



CEQA INITIAL STUDY AND NEGATIVE DECLARATION FOR THE NEVADA COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

Prepared for
Nevada County Transportation Commission

101 Providence Mine Road, Suite 102
Nevada City, California 95959

Serving as
Nevada County Airport Land Use Commission

Prepared by

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NEGATIVE DECLARATION

1. **PROJECT TITLE:** Nevada County Airport Land Use Compatibility Plan
2. **PROJECT PROPONENT:** Nevada County Airport Land Use Commission
3. **BRIEF PROJECT DESCRIPTION**

The Nevada County Transportation Commission (NCTC) in its capacity as the Nevada County Airport Land Use Commission (NCALUC) has prepared an *Airport Land Use Compatibility Plan* (*Compatibility Plan*) for the Nevada County Airport (the Airport) to replace the earlier plan—*Nevada County Airport Comprehensive Land Use Plan* (June 1987). The proposed *Compatibility Plan* has been prepared in accordance with the requirements of the California State Aeronautics Act (Public Utilities Code Sections 21670 *et seq.*). Preparation of the plan was guided by the *California Airport Land Use Planning Handbook* published by the California Division of Aeronautics, as required by state law (Public Utilities Code Section 21674.7).

The project is regulatory in nature. No physical construction or any change to existing land uses would result, either directly or indirectly, from the adoption of the *Compatibility Plan* or from subsequent implementation of the land use policies it contains.

The proposed *Compatibility Plan* provides a set of policies for use by the NCALUC in evaluating the compatibility between future proposals for land use development in the vicinity of the Nevada County Airport and the potential long-range aircraft activity at the Airport. The plan does not apply to existing land use development. However, the compatibility criteria defined by the policies are intended to be reflected in plans and policy instruments adopted by the County of Nevada and Cities of Grass Valley and Nevada City, which are the government entities having primary jurisdiction over land uses near the Airport. As described in the *Compatibility Plan*, these agencies will need to incorporate certain criteria and procedural policies from the *Compatibility Plan* into their respective General Plans, Specific Plans, and zoning ordinances to assure that future land use development will be compatible with aircraft operations. As discussed in Section 13 of the attached Initial Study, the need for changes to planned land use designations is limited to one location near the west end of the Airport runway.

4. **LOCATION OF PROJECT**

The Nevada County Airport is located in an unincorporated area of Nevada County approximately 1 mile east of the Grass Valley city limits and 1.5 miles southeast of the limits of Nevada City. The Grass Valley Sphere of Influence (SOI) encompasses the Airport and portions of the airport environs. The SOI indicates the City's intent to ultimately annex the Airport property; subject to approval by the Local Agency Formation Commissions (LAFCO) of Nevada County.

The limits of the area affected by the *Compatibility Plan*—referred to as the "Airport Influence Area"—primarily affect lands within the City of Grass Valley and Nevada County. To a lesser extent, lands within the Nevada City limits and its SOI are also affected.

Existing land uses within the airport influence area include low-density residential to the east, northeast and southeast; industrial to the southwest; and open space to the west. The urbanized area of Grass Valley, which includes denser residential and commercial uses, is located approximately 1.5 miles northwest of the Airport. The project location, which is defined by the proposed Airport Influence Area, is shown in the attached Initial Study, **Figure 1**.

5. MITIGATION MEASURES INCLUDED IN THE PROJECT

No mitigation measures are required for the proposed project. The project is regulatory in nature. No physical construction or any changes to existing land use would result, either directly or indirectly, from the adoption of the *Compatibility Plan* or from subsequent implementation of the land use criteria and policies.

6. PROPOSED FINDING

The Nevada County Airport Land Use Commission (NCALUC) has reviewed the project described above under the California Environmental Quality Act (CEQA). Based on the results of an Initial Study, the NCALUC has determined that the proposed project—the adoption and subsequent implementation of the *Nevada County Airport Land Use Compatibility Plan*—will not result in a significant effect on the environment as defined by CEQA and, therefore, the NCALUC hereby intends to adopt this Negative Declaration for the proposed project. Pursuant to Title 14, Division 6, Chapter 3, Article 6, Sections 15070 and 15071 of the California Code of Regulations, this Negative Declaration has been prepared for public review and for filing with the County Clerk of Nevada County.

Daniel B Landon
Signature

6/27/2011
Date

DANIEL B LANDON
Printed Name:

NEVADA COUNTY AIRPORT
For LAND USE COMMISSION

INITIAL STUDY

1. **Project Title:** Nevada County Airport
Land Use Compatibility Plan
2. **Lead Agency Name and Address:** Nevada County Airport Land Use Commission
101 Providence Mine Road, Suite 102
Nevada City, California 95959
3. **Contact Person and Telephone:** Daniel B. Landon, Executive Director
(530) 265-3202
4. **Project Location:** Nevada County Airport and portions of the surrounding jurisdictions of Nevada County and Cities of Grass Valley and Nevada City in the proposed Airport Influence Area (See **Figure 1**)
5. **Project Sponsor's Name and Address:** (see Lead Agency)
6. **General Plan Designation(s):** Various
7. **Zoning Designation(s):** Various

8. Description of Proposed Project

The Airport Land Use Commission (NCALUC) for Nevada County is proposing to adopt an *Airport Land Use Compatibility Plan (Compatibility Plan)* for the Nevada County Airport (Airport), which will replace the earlier plan—*Nevada County Airport Comprehensive Land Use Plan* (June 1987).

The creation of airport land use commissions and airport land use compatibility plans are requirements of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*). In accordance with PUC Section 21674.7, preparation of the *Compatibility Plan* was guided by the *California Airport Land Use Planning Handbook* published by the California Department of Transportation (Caltrans), Division of Aeronautics, in January 2002. The proposed *Compatibility Plan* reflects the anticipated growth of the Airport during at least the next 20 years as required by PUC Section 21675(a). Development of the *Compatibility Plan* was done in coordination with the staffs of the NCALUC, Nevada County Planning Department, City of Grass Valley Planning Division, City of Nevada City Planning Department, and Nevada County Airport through their participation in a Technical Advisory Committee (TAC).

Geographically, the proposed *Compatibility Plan* defines the area, referred to as the Airport Influence Area (AIA), wherein current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The function of the *Compatibility Plan* is to promote compatibility between the Airport and the land uses surrounding it to the extent that these areas have not already been devoted to incompatible uses. The proposed *Compatibility Plan* accomplishes this function through establishment of a set of compatibility criteria to be used by the NCALUC in evaluating the compatibility of future land use proposals within vicinity of the Airport, as well as long-range development plans for the

Airport. Agencies having land use jurisdiction over portions of the AIA are expected to incorporate certain criteria and procedural policies from the *Compatibility Plan* into their respective general plans and zoning ordinances to assure that future land use development will be compatible with aircraft operations. These jurisdictions also have the option of taking steps defined in state law to overrule the NCALUC action. The proposed boundary of the airport influence area extends roughly 1.5 miles beyond the Airport's runway ends and encompasses lands within the County of Nevada and the Cities of Grass Valley and Nevada City (see **Figure 1**).

Neither the proposed *Compatibility Plan* nor the NCALUC have authority over existing land uses, operation of the airport, or over state, federal, or tribal lands.

A copy of the *Compatibility Plan* accompanies this Initial Study.

9. Surrounding Land Uses and Setting

The Nevada County Airport is located in an unincorporated area of Nevada County approximately 1 mile east of the Grass Valley city limits and 1.5 miles southeast of the limits of Nevada City. The Grass Valley Sphere of Influence (SOI) encompasses the Airport and portions of the airport environs. The SOI indicates the City's intent to ultimately annex the Airport property; subject to approval by the Local Agency Formation Commissions (LAFCO) of Nevada County.

Existing land uses within the portions of the AIA closest to the Airport consist of low-density residential to the east, northeast and southeast; industrial to the southwest; and open space to the west. The urbanized area of Grass Valley, which includes denser residential and commercial uses, is located approximately 1.5 miles northwest of the Airport.

The County's 1995 General Plan designations for much of the unincorporated lands within the AIA simply reflect existing land uses. As shown in **Exhibit 1**, planned land uses include primarily low-density residential uses north, east and south of the airport. Industrials uses are planned northwest and southwest of the Airport.

According to the City of Grass Valley's 1999-2020 General Plan, much of the currently unincorporated area east of the Airport is within the City's SOI and/or planning area boundary. The City's planned land use designations for this area is similar to those planned by the County. As shown in **Exhibit 2**, the City's general plan designations within the vicinity of the Airport include Industrial (south and north), Special Development Area (west), and residential uses of various densities (northeast and southeast). In April 2011, the City adopted the Loma Rica Ranch Specific Plan for the Special Development Area located immediately west of the Airport. The Specific Plan includes: 314 acres of Open Space, 27 acres of Business and Light Industrial uses (Special District), 10 acres of mixed residential/commercial/retail uses (Neighborhood Center), 78 acres of Neighborhood General (6-20 dwelling units/acre) and 19 acres of Neighborhood edge (1-8 dwelling units/acre). See **Exhibit 3** for Specific Plan designations.

The Nevada City 2008 general plan map indicates rural residential and light industrial uses for the incorporated areas within the AIA. GIS mapping data is not available.

10. Other public agencies whose approval is required

Although input from various entities is necessary, the NCALUC can adopt the *Compatibility Plan* without formal approval from any other agency, either state or local. However, a copy of the plan must be submitted to the California Division of Aeronautics (PUC Section 21675(d)). The Division is required by state law (PUC Section 21675(e)) to assess whether the plan addresses the matters that must be included pursuant to the statutes and to notify the NCALUC of any deficiencies. Also a statutory requirement is that the NCALUC establish (or revise) the airport influence area boundary only after “hearing and consultation with involved agencies” (PUC Section 21675(c)).

Beyond these requirements, an important consideration is that implementation of the *Compatibility Plan* policies can only be accomplished by the local jurisdictions that have authority over land use within the AIA: specifically, the County of Nevada and the Cities of Grass Valley and Nevada City. State statutes require the county and cities to make their respective General Plans consistent with the *Compatibility Plan* within 180 days of NCALUC adoption or to overrule the NCALUC. Among other things, the overrule procedure requires formal findings that the jurisdiction’s action is consistent with the intent of the state airport land use compatibility planning statutes and action by a two-thirds vote of the jurisdiction’s governing body (PUC Section 21676).

11. Summary of Potential Environmental Effects

The proposed *Compatibility Plan* is regulatory in nature, and as such, neither the project—the adoption of the plan—nor its subsequent implementation by local agencies would lead to the development or physical change of the environment around the Airport. The plan does not prohibit new development in the vicinity of the Airport, but rather would affect where development could occur and, in effect could “displace” future development from one location to another.

The *Compatibility Plan* seeks to guide the compatibility of new land uses by limiting the density, intensity, and height of new uses so as to avoid potential conflicts with aircraft operations and to preserve the safety of those living and working around the Airport as well as to those in flight. Although policies in the *Compatibility Plan* would influence future land use development in the vicinity of the Airport, it is speculative to anticipate the specific locations to which “displaced” future development might be moved or what the alternative uses might be for the sites from which the displacement occurs.

Additionally, the *Compatibility Plan* would not encourage levels of development in any area located within the airport influence area above those projected within the affected agencies’ general plans, of which the environmental effects were previously analyzed in their respective certified general plan environmental documentation.

No environmental categories would be affected by this project to the extent of having a “Potentially Significant Impact.” Nearly all categories have “No Impact.” The few that have a “Less than Significant Impact” are discussed following each of the checklist sections beginning on page 10, as are the “No Impact” determinations that warrant some explanation.

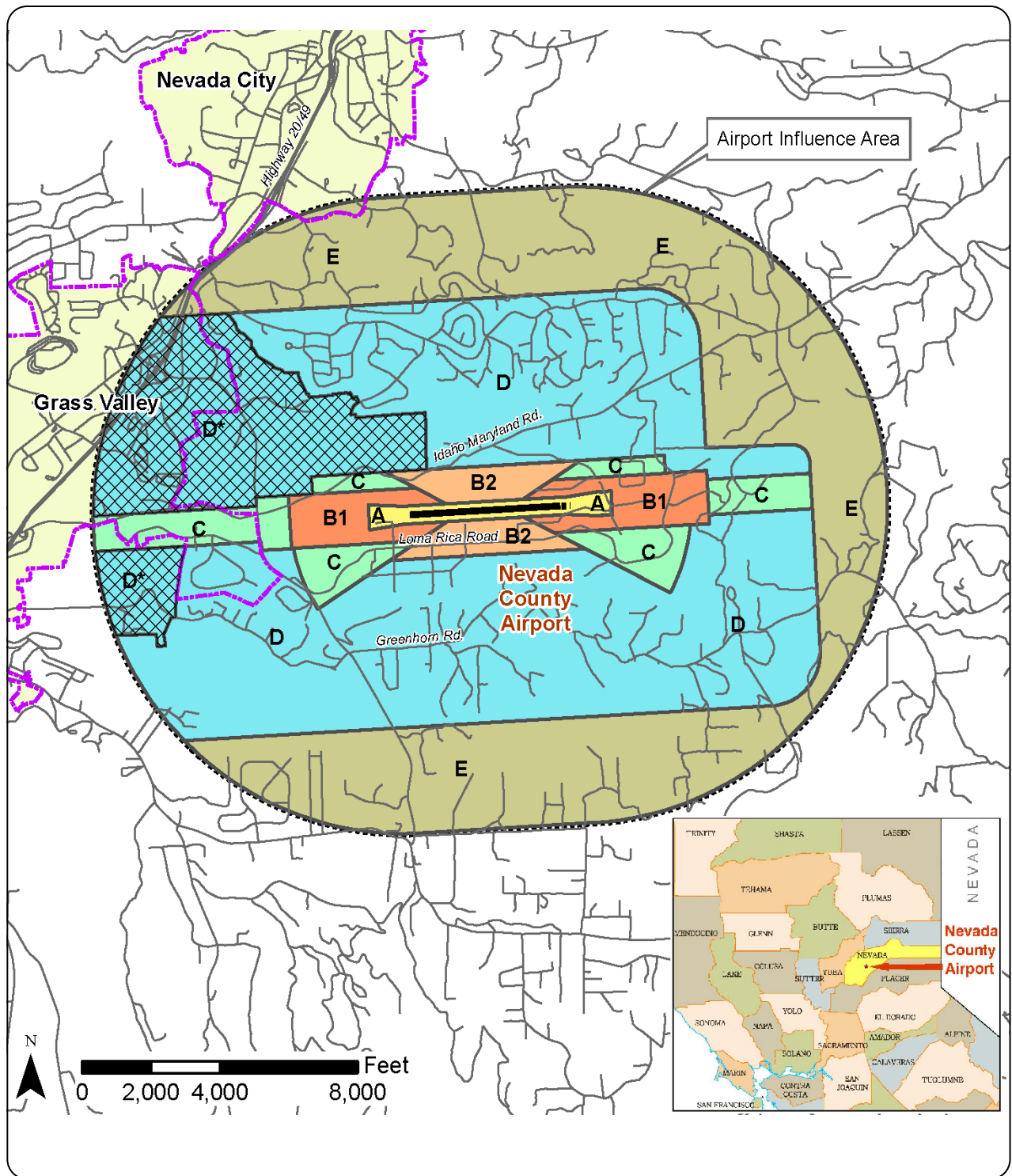


Figure 1: LOCATION MAP

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

CATEGORY	ANALYSIS SUMMARY (See individual pages for details)					
	Pg	<i>Potentially Significant Impact</i>				
		<i>Less than Significant Impact with Project Mitigation</i>				
		<i>Less than Significant Impact</i>				
		<i>No Impact</i>				
					<i>Comments</i> (Also see discussion above starting on page 5, Topic 11)	
1. AESTHETICS	11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. AGRICULTURE/FORESTRY RESOURCES	12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. AIR QUALITY	13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. BIOLOGICAL RESOURCES	14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. CULTURAL RESOURCES	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. GEOLOGY/SOILS/SEISMICITY	16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. GREENHOUSE GAS EMISSIONS	17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. HAZARDS/HAZARDOUS MATERIALS	18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	e) Aircraft accident risks addressed
9. HYDROLOGY/WATER QUALITY	20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. LAND USE/LAND USE PLANNING	22	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	b) Limited additional land use restrictions beyond those in adopted County plans and policies
11. MINERAL RESOURCES	25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. NOISE	26	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	e) Plan limits exposure of people to noise, but does not regulate aircraft
13. POPULATION/HOUSING	28	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	a) Negligible potential for displacement of future development b, c) No existing housing would be displaced
14. PUBLIC SERVICES	31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	a) No effect on schools; negligible effect on government staff workloads
15. RECREATION	32	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
16. TRANSPORTATION/TRAFFIC	33	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	c) Plan does not regulate air traffic
17. UTILITIES/SERVICE SYSTEMS	34	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
18. MANDATORY FINDINGS OF SIGNIFICANCE	35	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	b) No cumulative impacts

SOURCE LIST

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

1. California, State of. Department of Transportation. Division of Aeronautics. *California Airport Land Use Planning Handbook*. January 2002.
2. Nevada, County of. *Nevada County General Plan*. Adopted by Board of Supervisors in 1996 with amendments through 2010.
3. Grass Valley, City of. *City of Grass Valley General Plan*. Adopted by City Council in December 1999 with amendments through 2007.
4. Nevada City, City of. *City of Nevada City General Plan*. Adopted by City Council in March 1986 with amendments through 2008.
5. Foothill Airport Land Use Commission. *Comprehensive Land Use Plan, Nevada County Airport*. Adopted June 1987.

DETERMINATION
(Completed By Lead Agency)

On the basis of this initial study:

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

Daniel B Landon
Signature

6/27/2014
Date

DANIEL B LANDON
Printed Name:

NEVADA COUNTY AIRPORT
For LAND USE COMMISSION

ENVIRONMENTAL CHECKLIST

1. AESTHETICS

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

Discussion

a – d) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

2. AGRICULTURE AND FORESTRY RESOURCES

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

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

Discussion

a – e) See Summary of Potential Environmental Effects (No. 11 on page 5). Furthermore, the Airport is located in a woodland area in the Sierra Nevada Foothills. The *Compatibility Plan* policies favor continuation of agriculture, forest land and open space in the vicinity of the Airport. The local general plans do not specifically identify agriculture or forest lands within the AIA.

Mitigation

None Required.

3. AIR QUALITY

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

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

Discussion

a – e) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

4. BIOLOGICAL RESOURCES

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

Discussion

a – f) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

5. CULTURAL RESOURCES

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

Discussion

a – d) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

6. GEOLOGY, SOILS, AND SEISMICITY

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – e) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

7. GREENHOUSE GAS EMISSIONS

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

Discussion

a, b) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

8. HAZARDS AND HAZARDOUS MATERIALS

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

Discussion

a – d, f – h) See Summary of Potential Environmental Effects (No. 11 on page 5).

e) The proposed *Compatibility Plan* is regulatory in nature, and as such, does not propose any physical development within the AIA. Furthermore, pursuant to the State Aeronautics Act, the purpose of the *Compatibility Plan* is to minimize the public's exposure to excessive noise and safety hazards within areas around the airport. Therefore, adoption and implementation of the *Compatibility Plan* would not result in a safety hazard for people residing and working in the vicinity of the Airport.

The proposed *Compatibility Plan* utilizes aircraft accident risk data and safety compatibility concepts provided in the *California Airport Land Use Planning Handbook* (2002) to establish compatibility safety zones (i.e., areas exposed to significant safety hazards). The *Compatibility Plan* establishes safety criteria and policies that limit residential densities (dwelling units per acre) and concentrations of people within the safety zones. The policies are intended to minimize the risks associated with an off-airport aircraft accident or emergency landing. The policies focus on reducing the potential consequences of such events when they occur. Risks both to people and property in the vicinity of the airport and to people on board the aircraft are considered.

The risks of an aircraft accident occurrence is further reduced by airspace protection policies limiting the height of structures, trees, and other objects that might penetrate the airport's airspace as defined by Federal Aviation Regulations (FAR), Part 77, *Objects Affecting Navigable Airspace*. The airspace protection policies also restrict land use features that may generate other hazards to flight such as visual hazards (i.e., smoke, dust, steam, etc.), electronic hazards that may disrupt aircraft communications or navigation, and wildlife hazards (i.e., uses which would attract wildlife hazardous to aircraft operations). Therefore, no impact is anticipated as a result of the adoption and implementation of the proposed *Compatibility Plan*.

Mitigation

None Required.

9. HYDROLOGY AND WATER QUALITY

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

Discussion

a – j) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

10. LAND USE AND LAND USE PLANNING

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

Discussion

a, c) See Summary of Potential Environmental Effects (No. 11 on page 5).

b) State law (Government Code Section 65302.3) requires each local agency having jurisdiction over land uses within an ALUC's planning area, also referred to as the Airport Influence Area (AIA), to modify its general plan and any affected specific plans to be consistent with the compatibility plan. The law says that the local agency must take this action within 180 days of when the ALUC adopts or amends its plan. 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. A general plan does not need to be identical with an ALUC's plan in order to be consistent with it. To meet the consistency test, a general plan must do two things:

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

With regard to the proposed *Compatibility Plan*, the County of Nevada and Cities of Grass Valley and Nevada City are the only three general purpose government entities having land use jurisdiction in the proposed AIA. As such, once the *Compatibility Plan* is adopted by the NCALUC, these agencies will be required to amend their respective general plans, specific plans, and/or implementing ordinances to be consistent with the *Compatibility Plan* or to take action to overrule the NCALUC.

General Plan Policies

A review of the adopted general plan policies addressing airport land use compatibility matters (see table below) indicates that current general plan policies do not directly conflict with the *Compatibility Plan*. Nevertheless, the general plans and/or other implementing ordinances will need to be amended or supplemented to:

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

Summary of Adopted General Plan Policies
<p>The County of Nevada's 1995 General Plan Noise and Safety Elements establish the following airport land use compatibility policies:</p> <ul style="list-style-type: none"> ▪ Protect the safety and general welfare of people in the vicinity of the Nevada County Airpark by promoting the overall goals and objectives of the California Airport Noise Standards (California Administrative Code, Title 21, Section 5000 et seq.) and the California Noise Insulation Standards (California Administrative Code, Title 25, Section 28), to prevent the creation of new noise-generated complaints around the airport, and to minimize the public's exposure to excessive aircraft-generated noise. (Noise 9.4) ▪ Ensure the development of compatible land uses adjacent to the Nevada County Airpark through the approval of development consistent with the land use maps of the General Plan, recommendations of the Airport Land Use Commission, and the continued enforcement of the Airport Land Use Noise Compatibility Criteria as found in the Nevada County Airpark Master Plan. (Noise 9.17) ▪ The County shall enforce noise standards consistent with the airport noise policies included in the Comprehensive Land Use Plans for the Nevada County Airpark, adopted on June 3, 1987, as those standards are in effect and may hereafter be amended. (Noise 9.19) ▪ Through appropriate zoning regulations, the County shall enforce airport ground and height safety areas, and land use compatibility standards, consistent with the Comprehensive Land Use Plan for the Nevada County Airpark. Changes in the Comprehensive Land Use Plan shall be reflected in the General Plan and/or Zoning Regulations, where appropriate. (Airport Hazards-10.4.1.1)
<p>The Grass Valley 1999-2020 General Plan and the 2011 Loma Rica Ranch Specific Plan establish the compatibility policies and implementation measures listed below.</p> <ul style="list-style-type: none"> ▪ Prohibit new development of noise-sensitive land uses in areas exposed to existing or projected future levels of noise from transportation noise sources (Noise, 5-NI). ▪ Continue to implement provisions of the Nevada County Airpark Comprehensive Land Use Plan, and to coordinate as appropriate with Nevada County, Airpark management, and the Airport Land Use Commission regarding airport plans and safety considerations (Safety, 13-SP). ▪ Utilize open space/conservation reserves and easements to restrict development in high-risk areas, such as ... airport safety zones (Safety: 2-SI).
<p>The Nevada City 1980-2000 General Plan Public Safety Element establishes the following compatibility policies:</p> <ul style="list-style-type: none"> ▪ Maintain noise levels compatible with the rural and small-town setting of Nevada City. Adopt the Land Use Compatibility Chart "normally acceptable" range as a standard to be used in environmental evaluation of proposed uses. To maintain noise levels within the "normally acceptable" range, single-family residential should not be exposed to greater than 60 Ldn, hotel/motel to no greater than 65 Ldn, and office/commercial to no greater than 70 Ldn (Noise Exposure).

General Plan Land Use Designations

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

To identify these types of conflicts, the proposed compatibility zones are overlaid onto the planned land use designations for Nevada County and Grass Valley (see **Exhibits 1 through 3**). The compatibility zones which could potentially prohibit or restrict future residential densities (dwelling units per acre) or nonresidential usage intensities (people per acre) are compared with densities and intensities of planned land uses. General plan conflicts would exist, for example, when the general plan densities exceed the *Compatibility Plan* density criteria (i.e., allow more residential units than would be permitted under the *Compatibility Plan*).

An analysis of the adopted land use designations indicates that there are minimal conflicts between planned land uses and the *Compatibility Plan* criteria. Although, there are no locations

where future development of the types indicated by the general plans would be outright prohibited by the *Compatibility Plan*, the *Compatibility Plan* could restrict future development to a residential density or nonresidential usage intensity that is less than the adopted General Plans or Specific Plans would allow. These land use conflicts are summarized below.

The proposed *Compatibility Plan* prohibits all new structures in Zone A, except those set by aeronautical function. Most of the land within Zone A is controlled by the Airport. For the areas located off airport, the Nevada County and Grass Valley General Plan/Specific Plan designations include Industrial and Open Space. Therefore, no direct conflicts exist within Zone A.

Within other compatibility zones, the following maximum density limits are proposed:

- Zone B1: 0.10 dwelling units per acre (average parcel size ≥ 10.0 acres)
- Zone B2: 0.33 dwelling units per acre (average parcel size ≥ 3.0 acres)
- Zone C: 0.5 dwelling units per acre (average parcel size ≥ 2.0 acres)
- Zone D: 4 dwelling units per acre
- Zone D* (Urban Overlay): 20 dwelling units per acre

For Nevada County, there are no direct conflicts which would require the County to amend its general plan map. Although there are general plan designations that exceed the proposed compatibility criteria (e.g., Estate and Rural Residential in Zone B1), the general plan designations merely reflect existing uses or parcel sizes. As previously noted, the *Compatibility Plan* would not affect existing uses even if those uses do not comply with the compatibility criteria. Additionally, there is a provision in the *Compatibility Plan* which would allow construction of a single-family home or secondary unit, as defined by state law, on a legal lot of record if such use is permitted by local land use regulations.

As with the County, there are no direct conflicts which would require the City of Grass Valley to amend its 2020 general plan map. Planned residential land use designations which exceed the proposed *Compatibility Plan* density criteria either reflect existing development and parcel sizes or are located in the proposed Urban Overlay Zone (Zone D*). The overlay zone provided in the *Compatibility Plan* is intended to encompass urbanized areas where relatively high ambient noise levels would conceal aircraft-related noise.

For the City of Grass Valley, the principal conflict is with the Loma Rica Ranch Specific Plan designations. The Specific Plan Lake Neighborhood allows residential densities of up to 20 dwelling units per acre in Zones B1 and C southwest of the Airport. To attain consistency with the proposed *Compatibility Plan*, the City would need to amend its Specific Plan map or take steps to overrule the NCALUC.

For Nevada City, there are no direct conflicts with the City's 2008 general plan map.

11. MINERAL RESOURCES

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

Discussion

a – b) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

12. NOISE

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

Discussion

a – d, f) See Summary of Potential Environmental Effects (No. 11 on page 5).

e) The proposed *Compatibility Plan* is regulatory in nature, and as such, does not propose any physical development within the AIA. Furthermore, pursuant to the State Aeronautics Act, the purpose of the *Compatibility Plan* is to minimize the public's exposure to excessive noise and safety hazards within areas around the airport. Therefore, adoption and implementation of the proposed *Compatibility Plan* would not expose people residing and working in the vicinity of the Airport to excessive noise or generate new sources of aviation-related noise.

Airport-related noise and its impacts on land uses are factors in the proposed compatibility criteria. In accordance with PUC Section 21675(a), the *Compatibility Plan's* noise contours reflect the long-term (at least 20 years) potential noise impacts of the Airport. The noise contours represent 60,000 annual aircraft operations by 2030. The noise contours reflect future aircraft activity on the ultimate runway configuration as presented in the 2009 Airport Layout Plan (ALP). The principal development proposal shown on the ALP is to relocate the Runway 25 threshold 300 feet east to the existing end of pavement, resulting in a runway length of 4,650 feet. The ALP was accepted by the California Division of Aeronautics in April 2011 as the basis of this *Compatibility Plan*. The noise contours are described in terms of the Community Noise Equivalent Level (CNEL), the metric adopted by the State of California for land use planning purposes.

The *Compatibility Plan* establishes criteria that reduce the potential exposure of people to excessive aircraft-related noise by limiting residential densities (dwelling units per acre) and noise-sensitive land uses in locations exposed to noise higher than 60 dB CNEL. The 60 dB CNEL contour is contained within Zones B1 and B2 and encompasses mainly open space. Therefore, no impact is anticipated as a result of the adoption and implementation of the proposed *Compatibility Plan*.

Note that the *Compatibility Plan* does not regulate the operation of aircraft or the noise produced by that activity. State law explicitly denies the NCALUC authority over such matters.

Mitigation

None Required.

13. POPULATION AND HOUSING

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

Discussion

a) Adoption and implementation of the proposed *Compatibility Plan* would not be growth inducing as the plan is regulatory in nature and does not propose any project that would cause physical development to occur. Additionally, policies set forth in the *Compatibility Plan* do not directly or indirectly induce population growth either locally or regionally beyond what is considered in the general plans and/or other land use policy instruments adopted by the County of Nevada and Cities of Grass Valley and Nevada City. In fact, the provisions of the proposed *Compatibility Plan* limit the location, distribution, and density (dwelling units per acre) of future residential uses and the intensity (number of people per acre) of future nonresidential uses in the airport influence area (AIA) to minimize potential noise and safety concerns. However, these limitations can have the potential of displacing future development to locations outside the AIA. This topic is covered below.

b,c) As described above, the *Compatibility Plan* is a guidance document that sets forth policies that influence the location, distribution, and density/intensity of both residential and nonresidential land uses in a way that is intended to reduce potential noise impacts and safety concerns. The noise, safety, airspace protection, and overflight policies contained in the proposed *Compatibility Plan* only affect planned land uses. In accordance with PUC Section 21674(a), the policies of the *Compatibility Plan* do not apply to existing land uses, whether or not they are consistent with the criteria of the *Compatibility Plan*. Moreover, the plan explicitly allows construction of a single-family home or secondary unit, as defined by state law, on a legal lot of record where such use is permitted by local land use regulations. Therefore, adoption and implementation of the *Compatibility Plan* would not result in the displacement of *existing* housing units or persons. As such, no new construction of replacement housing would be required.

Potential Displacement of Future Housing

The proposed *Compatibility Plan*, however, could indirectly influence future land use development in the vicinity of the airport by constraining the density (dwelling units per acre) of future residential uses and the intensity (number of people per acre) of future nonresidential uses in certain portions of the AIA. Therefore, the *Compatibility Plan* has the potential to shift future development patterns and impact the location of population growth and future housing. Any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of future development or the types of impacts to population and housing that would be associated with it.

As jurisdictions are mandated by state law to accommodate their share of the regional housing needs, the potential impact that the proposed *Compatibility Plan* would have on local jurisdictions' housing stock was analyzed. To address potential impacts to future housing resources, an

analysis was conducted to determine the amount of developable residential acreage and the number of currently planned dwelling units that would be precluded from development if the local jurisdictions were to amend their respective general plans to establish designations consistent with the *Compatibility Plan*.

The analysis compares the residential densities permitted under local general plans with the density limits established in the draft *Compatibility Plan*. Where the general plan densities exceed the *Compatibility Plan* density criteria (i.e., allow more residential units than would be permitted under the *Compatibility Plan*), the number of housing units that could not be accommodated within the airport influence area (i.e., displaced) is quantified.

An analysis of the adopted Nevada County and City of Grass Valley General Plan maps indicates that there are general plan designations which exceed the proposed *Compatibility Plan* density criteria. However, these designations either reflect existing development and parcel sizes or are located in the Urban Overlay Zone (Zone D*). As previously noted, the *Compatibility Plan* would not affect existing uses even if those uses do not comply with the compatibility criteria. The proposed *Compatibility Plan* would, however, establish restrictions on the expansion of nonconforming residential uses (e.g., prohibit subdivision of an existing nonconforming residential lot). In terms of existing residential parcels, there is a provision in the *Compatibility Plan* which would allow construction of a single-family home or secondary unit, as defined by state law, on a legal lot of record if such use is permitted by local land use regulations. Lastly, the proposed *Compatibility Plan* institutes an Urban Overlay Zone (Zone D*) for portions of Zone D near the urbanized areas of Grass Valley. The Urban Overlay Zone, which allows densities of up to 20 dwelling units per acre, overrides the density limits of the underlying Zone D (maximum density of 4 dwelling units per acre). Considering the above General Plan information, the proposed *Compatibility Plan* would not displace future residential housing units to areas outside of the AIA.

However, for the City of Grass Valley, a conflict is apparent with the Loma Rica Ranch Specific Plan designations. The Specific Plan designates approximately 15 acres of residential uses (1-20 dwelling units per acre) in Zones B1 and C west of the Airport. The Specific Plan would allow up to 108 housing units, although City representative indicate that the area would likely support only around 80 units given terrain constraints. Under the proposed *Compatibility Plan*, future housing would be limited to approximately 35 dwelling units, provided that the remaining areas in these zones are maintained as open space. Therefore, adoption and implementation of the proposed *Compatibility Plan* could potentially result in a displacement of 73 housing units (108 units – 35 units) from the Specific Plan area. This displacement, however, is considered to be less than significant for the following reasons:

1. This potential displacement presents the worst-case scenario, as the analysis does not consider non-aviation factors that would constrain development (e.g., terrain, transportation access, utilities, etc.). As a result, the amount of displacement is considered to be overstated.
2. The potential displacement of 73 housing units represents only a small fraction of the anticipated development within Grass Valley.
3. The displaced units could be accommodated elsewhere in the AIA. For example, the *Compatibility Plan* establishes an Urban Overlay Zone which encompasses portions of the Loma Rica Ranch Specific Plan area that could be more intensively developed.
4. The proposed *Compatibility Plan* is being adopted pursuant to Public Utilities Code Section 21670, *et seq.*, to protect public health, safety, and welfare, through the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards; and is guided by the *California Airport Land Use Planning Handbook*. Therefore, by its nature and pursuant to state law, adoption of the *Compatibility Plan* may necessitate restrictions on land uses within the AIA. These factors do not decrease the potential impact that the proposed *Compatibility Plan* may have on future housing units and other development, but they are nonetheless important considerations.

Mitigation

None Required.

14. PUBLIC SERVICES

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

Discussion

a.i – a.iv) See Summary of Potential Environmental Effects (No. 11 on page 5).

a.v) Adoption and implementation of the proposed *Compatibility Plan* would create a temporary increase in the staff workloads of affected land use jurisdictions as a result of the state requirement to modify local general plans for consistency with the compatibility plan. As described in Section 10 of this Initial Study, minor changes and/or additions would be needed to bring the local general plans into consistency with the proposed *Compatibility Plan*. Over the long term, procedural policies included in the *Compatibility Plan* are intended to simplify and clarify the NCALUC project review process and thus reduce workload for NCALUC staff and planning staffs for the County of Nevada and Cities of Grass Valley and Nevada City.

Mitigation

None Required.

15. RECREATION

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

Discussion

a, b) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

16. TRANSPORTATION AND TRAFFIC

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

Discussion

a – b, d – g) See Summary of Potential Environmental Effects (No. 11 on page 5).

c) Neither the NCALUC nor the policies set forth in the proposed *Compatibility Plan* have authority over the operation of the Airport. However, in accordance with state law, certain airport development proposals that could have off-airport compatibility implications are subject to NCALUC review. Nonetheless, adoption and implementation of the proposed *Compatibility Plan* will not result in any change to air traffic patterns at Nevada County Airport.

Mitigation

None Required.

17. UTILITIES AND SERVICE SYSTEMS

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

Discussion

a – g) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

18. MANDATORY FINDINGS OF SIGNIFICANCE

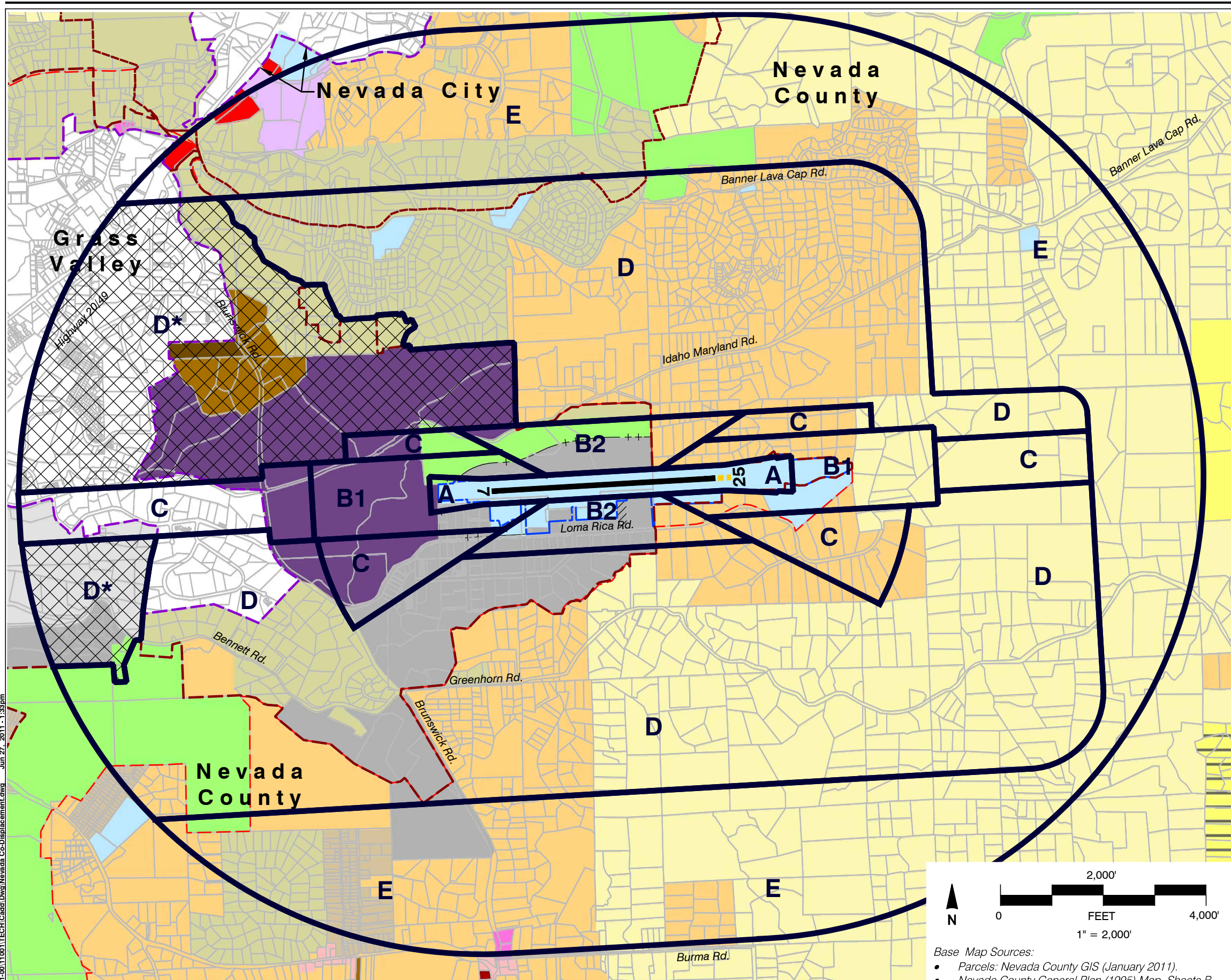
Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife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

Discussion

a, c) See Summary of Potential Environmental Effects (No. 11 on page 5).

b) The proposed *Compatibility Plan* is regulatory and restrictive in nature and does not cause any physical development to occur. Any potential displacement of future development that would occur as a result of the adoption of this *Compatibility Plan* would be cumulatively insignificant as it represents only a small fraction of the anticipated development within the affected jurisdiction(s).

Furthermore, the *Compatibility Plan* 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. Without adoption of the *Compatibility Plan*, the adverse impacts—both to airport functionality and to community livability—of allowing incompatible development to occur may be individually limited, but cumulatively considerable. Therefore, adoption and implementation of the *Compatibility Plan* would prevent exposing persons associated with future land uses to significant negative noise or hazards associated with living and working in the vicinity of the Airport. The *Compatibility Plan* thus, in effect, serves as a mitigation plan designed to avoid impacts that might otherwise be individually or cumulatively significant. Therefore, adoption and implementation of the *Compatibility Plan* has no potential to create cumulatively significant environmental impacts.



Legend

Boundary Lines

- Airport Property Line
- Proposed Airport Property Acquisition
- City Limits
- Grass Valley Planning Area
- Grass Valley Sphere of Influence
- Nevada City Sphere of Influence
- Existing Runway (4,350')
- Future Runway (4,650')
- Airport Influence Area

Compatibility Zones

- Zone A - Runway Clear Zone
- Zone B1 - Inner Approach Zone
- Zone B2 - Sideline Zone
- Zone C - Inner Turning Zone & Extended Approach Zone
- Zone D - Traffic Pattern Zone
- Zone E - Other Airport Environs

Nevada County General Plan (1995)¹

- Urban High Density Res. (max 15/20 du/ac)
- Urban Med. Density Res. (UMD) (max 6 du/ac)
- Urban Single-Fam. Density Res. (USF) (max 4 du/ac)
- Residential (RES) (max 0.667 du/ac)
- Estate (EST) (max 0.333 du/ac)
- Rural 5 Acre (RUR-5) (max 0.20 du/ac)
- Rural 10 Acre (RUR-10) (max 0.10 du/ac)
- Rural 20 Acre (RUR-20) (max 0.05 du/ac)
- Business Park (BP)
- Neighborhood Commercial (NC)
- Community Commercial (CC)
- Highway Commercial (HC)
- Office Professional (OP)
- Industrial (IND)
- Planned Development (PD)
- Special Development Area (SDA)
- Public (PUB)
- Open Space (OS)

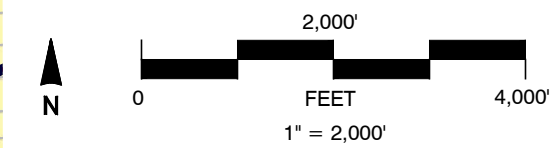
Notes

1. Only county land uses that appear in the map are illustrated in the legend.

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for the
Nevada County Airport
Land Use Compatibility Plan
(July 2011 Draft)**

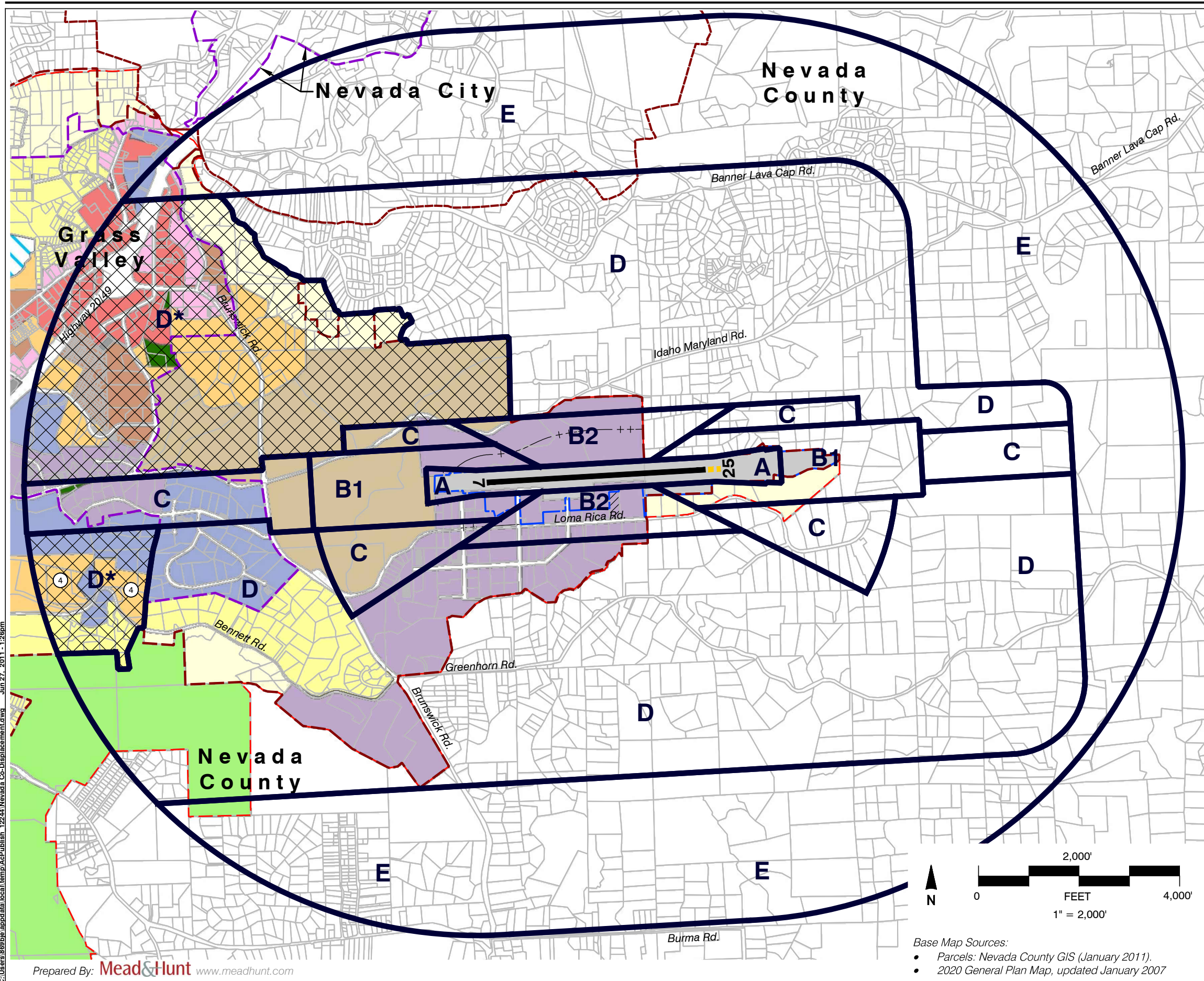
Exhibit 1

**Housing Displacement:
Nevada County**



- Base Map Sources:
- Parcels: Nevada County GIS (January 2011).
 - Nevada County General Plan (1995) Map, Sheets B and D, Updated December 2010

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Legend

- Boundary Lines**
- Airport Property Line
 - Proposed Airport Property Acquisition
 - City Limits
 - Grass Valley Planning Area
 - Grass Valley Sphere of Influence
 - Nevada City Sphere of Influence
 - Existing Runway (4,350')
 - Future Runway (4,650')
 - Airport Influence Area

- Compatibility Zones**
- Zone A - Runway Clear Zone
 - Zone B1 - Inner Approach Zone
 - Zone B2 - Sideline Zone
 - Zone C - Inner Turning Zone & Extended Approach Zone
 - Zone D - Traffic Pattern Zone
 - Zone D* - Urban Overlay Zone
 - Zone E - Other Airport Environs

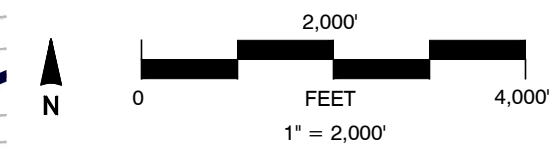
Grass Valley 2020 General Plan¹

- Urban High Density (8.01-20 du/ac)
- Urban Medium Density (4.01-8.0 du/ac)
- Urban Low Density (1.01-4.0 du/ac)
- Urban Estate Density (0-1.0 du/ac)
- Commercial
- Office - Professional
- Manufacturing - Industrial
- Business Park
- Special Development Area
- Open Space
- Public
- Institutional Non-Governmental
- Schools
- Utilities
- Parks and Recreation

Notes

1. Only city land uses that appear in the map are illustrated in the legend.

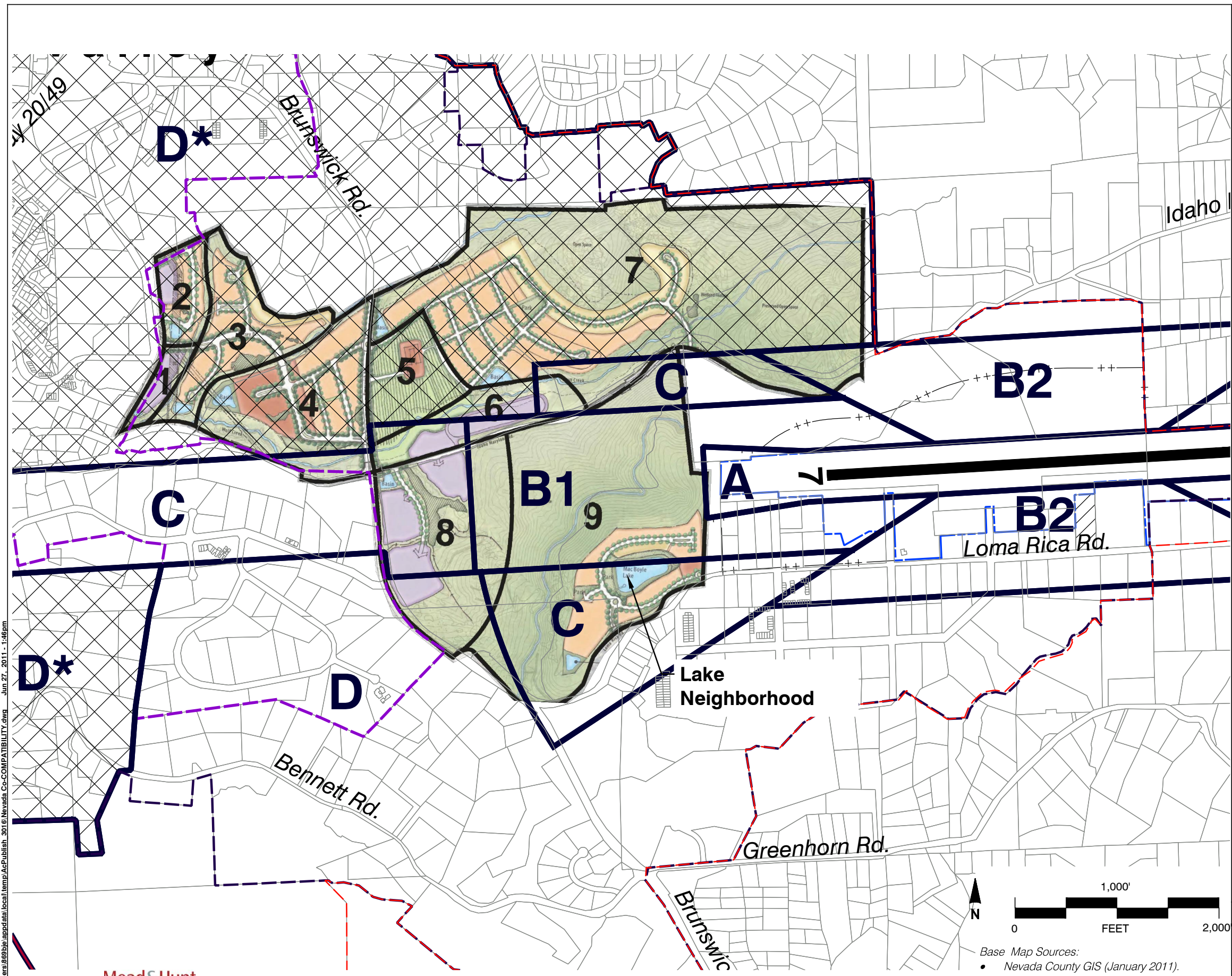
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Base Map Sources:
 • Parcels: Nevada County GIS (January 2011).
 • 2020 General Plan Map, updated January 2007

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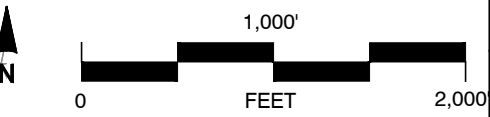
- Legend**
- Boundary Lines**
- Airport Property Line
 - Proposed Airport Property Acquisition
 - City Limits
 - Grass Valley Planning Area
 - Grass Valley Sphere of Influence
 - Parcel
 - Existing Runway (4,350')
 - Future Runway (4,650')
- Compatibility Zones**
- Zone A - Runway Clear Area
 - Zone B1 - Inner Approach Zone
 - Zone B2 - Sideline Zone
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 - Zone D - Traffic Pattern Zone
 - Zone D* - Urban Overlay Zone
 - Zone E - Other Airport Environs

Notes

- Source: Loma Rica Specific Plan Land Use designations (April 2011).

Loma Rica Ranch Specific Plan Legend		Acres
	Neighborhood Center (Mixed Residential/Commercial/Retail)	10.3
	Neighborhood General (6-20 du/ac)	78.2
	Neighborhood Edge (1-8 du/ac)	19.1
	Special District	26.6
	Open Space and Parks	313.9
	Parking Allowed within Power Line Easement	

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Base Map Sources:
 • Nevada County GIS (January 2011).