to the extent that they are compatible with the heavy commercial uses. Allowed uses include: Agriculture (crops, forestry, grazing), storage, and pipeline/transmission lines.	Less than significant displacement impact as uses in the C3 district are of a nonretail nature and are similar to those in Table AUB-4A, Light Industrial/Low Intensity (e.g., machine shops) of the proposed PCALUCP. These types of uses are conditionally compatible if the use complies with the Zone B1 intensity limits of 40 people per acre (avg.) and 80 people per single acre and do not include bulk storage of hazardous materials (e.g., flammable, explosive).
051-211-026-000	AUTO SALES, REPAIR	Industrial	C3-UP-Dc-AO	C1	B1	0.8		
051-220-003-000	WAREHOUSE	Industrial	C3-UP-Dc-AO	C1	B1	0.3		
051-220-022-000	VACANT, COMMERCIAL	Industrial	C3-UP-Dc-AO	C1	B1	0.4		
051-220-024-000	COMMERCIAL STORE	Industrial	C3-UP-Dc-AO	C1	B1	0.2		
051-220-026-000	SUBURBAN STORE	Industrial	C3-UP-Dc-AO	C1	B1	0.1		
051-220-028-000	WAREHOUSE	Industrial	C3-UP-Dc-AO	C1	B1	0.3		
051-220-030-000	VACANT, COMMERCIAL	Industrial	C3-UP-Dc-AO	C1	B1	0.3		
051-220-031-000	VACANT, COMMERCIAL	Industrial	C3-UP-Dc-AO	C1	B1	0.4		
051-220-032-000	MINI-STORAGE, COVERED STORAGE	Industrial	C3-UP-Dc-AO	C1	B1	0.3		
051-220-033-000	HIGHWAYS, ROADS, STREETS	Industrial	C3-UP-Dc-AO	C1	B1	0.0		
051-220-048-000	MINI-MARKET WITH GAS	Industrial	C3-UP-Dc-AO	C1	B1	0.0		
051-220-055-000	MINI-STORAGE, COVERED STORAGE	Industrial	C3-UP-Dc-AO	C1	B1	0.1		
051-220-056-000	COMMERCIAL STORE	Industrial	C3-UP-Dc-AO	C1	B1	2.9		
053-070-054-000	VACANT, COMMERCIAL	Commercial	C3-Dc	None	D	0.6	17.24.010 Heavy commercial (C3). See description above.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
052-270-003-000	VACANT, COMMERCIAL	Commercial	CPD-Dc-AO	C1	B1	1.7	17.20.010 Commercial planned development (CPD). Residential Density. Allowed density for multifamily residential development shall be one unit for each two thousand (2,000) square feet of site area. The percentage of total site area that may be covered by buildings or structures is 50% max.	Less than significant impact. See Table 1-2.
052-270-040-000	APARTMENTS, 4 UNITS OR MORE	Commercial	CPD-Dc-AO	C1	B1	1.2		
052-270-045-000	VACANT, COMMERCIAL	Commercial	CPD-Dc-AO	C1	B1	1.5		
052-102-056-000	SHOPPING CENTER	Commercial	CPD-Dc	None	D	0.1	17.20.010 Commercial planned development (CPD). See above description.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
051-020-012-000	VACANT, SUBDIVIDED RESIDENTIAL	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	C2	0.1	17.10.010 Farm (F). Provide areas for the conduct of commercial agricultural operations that can also accommodate necessary services to support agricultural uses, together with residential land uses at low population densities. Allowable uses include: Agriculture (crops, equestrian, fisheries, forestry, grazing), farmworker housing, storage, and pipelines/transmission lines.	No displacement impact as Zones C2 and D do not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zones C2 and D restrict land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
051-020-013-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	C2	0.1		
051-020-021-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	C2	3.3		
051-020-022-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	C2	0.2		
051-020-023-000	2 SINGLE FAM RES, DUPLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	C2	2.0		
051-020-025-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	C2	1.5		
051-020-033-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	C2	0.4		
051-020-035-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	C2	1.6		
051-020-036-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	C2	0.2		
076-043-051-000	HIGHWAYS, ROADS, STREETS	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	C2	0.3		
076-043-050-000	HIGHWAYS, ROADS, STREETS	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	C2	0.2		
076-043-049-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	C2	0.4		
076-043-052-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	C2	1.0		
076-030-042-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.7		
076-030-043-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	3.7		
076-030-067-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.5		
076-030-068-000	HIGHWAYS, ROADS, STREETS	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.2		
076-043-046-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.2		
076-043-047-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.6		
076-043-049-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.2		
076-043-052-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	1.3		
076-043-053-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	3.1		
076-043-054-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	4.0		
076-043-055-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	1.8		
076-043-056-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.5		
076-043-058-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	1.4		
076-043-059-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	3.5		
076-043-060-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	4.1		

Exhibit 6c: Land Use Consistency Parcel Details (Auburn Municipal Airport)

Assessor Parcel Number (APN)	Current LU: Vacant, Commercial, Residential	General Plan Designation	Zoning Classification	2014 ALUCP Zone	2021 Draft ALUCP Zone	Calculated Acreage	Zoning Definitions	Consistency Findings
076-043-061-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.3		
076-112-071-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.6		
076-112-074-000	VACANT, ALL TYPES-NOT ASGND	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	2.1		
076-112-075-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.5		
076-112-076-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.5		
076-112-077-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.4		
076-112-078-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.5		
076-112-082-000	MOBILE HOME OUTSIDE OF PARK	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	1.3		
076-112-088-000	VACANT, ALL TYPES-NOT ASGND	Rural Residential 2.3 - 4.6 Ac. Min.	F 4.6 AC. MIN.	None	D	0.0		
076-030-059-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	0.6		
076-030-060-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	3.0		
076-030-061-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	0.3		
076-080-024-000	VACANT, DRY FARM	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	10.5		
076-080-034-000	2 SINGLE FAM RES, DUPLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	0.9		
076-111-040-000	2 SINGLE FAM RES, DUPLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	0.0		
076-111-041-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	2.4		
076-111-045-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	0.4		
076-111-046-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	2.0		
076-111-052-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	1.0		
076-111-053-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	2.5		
076-111-055-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	0.3		
076-111-056-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	0.2		
076-111-057-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	1.5		
076-111-058-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	0.1		
076-112-087-000	VACANT, ALL TYPES-NOT ASGND	Rural Estate 4.6 - 10 Ac. Min.	F 4.6 AC. MIN.	None	D	0.1		
052-310-046-000	MISCELLANEOUS COMM'L	Open Space	IN-Dc	None	D	0.2	17.40.010 Industrial (IN). Intended for a wide range of industrial activities including manufacturing, assembly, wholesale distribution, and storage. Allowed uses include: Agriculture (crops), industrial subdivisions, storage, and pipeline/transmission lines. Height limit set at 50 feet maximum.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
052-310-008-000	LIGHT INDUSTRIAL	Industrial	IN-Dc	None	D	0.4		
052-310-015-000	VACANT, COMMERCIAL	Industrial	IN-Dc	None	D	0.0		
052-310-015-000	VACANT, COMMERCIAL	Industrial	IN-Dc	None	D	0.0		
052-310-015-000	VACANT, COMMERCIAL	Industrial	IN-Dc	None	D	0.0		
052-310-015-000	VACANT, COMMERCIAL	Industrial	IN-Dc	None	D	0.0		
052-310-015-000	VACANT, COMMERCIAL	Industrial	IN-Dc	None	D	0.1		
052-310-016-000	INDUSTRIAL CONDO	Industrial	IN-Dc	None	D	0.0		
052-310-017-000	INDUSTRIAL CONDO	Industrial	IN-Dc	None	D	0.0		
052-310-018-000	INDUSTRIAL CONDO	Industrial	IN-Dc	None	D	0.0		
052-310-019-000	INDUSTRIAL CONDO	Industrial	IN-Dc	None	D	0.0		
052-310-020-000	INDUSTRIAL CONDO	Industrial	IN-Dc	None	D	0.0		
052-310-021-000	INDUSTRIAL CONDO	Industrial	IN-Dc	None	D	0.0		
052-310-037-000	INDUSTRIAL CONDO	Industrial	IN-Dc	None	D	0.0		
052-470-008-000	VACANT, COMMERCIAL	Industrial	IN-Dc	None	D	0.0		
052-470-030-000	LIGHT INDUSTRIAL	Industrial	IN-Dc	None	D	0.0		
052-470-033-000	LIGHT INDUSTRIAL	Industrial	IN-Dc	None	D	0.5		
051-220-014-000	RESIDENCE ON COMMERCIAL LAND	Industrial	INP-Dc-AO	C1	B1	0.0	17.42.010 Industrial Park (INP). Intended primarily for light industrial uses such as manufacturing, assembly, research and development and similar industrial uses, as well as limited commercial and office uses that are compatible and appropriate along with industrial uses. Site development in the industrial park district is characterized by careful attention to attractive building design, landscaping, and less site coverage than in other commercial and industrial districts. Allowed uses include: Agriculture (crops), storage, and pipeline/transmission lines. Height limit set at 50 feet maximum.	Less than significant displacement impact as uses in the INP district are similar to those in Table AUB-4A, Light Industrial/Low Intensity (0.32 Floor Area Ratio) and Offices (0.2 Floor Area Ratio) of the proposed PCALUCP. These types of uses are conditionally compatible if the use complies with the Zone B1 intensity limits of 40 people per acre (avg.) and 80 people per single acre and do not include bulk storage of hazardous materials (e.g., flammable, explosive).
051-220-053-000	LIGHT INDUSTRIAL	Industrial	INP-Dc-AO	C1	B1	0.3		
051-220-054-000	LIGHT INDUSTRIAL	Industrial	INP-Dc-AO	C1	B1	0.0		
052-010-022-000	OFFICE GENERAL	Industrial	INP-Dc-AO	C1	B1	0.1		
052-010-031-000	VACANT, COMMERCIAL	Industrial	INP-Dc-AO	C1	B1	1.8		
052-020-017-000	VACANT, ALL TYPES-NOT ASGND	Industrial	INP-Dc-AO	C1	B1	0.0		
052-020-021-000	UTILITIES, PUBLIC & PRIVATE	Industrial	INP-Dc-AO	C1	B1	2.2		
052-020-023-000	VACANT INDUSTRIAL	Industrial	INP-Dc-AO	C1	B1	0.2		
052-020-042-000	VACANT, COMMERCIAL	Industrial	INP-Dc-AO	C1	B1	0.1		
052-020-046-000	MISCELLANEOUS COMM'L	Industrial	INP-Dc-AO	C1	B1	0.5		
052-020-047-000	VACANT INDUSTRIAL	Industrial	INP-Dc-AO	C1	B1	0.4		
052-020-048-000	AUTO SALES, REPAIR	Industrial	INP-Dc-AO	C1	B1	0.5		
052-020-049-000	VACANT INDUSTRIAL	Industrial	INP-Dc-AO	C1	B1	0.4		
052-020-050-000	VACANT INDUSTRIAL	Industrial	INP-Dc-AO	C1	B1	0.2		
052-020-057-000	LIGHT INDUSTRIAL	Industrial	INP-Dc-AO	C1	B1	0.3		
052-020-072-000	LIGHT INDUSTRIAL	Industrial	INP-Dc-AO	C1	B1	0.1		
052-020-079-000	RESIDENCE ON COMMERCIAL LAND	Industrial	INP-Dc-AO	C1	B1	0.1		
052-020-086-000	COMMON AREA	Industrial	INP-Dc-AO	C1	B1	0.0		
052-270-040-000	APARTMENTS, 4 UNITS OR MORE	Industrial	INP-Dc-AO	C1	B1	0.9		
052-270-041-000	CAMPS & PARKS, GENERAL	Industrial	INP-Dc-AO	C1	B1	4.1		
076-160-036-000	VACANT INDUSTRIAL	Industrial	INP-Dc-AO	C1	B1	0.1		

Exhibit 6c: Land Use Consistency Parcel Details (Auburn Municipal Airport)

Assessor Parcel Number (APN)	Current LU: Vacant, Commercial, Residential	General Plan Designation	Zoning Classification	2014 ALUCP Zone	2021 Draft ALUCP Zone	Calculated Acreage	Zoning Definitions	Consistency Findings
052-102-063-000	UTILITIES, PUBLIC & PRIVATE	Industrial	INP-Dc	None	D	0.0	17.42.010 Industrial Park (INP). See above description.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
051-440-034-000	COMMON AREA	Open Space	O	None	D	2.5	17.14.010 Open space (O). Protects important open space lands within Placer County by limiting allowable land uses to low intensity agricultural, fish and wildlife habitat, and public recreational uses, with structural development being restricted to accessory structures necessary to support the primary allowed uses, and critical public facilities. Allowable uses include: Agriculture (crops, fisheries, forestry, grazing), camping, storage, and pipeline/transmission lines.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
051-440-035-000	COMMON AREA	Open Space	O	None	D	0.4		
052-121-004-000	UTILITIES, PUBLIC & PRIVATE	Open Space	O	None	D	0.1		
053-010-005-000	UTILITIES, PUBLIC & PRIVATE	Open Space	O	None	D	5.1		
053-031-063-000	VACANT, ALL TYPES-NOT ASGND	Open Space	O	None	D	0.5		
053-050-031-000	MISCELLANEOUS COMM'L	Open Space	O	None	D	4.5		
053-060-036-000	LIGHT INDUSTRIAL	Open Space	O	None	D	0.0		
053-160-043-000	VACANT, SUBDIVIDED RESIDENTIAL	Open Space	O	None	D	0.9		
077-041-001-000	UTILITIES, PUBLIC & PRIVATE	Open Space	O	None	D	6.2		
077-050-057-000	UTILITIES, PUBLIC & PRIVATE	Open Space	O	None	D	0.0		
077-050-058-000	UTILITIES, PUBLIC & PRIVATE	Open Space	O	None	D	0.0		
052-270-040-000	APARTMENTS, 4 UNITS OR MORE	Professional Office	OP-Dc-AO	C1	B1	0.0	17.32.010 Office and professional (OP). Intended primarily for the development and operation of professional and administrative offices and personal services, rather than retail trade. New development in such areas is intended to be planned and designed so as to be relatively compatible with residential uses. Allowed uses include: Agriculture (crops, forestry, grazing), storage, pipeline and transmission lines. Height limit set at 30 feet maximum.	Less than significant displacement impact as uses in the OP district are of a nonretail nature and similar to those in Table AUB-4A, Offices (0.2 Floor Area Ratio) of the proposed PCALUCP. These types of uses are conditionally compatible if the use complies with the Zone B1 intensity limits of 40 people per acre (avg.) and 80 people per single acre.
053-060-047-000	VACANT, COMMERCIAL	Mixed Use	OP-Dc-DR	None	D	0.1	17.32.010 Office and professional (OP). See above description.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
053-060-048-000	CHURCHES	Mixed Use	OP-Dc-DR	None	D	0.5		
053-090-024-000	VACANT, COMMERCIAL	Mixed Use	OP-Dc-DR	None	D	1.1		
052-121-001-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.2	17.44.010 Residential-agricultural (RA). Intended to stabilize and protect the rural residential characteristics of the area to which it is applied and to promote and encourage a suitable environment for family life, including agricultural uses. Maximum density for single-family dwellings in the RA zone shall be one unit per parcel. Allowed uses include: Agriculture (crops, fisheries, forestry, grazing), farmworker housing, storage, and pipelines/transmission lines. Other residential uses require zoning clearance, minor use permit, conditional use permit, or administrative review permit.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre) or nonresidential intensity (people per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
052-130-029-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.1		
052-130-030-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.9		
052-130-031-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.6		
053-010-033-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	1.9		
053-010-034-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.9		
053-010-043-000	WAREHOUSE	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	2.8		
053-010-044-000	RESIDENTIAL, AUXILIARY IMP	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.1		
053-010-046-000	AUTO SALES, REPAIR	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.2		
053-031-048-000	VACANT, SUBDIVIDED RESIDENTIAL	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	1.9		
053-031-049-000	UTILITIES, PUBLIC & PRIVATE	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.3		
053-160-040-000	2 SINGLE FAM RES, DUPLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.1		
076-232-007-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.0		
076-232-015-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.1		
076-232-023-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.0		
077-032-078-000	VACANT, SUBDIVIDED RESIDENTIAL	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.8		
077-041-002-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.6		
077-041-003-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	1.5		
077-041-068-000	VACANT, ALL TYPES-NOT ASGND	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	1.3		
077-041-069-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	1.7		
077-032-056-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100	None	D	0.1		
053-050-014-000	2 SINGLE FAM RES, DUPLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RA-B-100	None	D	0.2		
053-050-017-000	2 SINGLE FAM RES, DUPLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RA-B-100	None	D	0.9		
076-232-024-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100-AO	None	D	0.0		
076-232-025-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100-AO	None	D	0.0		
076-232-026-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-100-AO	None	D	0.0		
053-090-007-000	SINGLE FAM RES, HALF PLEX	Mixed Use	RA-B-100-DR	None	D	0.3		
053-090-021-000	VACANT, SUBDIVIDED RESIDENTIAL	Mixed Use	RA-B-100-DR	None	D	0.4		
053-090-022-000	2 SINGLE FAM RES, DUPLEX	Mixed Use	RA-B-100-DR	None	D	0.2		
053-090-032-000	SCHOOLS	Mixed Use	RA-B-100-DR	None	D	1.6		
076-232-051-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RA-B-X 4.6 AC. MIN. P	None	D	0.0		
076-232-002-000	VACANT, ALL TYPES-NOT ASGND	Rural Estate 4.6 - 10 Ac. Min.	RA-B-X 4.6 AC. MIN. P	None	D	0.0		
076-232-051-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	RA-B-X 4.6 AC. MIN. P	None	D	0.8		
077-023-058-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	RA-B-X 4.6 AC. MIN. P	None	D	0.1		
077-023-060-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	RA-B-X 4.6 AC. MIN. P	None	D	0.7		
077-023-061-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	RA-B-X 4.6 AC. MIN. P	None	D	0.1		
077-023-061-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	RA-B-X 4.6 AC. MIN. P	None	D	0.0		

Exhibit 6c: Land Use Consistency Parcel Details (Auburn Municipal Airport)

Assessor Parcel Number (APN)	Current LU: Vacant, Commercial, Residential	General Plan Designation	Zoning Classification	2014 ALUCP Zone	2021 Draft ALUCP Zone	Calculated Acreage	Zoning Definitions	Consistency Findings
077-023-068-000	SINGLE FAM RES, HALF PLEX	Rural Estate 4.6 - 10 Ac. Min.	RA-B-X 4.6 AC. MIN. Pl	None	D	0.9		
051-420-001-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10	None	D	0.2	17.48.010 Residential multifamily (RM). Intended to provide areas for residential neighborhoods of single-family dwellings, multiple single-family dwellings on one lot, halfplexes, duplexes, apartments, and other multiple-family attached dwelling units such as condominiums. It is intended that new development in this district utilize innovative site planning, provide on-site recreational amenities and be located near major community facilities, business centers, and/or major streets. Allowed uses include: child/family care homes, storage, and pipeline/transmission lines. Residential uses require zoning clearance, minor use permit, or conditional use permit.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
051-420-002-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10	None	D	0.1		
051-420-003-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10	None	D	0.0		
051-420-016-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10	None	D	0.0		
051-100-060-000	SCHOOLS	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.1		
051-100-066-000	SCHOOLS	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	3.0		
051-430-004-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.0		
051-430-005-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.2		
051-430-006-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.2		
051-430-007-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.2		
051-430-008-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.3		
051-430-009-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.3		
051-430-010-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.1		
051-430-018-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.0		
051-430-019-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.2		
051-430-020-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.2		
051-430-021-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.2		
051-430-022-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.0		
051-430-034-000	COMMON AREA	Medium Density Residential 5 - 10 DU./Ac.	RM-DL10 PD = 1	None	D	0.1		
051-440-001-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.2		
051-440-002-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.1		
051-440-003-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.1		
051-440-004-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.0		
051-440-017-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.1		
051-440-018-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.2		
051-440-019-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.2		
051-440-020-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.0		
051-440-021-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.2		
051-440-022-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.2		
051-440-023-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.2		
051-440-024-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.1		
051-440-025-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.0		
051-440-028-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.1		
051-440-029-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.2		
051-440-030-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.2		
051-440-031-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.2		
051-440-032-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.1		
051-440-033-000	COMMON AREA	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.1		
051-440-035-000	COMMON AREA	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.0		
051-450-001-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.0		
051-450-059-000	COMMON AREA	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8	None	D	0.0		
051-440-003-000	SINGLE FAM RES, HALF PLEX	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8-AO	None	D	0.0		
053-050-019-000	MOBILE HOME PARK	Medium Density Residential 5 - 10 DU./Ac.	RM-DL8-UP-Dc	None	D	0.7		
051-440-035-000	COMMON AREA	Open Space	RM-DL8	None	D	0.0		
076-112-083-000	VACANT, ALL TYPES-NOT ASGND	High Density Residential 10 - 15 DU/Ac.	RM-Dc	None	D	1.8		
051-020-010-000	DRY FARM WITH RESIDENCE	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.5	17.50.010 Residential single-family (RS). Intended to provide areas for residential development characterized by detached single-family homes in standard subdivision form. Allowable uses include: Fisheries and pipeline/transmission lines. Single-Family Residential uses conditionally allowed.	No displacement impact as Zone C2 does not establish limits on residential density (dwelling units per acre). However, Zone C2 restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
051-030-012-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-030-016-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-030-026-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.7		
051-030-032-000	COMMERCIAL STORE	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.7		
051-030-039-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.9		
051-030-040-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.1		
051-030-047-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.5		
051-030-048-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.0		
051-030-049-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.9		
051-030-050-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.5		
051-030-053-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.2		
051-030-054-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.4		
051-030-055-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.2		
051-030-056-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-030-074-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.4		
051-030-075-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-040-011-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-040-012-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.8		
051-040-013-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.0		

Exhibit 6c: Land Use Consistency Parcel Details (Auburn Municipal Airport)

Assessor Parcel Number (APN)	Current LU: Vacant, Commercial, Residential	General Plan Designation	Zoning Classification	2014 ALUCP Zone	2021 Draft ALUCP Zone	Calculated Acreage	Zoning Definitions	Consistency Findings
051-040-014-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-050-034-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.2		
051-050-041-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.0		
051-050-042-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.5		
051-050-043-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.3		
051-050-044-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-050-045-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.7		
051-050-046-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.0		
051-050-047-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.0		
051-050-048-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.6		
051-050-050-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-050-051-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.0		
051-050-064-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-050-065-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.6		
051-050-066-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.0		
051-050-067-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.8		
051-050-068-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-050-075-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.1		
051-050-076-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.0		
051-050-078-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-050-079-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.8		
051-050-080-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-061-016-000	2 SINGLE FAM RES, DUPLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.3		
051-061-021-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.8		
051-061-034-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.4		
051-061-036-000	HIGHWAYS, ROADS, STREETS	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-061-037-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.2		
051-061-040-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.7		
051-061-041-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.7		
051-061-042-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-061-044-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.2		
051-061-045-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.4		
051-061-047-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.4		
051-141-003-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
051-320-001-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.0		
051-320-002-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	1.0		
051-320-003-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.5		
051-320-004-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	C2	0.0		
052-210-003-000	SINGLE FAM RES, HALF PLEX	Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG	None	D	0.0	17.50.010 Residential single-family (RS). See above description.	No displacement impact as Zone D does not establish limits on residential density (dwelling units per acre). However, Zone D restricts land use features that create airspace hazards (physical, visual, electronic, wildlife attractants).
052-210-006-000	SINGLE FAM RES, HALF PLEX	Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG	None	D	0.0		
052-210-011-000	SINGLE FAM RES, HALF PLEX	Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG	None	D	0.0		
052-210-035-000	SINGLE FAM RES, HALF PLEX	Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG	None	D	0.0		
052-210-054-000	SINGLE FAM RES, HALF PLEX	Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG	None	D	0.0		
052-210-063-000	SINGLE FAM RES, HALF PLEX	Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG	None	D	0.0		
052-210-064-000	SINGLE FAM RES, HALF PLEX	Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG	None	D	0.0		
052-210-065-000	SINGLE FAM RES, HALF PLEX	Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG	None	D	0.0		
052-210-066-000	SINGLE FAM RES, HALF PLEX	Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG	None	D	0.0		
052-280-062-000	SINGLE FAM RES, HALF PLEX	Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG	None	D	0.0		
076-272-008-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
076-272-009-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		
076-272-010-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
076-272-011-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		
076-272-012-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		
076-272-013-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		
076-272-020-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
076-310-021-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		
076-310-022-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.2		
076-310-023-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		
076-310-024-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.2		
076-310-025-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.2		
076-310-026-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		
076-310-027-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		
076-310-034-000	HIGHWAYS, ROADS, STREETS	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.2		
076-310-048-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.6		
076-310-049-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.4		
076-310-050-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		

Exhibit 6c: Land Use Consistency Parcel Details (Auburn Municipal Airport)

Assessor Parcel Number (APN)	Current LU: Vacant, Commercial, Residential	General Plan Designation	Zoning Classification	2014 ALUCP Zone	2021 Draft ALUCP Zone	Calculated Acreage	Zoning Definitions	Consistency Findings
076-310-051-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.2		
076-310-052-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
076-310-060-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.3		
076-310-062-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		
076-310-063-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.3		
076-310-066-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
076-330-007-000	VACANT, ALL TYPES-NOT ASGND	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		
076-331-011-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.2		
076-331-012-000	VACANT, ALL TYPES-NOT ASGND	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.3		
076-335-004-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
076-335-005-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
076-335-010-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
076-335-012-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
076-335-027-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
076-336-002-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
076-336-003-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.2		
076-336-004-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
077-022-040-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.8		
077-022-048-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	1.0		
077-022-049-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		
077-022-064-000	VACANT, ALL TYPES-NOT ASGND	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	1.1		
077-022-065-000	VACANT, ALL TYPES-NOT ASGND	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.4		
077-022-066-000	2 SINGLE FAM RES, DUPLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
077-022-067-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.9		
077-023-022-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.9		
077-023-032-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.3		
077-023-033-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.6		
077-023-053-000	2 SINGLE FAM RES, DUPLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
077-023-063-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.3		
077-023-064-000	VACANT, SUBDIVIDED RESIDENTIAL	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.3		
077-023-065-000	2 SINGLE FAM RES, DUPLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	1.4		
077-032-030-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	1.2		
077-032-031-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
077-032-032-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.3		
077-032-033-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	1.2		
077-032-035-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.4		
077-032-036-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	1.3		
077-032-037-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.7		
077-032-038-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.7		
077-032-039-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	1.2		
077-032-040-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
077-032-051-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		
077-032-052-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.9		
077-032-053-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	1.7		
077-032-054-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	1.4		
077-032-056-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.6		
077-032-076-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.0		
077-032-077-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.2		
077-032-078-000	VACANT, SUBDIVIDED RESIDENTIAL	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100	None	D	0.1		
076-272-021-000	SINGLE FAM RES, HALF PLEX	Rural Residential 2.3 - 4.6 Ac. Min.	RS-AG-B-100-AO	None	D	0.0		
051-470-004-000	SINGLE FAM RES, HALF PLEX	Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG-B-20-DL4	None	D	0.0		
051-470-005-000	SINGLE FAM RES, HALF PLEX	Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG-B-20-DL4	None	D	0.2		
051-470-006-000	SINGLE FAM RES, HALF PLEX	Low Medium Density Residential 2 - 5 DU/Ac.	RS-AG-B-20-DL4	None	D	0.0		
051-070-009-000	VACANT, DRY FARM	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-40 PD = 1	None	D	1.5		
051-120-007-000	VACANT, DRY FARM	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-40 PD = 1	None	D	0.0		
051-061-033-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	0.3		
051-061-034-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	0.1		
051-061-040-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	0.9		
051-120-016-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	2.2		
051-120-027-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	0.6		
051-120-028-000	VACANT, SUBDIVIDED RESIDENTIAL	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	0.7		
051-120-030-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	1.4		
051-120-031-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	1.3		
051-120-036-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	1.1		
051-120-037-000	2 SINGLE FAM RES, DUPLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	2.0		
051-120-054-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	0.1		

Exhibit 6c: Land Use Consistency Parcel Details (Auburn Municipal Airport)

Assessor Parcel Number (APN)	Current LU: Vacant, Commercial, Residential	General Plan Designation	Zoning Classification	2014 ALUCP Zone	2021 Draft ALUCP Zone	Calculated Acreage	Zoning Definitions	Consistency Findings
051-120-055-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	1.3		
051-120-062-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	0.0		
051-141-003-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	0.3		
053-020-005-000	3 SINGLE FAM RES, TRIPLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	0.4		
053-020-033-000	2 SINGLE FAM RES, DUPLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	0.7		
053-020-058-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	0.4		
053-020-068-000	SINGLE FAM RES, HALF PLEX	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-AG-B-43	None	D	0.0		
051-090-031-000	VACANT, DRY FARM	Rural Low Density Residential 0.9 - 2.3 Ac. Min.	RS-B-40 PD = 1	None	D	2.5		
052-470-001-000	VACANT, ALL TYPES-NOT ASGND	Low Density Residential 0.4 - 0.9 Ac. Min.	RS-B-20 PD = 2.5	None	D	2.3		
052-470-015-000	SINGLE FAM RES, HALF PLEX	Low Density Residential 0.4 - 0.9 Ac. Min.	RS-B-20 PD = 2.5	None	D	0.0		
052-470-016-000	SINGLE FAM RES, HALF PLEX	Low Density Residential 0.4 - 0.9 Ac. Min.	RS-B-20 PD = 2.5	None	D	0.1		
052-470-017-000	SINGLE FAM RES, HALF PLEX	Low Density Residential 0.4 - 0.9 Ac. Min.	RS-B-20 PD = 2.5	None	D	0.0		
052-470-019-000	SINGLE FAM RES, HALF PLEX	Low Density Residential 0.4 - 0.9 Ac. Min.	RS-B-20 PD = 2.5	None	D	0.0		
052-470-020-000	SINGLE FAM RES, HALF PLEX	Low Density Residential 0.4 - 0.9 Ac. Min.	RS-B-20 PD = 2.5	None	D	0.2		
052-470-021-000	SINGLE FAM RES, HALF PLEX	Low Density Residential 0.4 - 0.9 Ac. Min.	RS-B-20 PD = 2.5	None	D	0.0		
052-470-028-000	COMMON AREA	Low Density Residential 0.4 - 0.9 Ac. Min.	RS-B-20 PD = 2.5	None	D	0.5		
052-270-040-000	APARTMENTS, 4 UNITS OR MORE	Riparian Drainage	OP-Dc-FH-AO	C1	B1	0.0	19.50.030 General countywide requirements. No tree permit or discretionary approval for any development activity within a riparian zone shall be approved until environmental impacts within the riparian zone are identified, an environmental determination is made and the mitigation measures identified (Chapter 18, Placer County Code). Additionally, no development activity shall be permitted until any Lake and Streambed Alteration Agreement or other mitigation required by the California Department of Fish and Wildlife have been completed.	No displacement impact as Riparian zone restricts development activity. To the extent that enhancement of riparian habitat would not attract hazardous wildlife, it is consistent with the proposed PCALUCP Zone B1 and D criteria.
052-020-021-000	UTILITIES, PUBLIC & PRIVATE	Riparian Drainage	INP-Dc-FH-AO	C1	B1	0.5		
052-020-079-000	RESIDENCE ON COMMERCIAL LAND	Riparian Drainage	INP-Dc-FH-AO	C1	B1	0.0		
052-270-040-000	APARTMENTS, 4 UNITS OR MORE	Riparian Drainage	INP-Dc-FH-AO	C1	B1	0.6		
052-270-041-000	CAMPS & PARKS, GENERAL	Riparian Drainage	INP-Dc-FH-AO	C1	B1	0.2		
052-270-040-000	APARTMENTS, 4 UNITS OR MORE	Riparian Drainage	CPD-Dc-FH-AO	C1	B1	0.7		
052-270-045-000	VACANT, COMMERCIAL	Riparian Drainage	CPD-Dc-FH-AO	C1	B1	0.0		
052-270-045-000	VACANT, COMMERCIAL	Riparian Drainage	CPD-Dc-FH-AO	C1	B1	0.1		
076-030-042-000	SINGLE FAM RES, HALF PLEX	Riparian Drainage	F-FH 4.6 AC. MIN.	None	D	0.2		
076-030-043-000	SINGLE FAM RES, HALF PLEX	Riparian Drainage	F-FH 4.6 AC. MIN.	None	D	0.3		
076-030-060-000	SINGLE FAM RES, HALF PLEX	Riparian Drainage	F-FH 4.6 AC. MIN.	None	D	0.6		
076-030-061-000	SINGLE FAM RES, HALF PLEX	Riparian Drainage	F-FH 4.6 AC. MIN.	None	D	0.4		
077-023-022-000	SINGLE FAM RES, HALF PLEX	Riparian Drainage	RS-AG-B-100	None	D	0.1		
076-232-002-000	VACANT, ALL TYPES-NOT ASGND	Riparian Drainage	RA-B-X 4.6 AC. MIN. P	None	D	0.3		
076-232-051-000	SINGLE FAM RES, HALF PLEX	Riparian Drainage	RA-B-X 4.6 AC. MIN. P	None	D	0.3		
077-023-060-000	SINGLE FAM RES, HALF PLEX	Riparian Drainage	RA-B-X 4.6 AC. MIN. P	None	D	0.4		
077-023-061-000	SINGLE FAM RES, HALF PLEX	Riparian Drainage	RA-B-X 4.6 AC. MIN. P	None	D	0.8		
077-023-068-000	SINGLE FAM RES, HALF PLEX	Riparian Drainage	RA-B-X 4.6 AC. MIN. P	None	D	0.9		
077-023-058-000	SINGLE FAM RES, HALF PLEX	Riparian Drainage	RA-B-X 4.6 AC. MIN. P	None	D	0.1		
051-120-061-000	VACANT, ALL TYPES-NOT ASGND	Placer County Government Center Master Plan	C1-Dc	None	D	2.6	On March 27, 2019, the PCALUC reviewed the Placer County Government Center Master Plan (PCGC), including the Illustrated Master Plan drawing dated November 16, 2019, and accompanying documentation, and found the plan to be consistent with the 2014 ALUCP for Auburn Municipal Airport.	No displacement impact as proposed Policy 4.3.3 acknowledges the ALUC's consistency determination of the PCGC Master Plan and carries the 2019 plan forward into the proposed PCALUCP with two conditions: 1) overflight notification shall be required for multifamily residential in Zone C2; and airport proximity disclosure shall be provided to all tenants.
051-120-061-000	VACANT, ALL TYPES-NOT ASGND	Placer County Government Center Master Plan	C3-Dc	None	D	0.2		
051-120-061-000	VACANT, ALL TYPES-NOT ASGND	Placer County Government Center Master Plan	C3-Dc	None	D	1.2		
051-120-061-000	VACANT, ALL TYPES-NOT ASGND	Placer County Government Center Master Plan	C3-Dc	None	D	2.0		
051-120-061-000	VACANT, ALL TYPES-NOT ASGND	Placer County Government Center Master Plan	O	None	D	6.5		