



**DRAFT CEQA
INITIAL STUDY
AND
NEGATIVE DECLARATION
FOR
COLUSA COUNTY AIRPORT
LAND USE COMPATIBILITY PLAN**

Prepared for
Colusa County
Airport Land Use Commission

100 Sunrise Blvd., Suite F
Colusa, CA 95932

Prepared by



Mead & Hunt, Inc.
Santa Rosa, California

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June 20, 2014



Colusa County Airport Land Use Commission

100 Sunrise Blvd., Suite F
Colusa, CA 95932

Draft Negative Declaration for the Colusa County Airport Land Use Compatibility Plan

Project Name: Colusa County Airport Land Use Compatibility Plan

Lead Agency: The Colusa 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 Colusa County Airport (proposed project), as described further below.

Project Contact: Joseph J. Damiano, Director of Airport Operations
100 Sunrise Blvd., Suite F
Colusa, CA 95932
Phone: (530) 458-0580
Email: ccag@countyofcolusa.org

Project Location (Latitude/Longitude: 39° 10' 44.4" N / 121° 59 36.0" W): The proposed project is located at the Colusa County 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 Colusa County Airport, the proposed AIA boundary extends approximately 2 statute miles beyond the Airport's runway ends and encompasses lands within the City of Colusa and unincorporated areas of Colusa County (see **Exhibits 1 and 2 in the Initial Study**). The project area includes lands that are designated for various uses including: agriculture, Industrial, commercial, residential, and Parks/Recreation/Open Space.

Project Description: The proposed ALUCP will replace the existing Comprehensive Land Use Plan for the Colusa County Airport, which was adopted on June 5, 1995. A copy of the proposed ALUCP for Colusa County Airport is presented as **Attachment A** to the Initial Study.

The preparation of ALUCPs 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 Colusa and the City of Colusa 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 Colusa County Airport. Special districts, school districts and community college districts also must 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 ALUC 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 the proposed project.

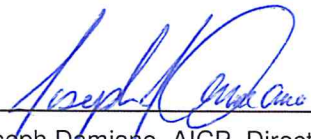
Potential Impacts: The proposed ALUCP is regulatory in nature, and neither the project—the adoption of the ALUCP—nor its subsequent implementation by local agencies will lead directly to development or to any physical change to the environment. However, the draft ALUCP does have the potential to indirectly 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 noise-sensitive and risk-sensitive uses within specifically delineated areas.

Although the proposed ALUCP prohibits some specific land uses in certain locations, it does not prohibit new development in the vicinity of the Airport. **Tables 2, 3 and 4** contained in Section 10 of the Initial Study summarize the consistency review and resulting displacement analyses. The analysis is based on the planned land use designations provided in the Colusa County General Plan (adopted July 2012) and the City of Colusa General Plan (adopted October 2007). Based on the consistency findings, the County and City will be required to make minor changes to its respective general plans, specific plans, and/or implementing ordinances to be fully consistent with the ALUCP or to take action to overrule the ALUC. Based on the CEQA analysis performed, adoption and implementation of the proposed ALUCP will not create a potentially significant effect on the environment (see attached Initial Study).

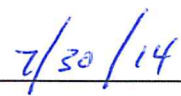
Mitigation Measures: No mitigation measures are proposed.

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 Colusa 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 Colusa County website at <http://www.countyofcolusa.org/index.aspx?nid=462>.



Joseph Damiano, AICP, Director of Airports
Colusa County Airport Land Use Commission



Date

DRAFT INITIAL STUDY

1. **Project Title:** Colusa County Airport Land Use Compatibility Plan
2. **Lead Agency Name and Address:** Colusa County Airport Land Use Commission
100 Sunrise Blvd., Suite F
Colusa, CA 95932
3. **Contact Person and Telephone:** Joseph J. Damiano, Director of Airport Operations
(530.458.0580)
4. **Project Location:** Colusa County Airport and within the associated Airport Influence Area, including portions of the City of Colusa and unincorporated area of Colusa County
(See **Exhibits 1 and 2**)
5. **Project Sponsor's Name and Address:** Colusa County Airport Land Use Commission
100 Sunrise Blvd., Suite F
Colusa, CA 95932
6. **General Plan Designation(s):** Various
7. **Zoning Designation(s):** Various

8. Description of Proposed Project

The creation of airport land use commissions and preparation of compatibility plans for public-use airports are requirements of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*). The Colusa County Airport Land Use Commission (ALUC) is the ALUC for Colusa County and the Colusa County Airport. The proposed project is the adoption of the Colusa County Airport Land Use Compatibility Plan (ALUCP). The objective of the proposed ALUCP is two-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 Colusa County 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)).

The proposed ALUCP will replace the existing Comprehensive Land Use Plan for the Colusa County Airport, which was adopted on June 5, 1995. A copy of the proposed ALUCP for Colusa County Airport is presented as **Appendix A** to the Initial Study.

In accordance with PUC Section 21674.7, the proposed ALUCP for the Colusa County Airport was guided by the *California Airport Land Use Planning Handbook* published by the California Department of Transportation (Caltrans), Division of Aeronautics, in October 2011. The proposed ALUCP reflects the anticipated growth of the Airport for the next 20 years as required by PUC Section 21675(a). The ALUCP was developed in coordination with airport personnel and planning staff members from the County of Colusa and City of Colusa. Other members included representatives from Caltrans Division of Aeronautics and the Colusa County ALUC.

Geographic Scope

The proposed ALUCP defines the Airport Influence Area as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. As defined by the ALUC, the proposed Airport Influence Area boundary extends approximately 2 statute miles beyond the airport's runway ends and encompasses lands within the City of Colusa and other unincorporated areas of Colusa County (see **Exhibits 1 and 2**).

This ALUCP for Colusa County Airport is based on data presented in the Colusa County Airport Layout Plan approved by the Federal Aviation Administration (FAA) in July 2011 and accepted by the Caltrans Division of Aeronautics on March 11, 2014, as the basis of this ALUCP. The ALP reflects only minor improvements at the airport (land acquisition for uncontrolled portion of the Runway 31 runway protection zone and additional hangar development). No changes in runway length are proposed. Additionally, the 2002 Master Plan's 20-year forecast of 42,000 annual operations continues to represent the growth potential at Colusa County Airport over at least the next 20 years.

Function of ALUCP

The basic function of the proposed ALUCP is to promote compatibility between the airport and the land uses in its vicinity to the extent that these areas have not already been devoted to incompatible uses. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around the airport. Additionally, the 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 airport operators for consistency with the ALUCP criteria. Neither this ALUCP nor the ALUC have authority over existing land uses or over the operation of the airport or over state, federal, or tribal lands. The ALUCP also does not prohibit the construction of a single-family home on a legal lot of record if the use is permitted by local land use regulations.

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

9. Surrounding Land Uses and Setting

Colusa County Airport is situated in an unincorporated area of the County about a half mile south of the City of Colusa's boundary. The City's sphere of influence encompasses all of the intervening land plus additional areas on all sides of the airport. At present, though, the majority of the airport environs fall primarily within unincorporated Colusa County jurisdiction.

Existing development immediately surrounding the airport contains a mixture of agricultural, industrial, golf course, residential, and commercial uses. The most intensive development is the Colusa Industrial Park immediately west of the airport which supports nearby agricultural operations.

As shown in **Exhibits 1 and 2**, planned land uses within the City of Colusa include Low Density Residential (3-8 du/ac) northwest of the airport, Parks and Open Space directly north of the airport property line, and expanded industrial uses west of the airport. Within the County of Colusa, planned land uses include widespread agricultural uses west, south and east of the airport and expanded industrial uses west of the airport. Unincorporated areas immediately north of the airport are part of a development proposal known as the Colusa Industrial Properties Annexation Project. As of April 2014, the proposed project includes developing 5.98 acres as High Density Residential (12-20 du/ac), 52.5 acres as Low Density Residential (3-8 du/ac), 28.54 acres as Commercial Professional, 7.24 acres of Industrial and 117.62 acres as Parks/Recreation/Open Space (a portion of which includes the existing Colusa Golf & Country Club). The project was initially reviewed by the County Board of Supervisors in the 2006-2008 timeframe. In December 2007, the Colusa County Airport Land Use Commission (ALUC) found the project to be inconsistent with the Colusa County Airport Comprehensive Land Use Plan (1995). The County overruled the ALUC's

determination of inconsistency in its approval of the project. As of April 2014, the project area is proposed for annexation by the City.

10. Other public agencies whose approval is required

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

ALUCP policies can be implemented only by the local jurisdictions that have authority over land use within the Airport Influence Area, or in this case, the County of Colusa and the City of Colusa. State statutes require an agency to make its general plan consistent with an ALUCP within 180 days of ALUC adoption or to overrule the ALUC (Government Code Section 65302.3). If a jurisdiction chooses to overrule an ALUCP, the overrule procedure requires formal findings that the jurisdiction’s action is consistent with the intent of the state airport land use compatibility planning statutes and action by a two-thirds vote of the jurisdiction’s governing body (PUC Section 21676).

11. Summary of Potential Environmental Effects

In accordance with 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 whether 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 ALUCP—nor its subsequent implementation by local agencies will lead directly to any new development, construction or any physical change to existing land uses or the environment.

However, the draft 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 constrain certain types of incompatible development within specifically delineated areas around the airport. The proposed ALUCP does not prohibit future development in the vicinity of the Airport, but rather would affect where 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, 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. Therefore, the proposed ALUCP may indirectly influence future land use development patterns in the vicinity of Colusa County Airport by enabling development in some locations and constraining development in other locations.

Although policies in the 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 affected agencies’ local planning documents (e.g., general plans). The environmental effects of development proposed by local general plans have already been adequately analyzed in previously certified environmental documentation and the City and County have adopted policies and/or mitigation measures that would reduce these environmental effects. Additionally, any future development proposals would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible.

Lastly, it is speculative to anticipate the specific characteristics or locations to which “displaced” future development might be moved or what the alternative uses might be for the sites from which the displacement occurs. 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.

For the reasons stated above, the proposed ALUCP would not result in any direct impacts to the following environmental categories: Aesthetics, Agriculture/Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology/Soils/Seismicity, Greenhouse Gas Emissions, Hazards/Hazardous Materials, Hydrology/Water Quality, Mineral Resources, Noise, Recreation, Transportation/Traffic, and Utilities/Services Systems.

As described in Section 10, the general plan policies and land use maps for the County of Colusa and the City of Colusa were reviewed for consistency with the proposed ALUCP. Although no direct policy conflicts exist, this Initial Study determined that adoption of the proposed ALUCP could result in changes to future land use development patterns by shifting or “displacing” the location of that development. 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. **Tables 2, 3 and 4** contained in Section 10 summarize the consistency review and resulting displacement analyses. The analysis is based on the planned land use designations shown in the Colusa County General Plan Land Use Map (2012) and the City of Colusa General Plan (2007). Based on these findings, the County and City will be required to make minor changes to their respective general plans, specific plans, and/or implementing ordinances to be fully consistent with the ALUCP or to take action to overrule the ALUC.

As described in Section 13, the County’s commercial land use designation is generally consistent with the proposed compatibility criteria, with one exception. The commercial designation which permits 10 to 20 dwelling units per acre exceeds the proposed ALUCP criteria for Zone C2 of 1 dwelling unit per 5 acres. However, the potential impact associated with this residential inconsistency was determined to be less than significant, as it would not displace future housing to the extent that it would prevent the County from fulfilling its obligation pursuant to the Regional Housing Needs Allocation.

As described in Section 14, adoption and implementation of the proposed ALUCP would create a temporary increase in the staff workloads of affected land use jurisdictions as a result of the state requirement to modify local general plans for consistency with the ALUCP. However, this effect would be temporary. Over the long term, the procedural policies included in the ALUCP are intended to simplify and clarify the ALUC project review process and thus reduce workload for ALUC and local agency planning staff members.

No environmental categories would be affected by this project to the extent of having a “Potentially Significant Impact.” Three environmental impact categories, “Land Use/Land Use Planning”, “Population/Housing” and “Public Services” were identified as having a “Less than Significant Impact.” Appropriate discussions are provided for impact categories that warrant some explanation.

REFERENCES

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

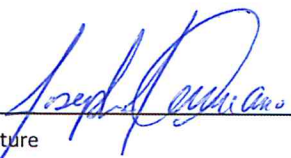
1. County of Colusa. Colusa County General Plan. Adopted July 31, 2012.
http://countyofcolusageneralplan.org/sites/default/files/Colusa_County_General_Plan_adoptedJuly2012.pdf
2. County of Colusa. Housing Element. Adopted July 31, 2012.
<http://www.countyofcolusa.org/index.aspx?NID=644>
3. County of Colusa. Public Review Draft Colusa County Housing Element Update. April 2014.
<http://www.countyofcolusa.org/DocumentCenter/View/3871>
4. U.S. Fish & Wildlife Services. Sacramento, Delevan, Colusa, and Sutter National Wildlife Refuges, Final Comprehensive Conservation Plan and Environmental Assessment, Volume 1. March 2009.
http://www.fws.gov/uploadedFiles/Region_8/NWRS/Zone_1/Sacramento_Complex/Sacramento/Uploaded_Files/Other/Sac%20Del%20Cl%20Sut%20CCP%20-%20Final.pdf
5. Colusa County Resource Conservation District. Colusa Basin Watershed Management Plan. December 2012.
http://www.colusarcd.org/nodes/projects/documents/CBW_MPlan_FINAL.pdf
6. City of Colusa. City of Colusa General Plan. Adopted October 30, 2007.
http://www.cityofcolusa.com/UserFiles/Servers/Server_11025/File/Planning/General%20Plan.pdf
7. City of Colusa. 2009-2014 City of Colusa Housing Element. August 2009.
http://www.cityofcolusa.com/UserFiles/Servers/Server_11025/File/Planning/Colusa%20HE%20FINAL%20VERSION%2008%2004%2009.pdf
8. State of California Department of Transportation (Caltrans) Division of Aeronautics. California Airport Land Use Planning Handbook. October 2011.
<http://www.dot.ca.gov/hq/planning/aeronaut/>

DETERMINATION

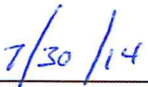
(Completed By Lead Agency: Colusa County Airport Land Use Commission)

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



Date

Joseph Damiano, Director of Airports

Signatory Name

Colusa County Airport Land Use Commission

For

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

CATEGORY	ANALYSIS SUMMARY (See individual pages for details)					
	Pg	Potentially Significant Impact				
		Less than Significant Impact with Project Mitigation				
		Less than Significant Impact				
		No Impact				
		Comments (Also see discussion above starting on page 3, Topic 11)				
1. AESTHETICS	8	☐	☐	☐	☒	
2. AGRICULTURE/FORESTRY RESOURCES	9	☐	☐	☐	☒	
3. AIR QUALITY	10	☐	☐	☐	☒	
4. BIOLOGICAL RESOURCES	11	☐	☐	☐	☒	
5. CULTURAL RESOURCES	12	☐	☐	☐	☒	
6. GEOLOGY/SOILS/SEISMICITY	13	☐	☐	☐	☒	
7. GREENHOUSE GAS EMISSIONS	14	☐	☐	☐	☒	
8. HAZARDS/HAZARDOUS MATERIALS	15	☐	☐	☐	☒	e) Plan limits exposure of people to aircraft accident hazards by restricting risk-sensitive uses in airport vicinity
9. HYDROLOGY/WATER QUALITY	17	☐	☐	☐	☒	
10. LAND USE/LAND USE PLANNING	18	☐	☐	☒	☐	b) Minor modifications needed to local agency land use plans.
11. MINERAL RESOURCES	27	☐	☐	☐	☒	
12. NOISE	28	☐	☐	☐	☒	e) Plan limits exposure of people to noise, but does not regulate aircraft
13. POPULATION/HOUSING	30	☐	☐	☒	☐	b) Future housing will be displaced, but at a less than significant level
14. PUBLIC SERVICES	32	☐	☐	☒	☐	a) No effect on schools; negligible effect on government staff workloads
15. RECREATION	33	☐	☐	☐	☒	
16. TRANSPORTATION/TRAFFIC	34	☐	☐	☐	☒	c) Plan does not regulate air traffic
17. UTILITIES/SERVICE SYSTEMS	35	☐	☐	☐	☒	
18. MANDATORY FINDINGS OF SIGNIFICANCE	36	☐	☐	☐	☒	b) No cumulative impacts

ENVIRONMENTAL CHECKLIST

1. AESTHETICS

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
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 3). The proposed Airport Influence Area has the potential to contain a wide variety of aesthetic resources, 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 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 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?	☐	☐	☐	☒
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 3). The majority of the unincorporated areas within the proposed Airport Influence Area (east, south and west of the airport) include areas designated for agricultural uses. The proposed ALUCP is regulatory; it does not provide for any physical change to the environment that would directly conflict with agricultural or forestry use within the Airport Influence Area or result in their conversion to other uses. The proposed ALUCP favors open space land uses and would not discourage the development of new agricultural and forest resources in the future, provided that such resources do not attract hazardous wildlife or otherwise create obstructions to the navigable airspace. Furthermore the proposed ALUCP has no influence over current farming practices, including choice of crops. Rather, it seeks to avoid or limit the development of future land uses that may attract wildlife that are hazardous to aircraft in flight. The proposed ALUCP could, however, indirectly influence the location and the design of future agricultural facilities (e.g., farmworker housing, industrial processing and storage facilities). See discussion under Section 10.

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) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Discussion

a – e): See Summary of Potential Environmental Effects (No. 11 on page 3). The proposed Airport Influence Area has the potential to contain a wide variety of air quality plans 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 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 3). The proposed Airport Influence Area has the potential to contain a wide variety of biological resources, 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 any impacts to biological resources. The Colusa National Wildlife refuge lies approximately 2 miles west of the airport, just beyond the proposed Airport Influence Area.

f): The Colusa County Airport Influence Area does not fall within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

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) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion

a – d): See Summary of Potential Environmental Effects (No. 11 on page 3). The proposed Airport Influence Area has the potential to contain a wide variety of cultural resources, 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 any impacts to cultural resources.

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.)	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

a – e): See Summary of Potential Environmental Effects (No. 11 on page 3). The proposed Airport Influence Area has the potential to contain a wide variety of geology, soils or seismicity, 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 any impacts to geology, soils or seismicity.

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?	☐	☐	☐	☒
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 3). The proposed Airport Influence Area has the potential to contain a wide variety of greenhouse gas emission plans and policies, 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 any impacts to greenhouse gas emissions.

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?	☐	☐	☐	☒
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 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?	☐	☐	☐	☒
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) 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?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

a – d, f – h): See Summary of Potential Environmental Effects (No. 11 on page 3). The proposed Airport Influence Area has the potential to contain a wide variety of hazards and hazardous materials, 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 any impacts to hazards and hazardous materials.

e): Pursuant to the State Aeronautics Act, the purpose of the ALUCP is to minimize the public's exposure to excessive aviation noise and safety hazards within the airport vicinity. Therefore, adoption and implementation of the proposed ALUCP would have a beneficial impact by reducing the exposure of 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 ALUCP also establishes safety criteria and policies within the compatibility zones that limit concentrations of people and uses that store large quantities of hazardous materials. The purpose of the policies is to minimize the risks and potential consequences associated with an off-airport aircraft accident or emergency landing. The policies consider the risks to both to people and property in the vicinity of the airport and to people on board the aircraft.

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

Mitigation

None required.

9. HYDROLOGY AND WATER QUALITY

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion

a – j): See Summary of Potential Environmental Effects (No. 11 on page 3). The proposed Airport Influence Area has the potential to contain a wide variety of hydrology and water quality standards, 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 any impacts to hydrology and water quality.

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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

a, c): See Summary of Potential Environmental Effects (No. 11 on page 3). The proposed Airport Influence Area has the potential to contain a wide variety of communities, 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 physically dividing an established community. The Colusa County Airport Influence Area does not fall within an adopted Habitat Conservation Plan or Natural Community Conservation Plan.

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

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

With regard to the proposed ALUCP, the County of Colusa and the City of Colusa are the only two general purpose government entities having land use jurisdiction in the proposed Airport Influence Area. As such, once the ALUCP is adopted by the ALUC, these agencies will be required to amend their general plans and/or implementing ordinances to be consistent with the ALUCP or to take action to overrule the ALUC.

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 that may conflict with the ALUCP criteria.

General Plan Policies

Neither the County of Colusa's nor the City of Colusa's adopted general plan policies addressing airport land use compatibility matters directly conflict with the proposed ALUCP policies for the areas within their land use authority at this time (see **Table 1** below). Nevertheless, the County of Colusa and City of Colusa will need to amend or supplement their general plans and/or other implementing ordinances to reflect the new ALUCP for Colusa County Airport following its adoption. At a minimum, the agencies will be required to:

1. Reference the new ALUCP by name and adoption date;
2. Establish the process the local agency will follow when forwarding certain land use actions to the ALUC for review;
3. Define the process the local agency will follow when reviewing proposed land use development within the Airport Influence Area to ensure that the development will be consistent with the policies set forth in the ALUCP; and
4. Incorporate the compatibility criteria, policies, and zones into the general plan or other implementing policy document referenced by the general plan.

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

Table 1: Summary of Established Airport Compatibility Measures
City of Colusa (October 2007 General Plan)
■ The City will review all project proposals within the CLUP Airport Overflight Zone to ensure compliance with the CLUP (Land Use SPA6). ■ The City shall work cooperatively with Colusa County and the ALUC to ensure continued safe and cost-effective airport operations, consistent with the public's needs and FAA regulations (Circulation 8.1). ■ The City shall work with Colusa County and the ALUC to ensure that new development within the Colusa County Airport Safety Zone is compatible with existing airport operations and that any changes or improvements to the airport facility or operations are compatible with land uses within this zone (Circulation 8.2). ■ Safety requires all development projects within the overflight zone to consider all safety policies in CLUP
County of Colusa (July 2012 General Plan)
■ Promote the expansion and improvement of existing airport facilities (Circulation 2-6). ■ Maintain the compatibility of surrounding land uses and development, so as not to impede the existing and planned operation of public airports and other facilities (Land Use 3-30). ■ Require new development projects and long-term planning projects to conform with the County's Airport Safety and Noise land use criteria as identified in the CLUP (Noise 1-8). ■ Protect the County's economic base by preventing incompatible land uses from encroaching upon existing or planned airports and other noise sources (Noise 1-B). ■ Ensure that land uses within the vicinity of airports and airstrips are compatible with airport restrictions and operations (Safety 1-53). ■ Ensure that all development proposals in the vicinity of the Colusa County Airport are consistent with the restrictions and requirements contained in the CLUP (Safety 1-54). ■ The County shall ensure that new development proposals do not result in encroachments into future airport expansion areas and do not result in adverse economic impacts to airport operations (Safety 1-55). ■ Work cooperatively with the ALUC to ensure continued airport operations in a safe and cost-effective manner, consistent with the public's needs and FAA regulations (Safety 1-56).

General Plan Land Uses

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

To identify potential conflicts with the proposed ALUCP, the proposed compatibility zones were overlaid onto the planned land use designations reflected in the City's and County's general plan maps (see **Exhibits 1 and 2**). The compatibility zones which could potentially prohibit or restrict future residential densities (dwelling units per acre) or non-residential usage intensities (people per acre) were compared to the allowable densities and intensities provided in the County's and City's general plan. For example, a conflict would exist when the general plan densities would exceed the ALUCP density criteria (i.e., allow more residential units than would be permitted under the ALUCP). These land use conflicts can result in changes to future land use development patterns by shifting or "displacing" the location of that development to less restrictive areas of the Airport Influence Area or to other parts of the community where there are no ALUCP restrictions.

Displacement involves changes to the patterns of land use development that has not yet occurred. The ALUCP has no effect on existing land uses and no displacement of existing development will occur as a result of adoption of the ALUCP. The task of measuring displacement includes calculating how much new development can be built in the Airport Influence Area in accordance with the provisions of the applicable county or city general plan, then compare that amount with how much development would be allowed under the restrictions of the ALUCP and the difference is the displacement. 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.

Within the City of Colusa, three general plan land use designations potentially conflict with the intensity criteria (people per acre) of the proposed ALUCP. Within the unincorporated areas of Colusa County, two potential conflicts were identified with the County's commercial and industrial land use designations. The results of the consistency analysis are summarized in **Tables 2, 3 and 4** and depicted in **Exhibits 1 and 2**.

Table 2: General Plan Map Compatibility Evaluation			
City of Colusa General Plan Land Use Designations (adopted October 2007)			
General Plan Land Use Designation	Draft ALUCP Zone	Compatibility Evaluation	Compatibility Determination (see Exhibit 1)
Estate Residential (1-3 du/ac)	C3 and D (Northwest)	Existing neighborhood in city sphere of influence	No conflict
Low Density Residential (3-8 du/ac)	C3 and D	C3 (northwest) – Sliver caused by City's general plan map not aligning with the County's parcel basemap C3 (northeast) and D – No ALUCP restriction on residential densities	No conflict
Medium Density Residential	C3 and D (Northeast)	C3 and D – No ALUCP restriction on residential densities	No conflict

Table 2: General Plan Map Compatibility Evaluation			
City of Colusa General Plan Land Use Designations (adopted October 2007)			
General Plan Land Use Designation	Draft ALUCP Zone	Compatibility Evaluation	Compatibility Determination (see Exhibit 1)
(8-12 du/ac)			
High Density Residential (12-20 du/ac)	C3 and D (Northeast)	C3 and D – No ALUCP restriction on residential densities	No conflict
Urban Reserve (UR) (maintain County GP densities/intensities)	C2 (East) C3 and D (West)	Designation encompasses unincorporated lands within the city's sphere of influence. The city's general plan indicates that "until such time that this UR land is pre-zoned and annexed by the City, UR land is intended to develop with land uses at the densities/intensities specified in Colusa County's General Plan and Zoning Ordinance." See below for conflicts with County's commercial designation within Zone C2.	No conflict
Mixed Use, Bridge Street District (8 - 20 du/ac; 0.35 – 1.0 FAR)	C3 and D (northeast)	C3 - Designation would allow retail, office and service uses. The ALUCP would restrict high-intensity retail uses to an FAR of 0.51 for major retail (e.g., big box), 0.78 for local retail (e.g., grocery stores) and 0.28 for restaurants. No ALUCP restriction on residential densities. D – No ALUCP density/intensity restrictions	C3 – Potential conflict
Commercial Professional (0.25 - 0.50 FAR)	C2 and D (northeast)	C2 – ALUCP intensity restrictions would prohibit hotels/motels and limit high-intensity commercial uses such as restaurants and fast-food dining to a 0.22 FAR. D – No ALUCP density/intensity restrictions	C2 – Potential Conflict
Office Professional/Light Industrial (0.25 – 0.75 FAR)	C3 (northeast) D (northwest)	Designation allows office, accessory commercial and light industrial uses. These uses are generally consistent with ALUCP criteria. Portion within C3 lies within the City's sphere of influence.	No conflict
Industrial (0.10 – 0.75 FAR)	B1, B2, C1, C2 and C3	B1 and B2 – ALUCP intensity restrictions would prohibit high-intensity industrial uses. C1 and C2 – Designation generally consistent with ALUCP intensity criteria. C3 - Sliver caused by City's general plan map not aligning with the County's parcel basemap.	B1, B2 – Potential Conflict

Table 2: General Plan Map Compatibility Evaluation			
City of Colusa General Plan Land Use Designations (adopted October 2007)			
General Plan Land Use Designation	Draft ALUCP Zone	Compatibility Evaluation	Compatibility Determination (see Exhibit 1)
Public Facility	C3 (northeast) D	C3 and D – planned land uses (e.g., schools, offices, parks, utilities, hospital) consistent with ALUCP criteria.	No conflict
Parks/Open Space	C3 and D	C3 and D – The ALUCP would restrict very high-intensity recreational uses (e.g., stadiums, fairgrounds) within these zones. The designation encompasses existing neighborhood parks and open space areas along the Sacramento River. These uses are generally consistent with the ALUCP criteria.	No conflict

Table 3: General Plan Map Compatibility Evaluation			
Colusa County General Plan Land Use Designations (adopted July 31, 2012)			
Land Use Designation	Draft ALUCP Zone	Compatibility Evaluations	Compatibility Determination (see Exhibit 2)
Urban Reserve Area (URA)	C3 and D (northwest)	General Plan requires that properties remain zoned for agricultural uses. Changing designation to urban land use designations (e.g., residential, commercial, recreation) would require a future general plan update. Agricultural uses generally consistent with ALUCP criteria provided that new features do not attract birds.	No conflict
Agricultural General (40 ac min)	B1, B2, C1, C2, C3 and D	Designation allows one single-family dwelling per 40 acres plus a second dwelling for a relative, caretaker or employee (e.g., farmworker), which is consistent with the proposed ALUCP criteria. Consistent with state law (Health and Safety Code Section 17021.5), farmworker housing includes a structure which is occupied by up to six agricultural (farm) employees or one agricultural employee and the worker's household. Agricultural uses are generally consistent with ALUCP criteria provided that new features are not introduced (e.g., birds). The proposed ALUCP could, however, indirectly influence the location and the design of future agricultural facilities (e.g., industrial processing and storage facilities, energy production facilities).	Potential conflict
Agricultural Transition (AT)	D (northwest)	Designation identifies land intended to remain in agricultural use for the long-term and are not intended for conversion to urban or rural residential uses. Agricultural uses generally consistent with ALUCP criteria provided that new features do not attract birds.	No conflict
Parks & Recreation (PR) (0.5 ac min)	A, B1 and C1 (north)	Designation encompasses the existing Colusa Golf & Country Club and lands within the Colusa Industrial Properties Annexation Project. The County of Colusa overruled the ALUC's determination of inconsistency for the project in 2007.	No conflict
Public/Semi-Public Services	A, B1 and B2	Designation encompasses the airport property and is consistent with the ALUCP criteria.	No conflict
Commercial (10 – 20 du/ac)	B1, C1 and C2 (northeast)	B1 and C1 – Designation encompasses lands within the Colusa Industrial Properties Annexation Project. The County of Colusa	C1 and C2 - Potential conflict

Table 3: General Plan Map Compatibility Evaluation			
Colusa County General Plan Land Use Designations (adopted July 31, 2012)			
Land Use Designation	Draft ALUCP Zone	Compatibility Evaluations	Compatibility Determination (see Exhibit 2)
		overruled the ALUC's determination of inconsistency for the project in 2007. C1 and C2 – Designation allows the full range of commercial uses (business districts, highway commercial, hotels, offices, restaurants shopping centers, and heavy commercial uses). Residential uses are allowed if connected with the commercial use (traditional single-family subdivisions or apartment complexes not allowed). The ALUCP density/intensity criteria would limit residential densities and high-intensity commercial uses.	
Industrial	All zones	Designation would allow a wide range of industrial activities, ranging from light industrial to heavy manufacturing and processing uses. ALUCP criteria would limit high-intensity industrial uses or uses manufacturing or storing bulk quantities of hazardous materials.	Potential conflict
Rural Residential (1 du/2 ac)	C3 (northeast)	No ALUCP restriction on residential densities.	No conflict
Urban Residential (20 du/ac)	C1, C2, C3 and D	C1, C2 - Designation encompasses lands within the Colusa Industrial Properties Annexation Project. The County of Colusa overruled the ALUC's determination of inconsistency for the project in 2007. C3, D - No ALUCP restriction on residential densities	No conflict

Table 4: Potential Displacement of Future Housing in Unincorporated Colusa County				
Displacement Area / Land Use Designation (See Exhibit 2)	Zone Within Proposed ALUCP	Units Allowed Under Adopted General Plan	Units Allowed Under Proposed ALUCP	Theoretic Displacement (Units)
Area 1 Commercial (10-20 du/ac)	C1 (northeast)	140 – 280 Units (14 acres x 10 – 20 du/acre)	1 (14 acres x 1 du/10 acres)	139 – 279
Area 2 Commercial (10-20 du/ac)	C2 (northeast)	550 – 1100 Units (55 acres x 10 – 20 du/acre)	11 (55 acres x 1 du/5 acres)	539 – 1089
TOTAL		690 – 1380	12	678 – 1368

Conclusions

For the reasons noted below, the inconsistencies noted in **Tables 2, 3 and 4** are considered to be less than significant.

- State law requires an agency to make its General Plan consistent with an ALUCP within 180 days of ALUC adoption or to overrule the ALUC (Government Code Section 65302.3). Following the County's and City's adoption of the ALUCP or overrule, the conflicts would no longer exist.
- For the County of Colusa and the City of Colusa, there are no direct conflicts which would require the agencies to amend their respective general plan maps. However, to address the inconsistencies noted in **Tables 2 and 3**, both agencies would need to adopt a policy indicating prohibition or restriction of high-intensity uses within the noted compatibility zones. While this will require some effort by agency staff, this effect is procedural and considered to be less than significant.
- Although several of the land use designations for the Colusa Industrial Properties Annexation Project would exceed the ALUCP criteria, the County of Colusa overruled the ALUC's determination of inconsistency in 2007 in its approval of the project. In accordance with state law (Public Utilities Code Sections 21675.1(d), 21676 and 21676.5), once an agency has overruled the ALUC's plan in whole or in part, the agency is no longer subject to the provisions of the ALUCP for the portions of the plan that was overruled.
- The County's commercial designation allows 10-20 dwelling units per acre if the residential development is associated with a commercial use. Based on the density restrictions of the ALUCP, between 678 and 1,368 future housing units could be displaced to other portions of the airport influence area or portions of the County (see **Table 4**). This displacement, however, is grossly overstated as it assumes the entire area would be used for residential development, which conflicts with the provisions of the commercial designation. Additionally, the County's adopted and draft Housing Elements indicate that the County's available housing sites provide more capacity than is needed to meet its needs for very low, low, moderate and above moderate income housing. Lastly, the County's draft Housing Element Map does not consider the affected commercial properties (Areas 1 and 2) as a resource for future housing (see **Exhibit 3**).

c): See discussion under Biological Resources (f) for discussion regarding habitat conservation plans.

Mitigation

None required.

11. MINERAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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 3). The proposed Airport Influence Area has the potential to contain a wide variety of mineral resources, 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 any impacts to mineral resources.

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?	☐	☐	☐	☒
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 – d, f): See Summary of Potential Environmental Effects (No. 11 on page 3). 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.

Aircraft-related noise and its impacts on land uses are factors considered in the proposed ALUCP. In accordance with PUC Section 21675(a), the airport noise contours cover the requisite 20-year planning timeframe and represent approximately 42,000 annual aircraft operations. The noise contours reflect future aircraft activity on the existing runway configuration as presented in the 2010 Airport Layout Plan (ALP). The ALP was accepted by the California Division of Aeronautics in March 2014 as the basis of this

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.

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 (e.g., schools) in locations exposed to noise levels in excess of 55 dB CNEL or higher. The proposed ALUCP would not expose people residing or working in the area to excessive noise levels. As such, no impact is anticipated as a result of the adoption and implementation of the proposed ALUCP.

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)?	☐	☐	☒	☐
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) Adoption and implementation of the proposed ALUCP 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 ALUCP 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 Colusa and City of Colusa. In fact, the provisions of the proposed ALUCP limit the location, distribution, and density (dwelling units per acre) of future residential uses and the intensity (people per acre) of future nonresidential uses in the Airport Influence Area to minimize potential noise and safety concerns. However, these limitations can have the potential of displacing future development to locations outside the Airport Influence Area.

This proposed ALUCP 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 (people per acre) of future nonresidential uses in certain portions of the Airport Influence Area. Therefore, the ALUCP 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.

Potential Displacement of Future Housing

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

Impact Analysis

The purpose of this analysis is to determine whether the proposed ALUCP for Colusa County Airport could impact the ability of the County of Colusa to meet its share of the regional housing needs. No planned residential land use designations associated with the City of Colusa are impacted by the proposed ALUCP.

To address potential impacts to the 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 would be precluded from various portions of the Airport Influence Area. The analysis compares the

residential densities (dwelling units per acre) permitted under the County's general plan with the density limits established in the proposed ALUCP. Where the general plan densities exceed the ALUCP density criteria (i.e., allow more residential units than would be permitted under the ALUCP), the number of housing units that could not be accommodated within the Airport Influence Area (i.e., displaced) is quantified. This potential displacement of future housing units results from the ALUCP placing density limits on future development within the Airport Influence Area in order to ensure continued operation and orderly development of the airport and to minimize public exposure to excessive noise and safety hazards. These restrictions, notwithstanding general plan designations and zoning, potentially result in displacing future development to less restrictive areas or areas outside of the Airport Influence Area.

As presented in Section 10, the County's commercial land use designation allows 10-20 dwelling units per acre, if the residential development is operated in conjunction with and incorporated into the overall site design for the commercial use (i.e., traditional single-family subdivisions or apartment complexes are not allowed). This density conflicts with the proposed ALUCP criteria which restricts residential densities to 1 dwelling unit per 5 acres. As indicated in **Table 4** of Section 10, between 678 and 1,368 future housing units could be displaced with the adoption and implementation of the proposed ALUCP. This displacement, however, is grossly overstated as it assumes the entire affected area (some 69 acres) would be used for residential development, which conflicts with the provisions of the County's commercial designation.

Additionally, the County's adopted and draft Housing Elements indicate that the County's available housing sites provide more capacity than is needed to meet its needs for very low, low, moderate and above moderate income housing. Specifically, the County of Colusa's current Housing Element, which was adopted July 31, 2012, indicates that the County has a sufficient inventory of vacant and underutilized land for residential development with a total residential capacity (6,742 units) in excess of its Regional Housing Needs Allocation for affordable units (902 units). Similarly, the County's draft Housing Element (2014-2019), which was prepared in April 2014, indicates that the County's Regional Housing Needs Allocation is 479 new housing units for unincorporated Colusa County for the 2014 to 2019 planning period. The draft Housing Element also indicates that the County has over 3,400 acres of land available for residential development with a capacity of 6,057 future housing units.

Lastly, the County's draft Housing Element Map does not consider the affected commercial properties located northeast of Colusa County Airport (Areas 1 and 2) as a resource for future housing (see **Exhibit 3**). Although the adoption and implementation of the proposed ALUCP could theoretically result in a displacement of up to 1,368 future housing units, this displacement is considered to be less than significant for the reasons noted above.

b,c) As described above, the ALUCP 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 ALUCP only affect future land uses. In accordance with PUC Section 21674(a), the policies of the ALUCP do not apply to existing land uses, whether or not they are consistent with the criteria of the proposed ALUCP. Moreover, the ALUCP 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 ALUCP would not result in the displacement of existing housing units or persons. As such, no new construction of replacement housing would be required.

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?	☐	☐	☐	☒
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 3). The proposed Airport Influence Area has the potential to contain a wide variety of public services, 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 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 ALUCP. As described in Section 10 of this Initial Study, minor changes and/or additions would be needed to bring the County's and City's general plans into consistency with the proposed ALUCP. Over the long-term, procedural policies included in ALUCP will simplify and clarify the ALUC project review process, thereby reducing the workload for ALUC staff, County of Colusa, and City of Colusa planning staffs.

Mitigation

None required.

15. RECREATION

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
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 3). The proposed Airport Influence Area has the potential to contain a wide variety of recreational resources, 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 any impacts to recreation.

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.)?	☐	☐	☐	☒

Discussion

a – b, d – g): See Summary of Potential Environmental Effects (No. 11 on page 3). The proposed Airport Influence Area has the potential to contain a wide variety of transportation systems, 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 any impacts to on-ground transportation and traffic.

c): Neither the ALUC nor the policies set forth in the proposed ALUCP have authority over airport operations. However, in accordance with state law, certain airport development proposals that could have off-airport compatibility implications are subject to ALUC review. Nonetheless, adoption and implementation of the proposed ALUCP will not result in any change to air traffic patterns at Colusa 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) 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 3). The proposed Airport Influence Area has the potential to contain a wide variety of utilities and service systems, 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 any impacts to utilities and service systems.

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?	☐	☐	☐	☒
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, c): See Summary of Potential Environmental Effects (No. 11 on page 3). The proposed Airport Influence Area has the potential to contain a wide variety of environmental resources, 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 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 ALUCP. Although some staff effort will be required to revise the County and City general plans to implement the 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 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. Adoption and implementation of the proposed ALUCP has no potential to create cumulatively significant environmental impacts.

Mitigation

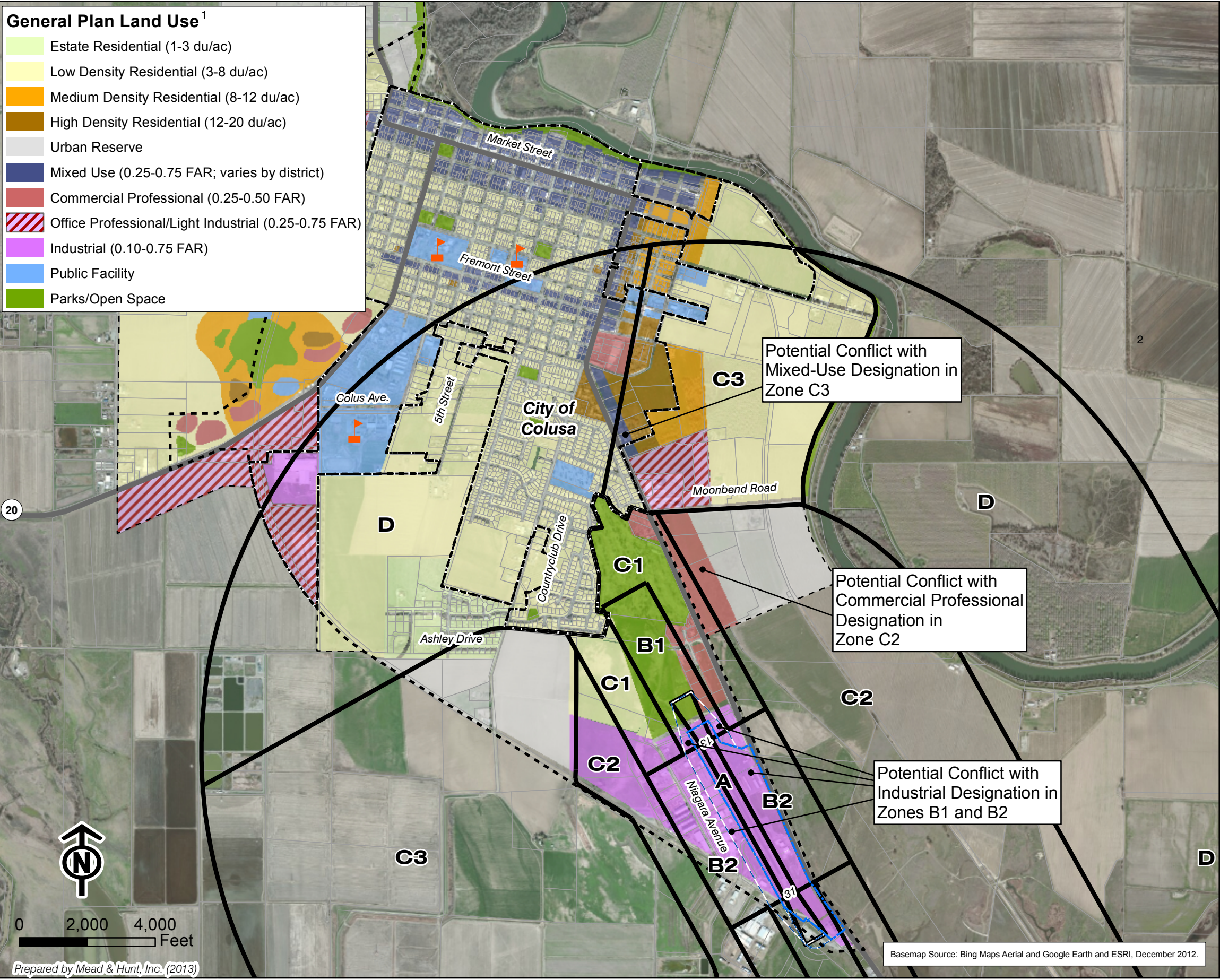
None required.

General Plan Land Use¹

- Estate Residential (1-3 du/ac)
- Low Density Residential (3-8 du/ac)
- Medium Density Residential (8-12 du/ac)
- High Density Residential (12-20 du/ac)
- Urban Reserve
- Mixed Use (0.25-0.75 FAR; varies by district)
- Commercial Professional (0.25-0.50 FAR)
- Office Professional/Light Industrial (0.25-0.75 FAR)
- Industrial (0.10-0.75 FAR)
- Public Facility
- Parks/Open Space

Legend

- City of Colusa Boundary
- City of Colusa Sphere of Influence
- Proposed City of Colusa Sphere of Influence
- Existing Airport Property
- Future Airport Property
- Existing Avigation Easement
- Draft Compatibility Zones
 - A Runway Protection Zone
 - B1 Inner Approach/Departure Zone
 - B2 Sideline Zone
 - C1 Outer Approach/Departure Zone
 - C2 Primary Traffic Pattern Zone
 - C3 Secondary Traffic Pattern Zone
 - D Other Airport Environs
- School



Notes

- Source: City of Colusa General Plan Land Use Diagram (adopted October 30, 2007).
- See Table 2 in Section 10 of Initial Study for description of potential land use conflicts.

DRAFT

For Deliberative Purposes Only

**Colusa County Airport
Land Use Compatibility Plan**
(June 2014 Draft)

Exhibit 1

**City of Colusa
General Plan Land Uses**
Colusa County Airport

General Plan Land Use Designations¹

- URA - Urban Reserve Area
- AG - Agricultural General (40 ac min.)
- AT - Agricultural Transition (10 ac min.)
- PR - Parks & Recreation (0.5 ac min.)
- PS - Public/Semi-Public Services
- C - Commercial (10-20 du/ac)
- DF - Designated Floodway
- I - Industrial
- RC - Resource Conservation
- RR - Rural Residential (1 du/2 ac)
- UR - Urban Residential (20 du/ac)
- MU - Mixed Use (10-20 du/ac)
- State, Federal, or Other Agency Lands

Legend

- County Boundary
- City of Colusa Boundary
- City of Colusa Sphere of Influence
- Proposed City of Colusa Sphere of Influence
- Existing Airport Property
- Existing Avigation Easement
- Future Airport Property
- Runway 13-33 (3,035 ft.)
- Draft Compatibility Zones
 - A Runway Protection Zone
 - B1 Inner Approach/Departure Zone
 - B2 Sideline Zone
 - C1 Outer Approach/Departure Zone
 - C2 Primary Traffic Pattern Zone
 - C3 Secondary Traffic Pattern Zone
 - D Other Airport Environs

Notes

- Source: Colusa County General Plan Land Use Map (map date July 31, 2012).
- See Table 3 in Section 10 of Initial Study for description of potential land use conflicts.
- See Table 4 in Section 10 of Initial Study for description of potential displacement of future housing.

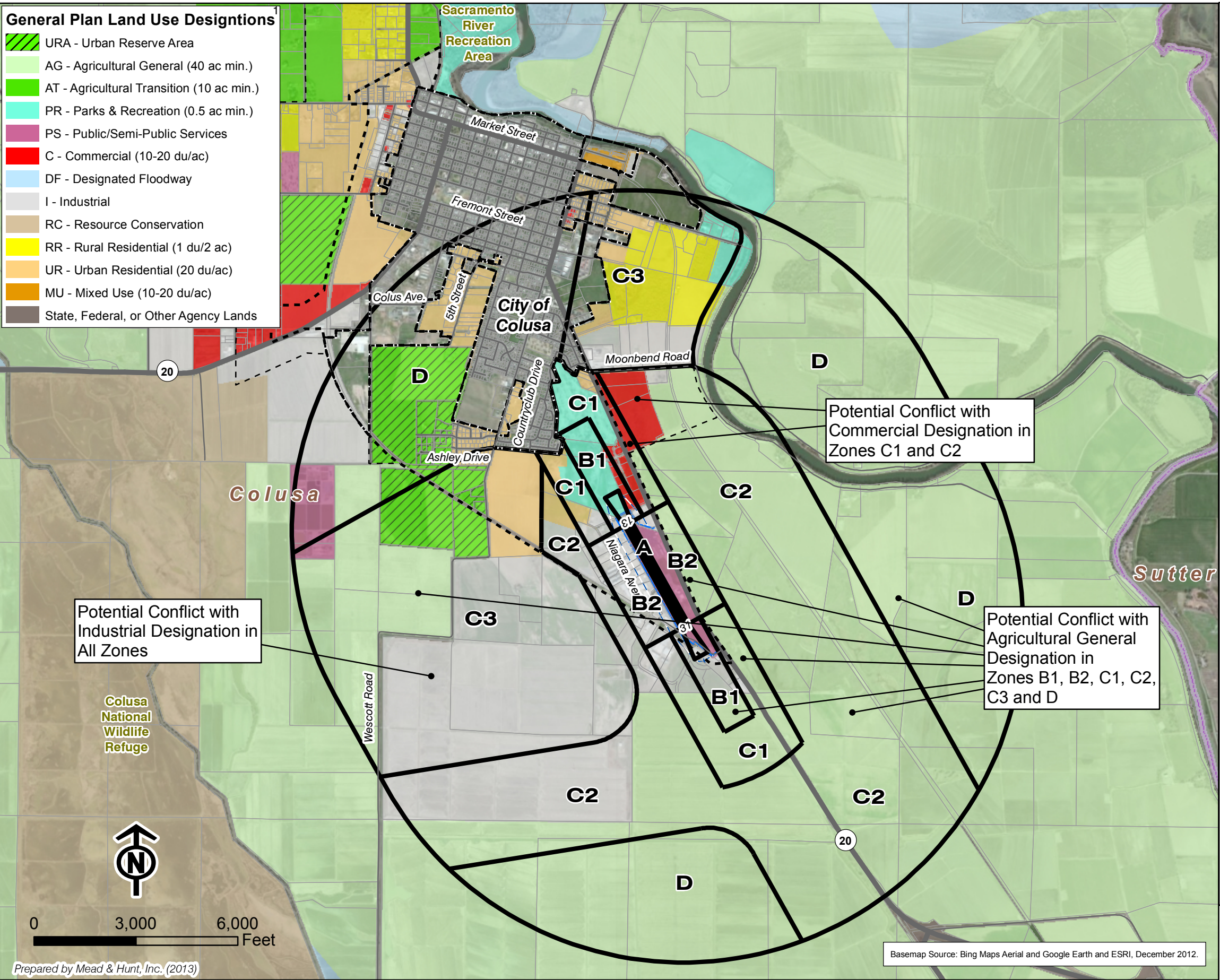
DRAFT

For Deliberative Purposes Only

**Colusa County Airport
Land Use Compatibility Plan
(June 2014 Draft)**

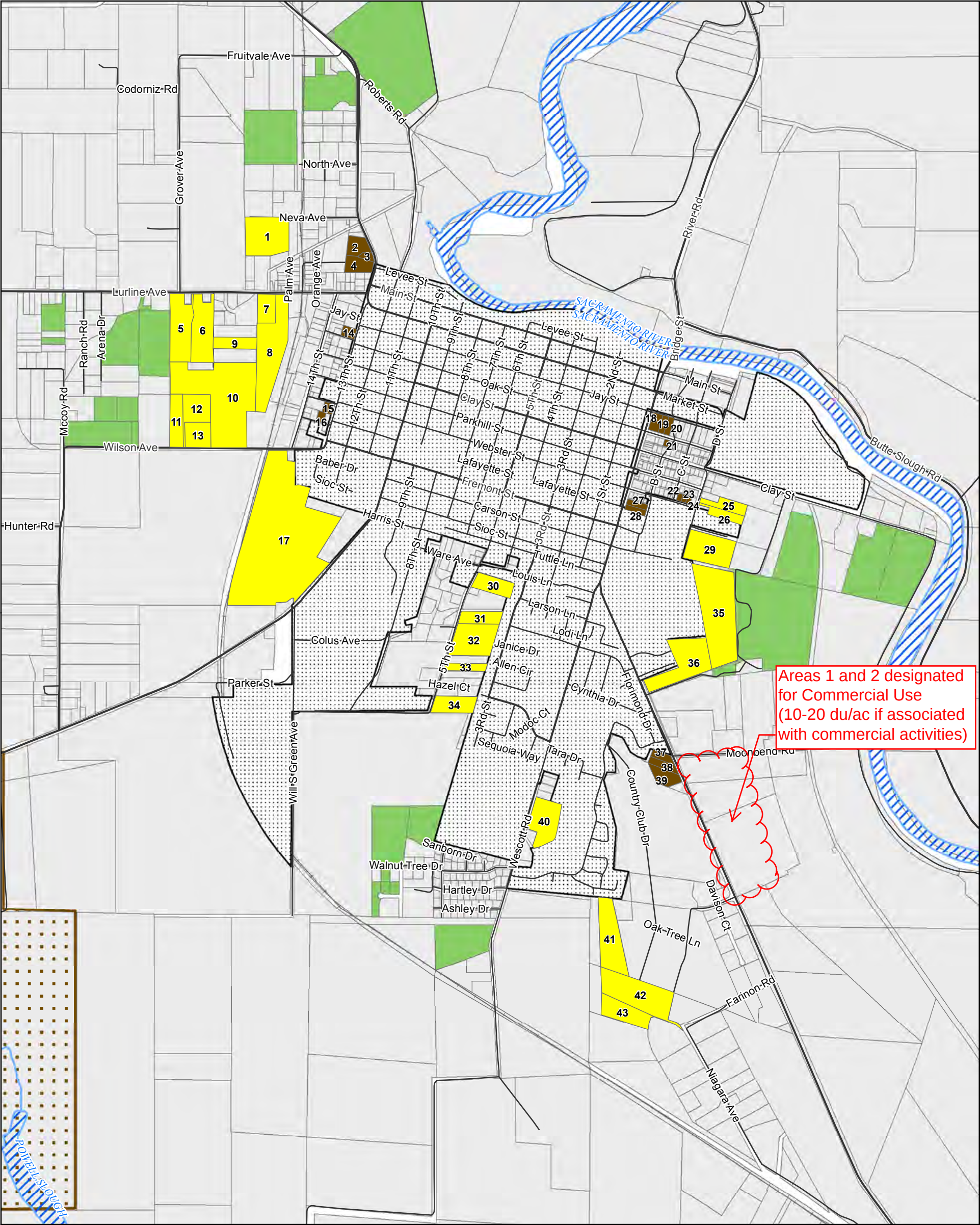
Exhibit 2

**County of Colusa
General Plan Land Uses
Colusa County Airport**



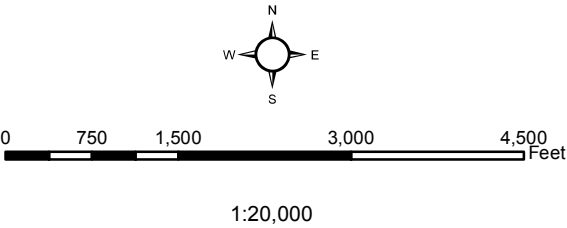
Basemap Source: Bing Maps Aerial and Google Earth and ESRI, December 2012.

Prepared by Mead & Hunt, Inc. (2013)



**Colusa (C)
Housing Element Map
March 25, 2014**

- R-1-6/R-1-8: Residential Single Family
- R1-PD: Residential Single Family Planned Development
- R-2: Residential Two-Family
- R-3: Residential Multi-Family
- R-4: Apartment Professional
- RR - Rural Residential



General plan and parcel boundary data developed by the Geographical Information Center, California State University, Chico, for DeNovo Planning Group and Colusa County, dated January 30, 2010. General plan data updated February 5, 2010, by DeNovo Planning Group. Road data from ESRI StreetMap North America. Map date: March 25, 2014.