City of Lincoln
Community Development Department - Planning Division

Initial Study

Project Title/Application File Nos: FirstNet /AT&T Public Safety Facility - LINCO1/CVL06561/PLN23 - 00036 (Conditional Use Permit) and PLN23-00037 (Specific Development Plan)

Lead Agency Name and Address: City of Lincoln, Community Development Department-Planning Division

Contact Person: Boniface Chifamba, Assistant Planner	**Phone Number:** (916) 434-2464

Owner's Name and Address: Mark & Stacie Callaghan, 2921 Old Oak Tree Way, Rocklin CA 95648

Applicant's Name and Address: Tower Engineering Professionals-Carol Kincheloe, 4710 East Elwood Street, Suite 9, Phoenix AZ 85040

Project Engineer's Name and Address: Tower Engineering Professionals, 4710 East Elwood Street, Suite 9, Phoenix AZ 85040

Project Location: 600 Business Park Drive, Lincoln CA,

Assessor's Parcel Number: 021- 570-088 **Acres:** 1-acre parcel

General Plan Designation: Industrial Planned Development Area

Zoning: Light Industrial District (LI)/ (Lincoln Aircenter General Development Plan Area)

Description of Project: FirstNet/AT&T project proposal requesting for the installation and operation of a wireless facility site consisting of an 85 feet tall monopole tower with associated cabinets within a 2,500 square feet area of construction. The proposed facility would enhance broadband connectivity and promote public safety by upgrading capacity for emergency service and wireless customers. Applications for the project consists of a Conditional Use Permit (CUP) and a Specific Development Plan (SDP) in accordance with the applicable requirements of Title 18 (Zoning) of the Lincoln Municipal Code (LMC) and Lincoln Air Center General Development Plan.

Environmental Setting: Located at 600 Business Park Drive, Lincoln, in the Limited Use Light Industrial (LLI) district within the Air-Center Planned Development Area, the one-acre subject property is approximately 0.6 miles away from the Lincoln Regional Airport. The site rests approximately 121 feet above mean sea level and the topography is relatively flat. The proposed site is surrounded by small scale high-quality industrial operations interspaced with open patches of undeveloped land. Some of the adjacent uses include storage facilities, machining shops, manufacturing, packaging, and fruit processing plants. The tower project is located in the parking lot of an existing machining shop, with fully serviced utilities and a landscaped yard. If the project wasn't unmanned, it would connect to the existing water, sewer, electrical, and telecommunications networks. Pacific Gas and Electric Company (PG&E) would provide electrical and natural gas service and the City would provide potable water and sewer service. Water and sewer would be extended from existing infrastructure.

It is worth noting that the Lincoln Regional Airport is situated in the northwestern limits of the City of Lincoln. The Lincoln Air Center consists of an industrial park on the western half of the property and residential uses in the eastern portion about a mile lateral of the airport runway. The proposed project would be accessed by a single access point (Business Park Drive), which branches off Aviation Boulevard. The project site is bounded by Nicolaus Road to the South; Aviation Boulevard to the West; Foskett Ranch Specific Plan to the east and a slowly emerging new subdivision to the South.

Other Relevant Agencies

1. City of Lincoln Fire Protection Services
2. Engineering
3. Public Works
4. Building Department
5. Environmental Services
6. Placer County Transportation Planning Agency
7. Federal Aviation Administration

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

The United Auburn Indian Community was notified of the proposed project for a possible consultation process and materials related to the wireless tower project were sent to Anna Starkey; the Cultural Regulatory Specialist with the Tribal Historic Preservation Department for review via email. In her response, Starkey stated that there was always the potential of running into buried cultural resources during excavations. However, in this case, the UAIC was unaware of any culturally sensitivity issues in the project area. The impact would be less than significant.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture and Forestry Resources		Air Quality
	Biological Resources				
	Greenhouse Gas Emissions		Cultural Resources		Geology / Soils
	Land Use/Planning		Hazards & Hazardous Materials		Hydrology / Water Quality
	Population/Housing		Mineral Resources		Noise
	Transportation /Traffic		Public Services		Recreation
	Mandatory Findings of Significance		Tribal Cultural Resources		Utilities / Service Systems

DETERMINATION

On the basis of this initial evaluation

- ☒ 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 in 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, nothing further is required.

Signature:	**Date:**
Printed Name: Boniface Chifamba, Assistant Planner	2/1/24
Rommel Pabalinas, Planning Manager	2/1/24

PROJECT DESCRIPTION

Introduction

This Initial Study (IS) has been prepared in line with the California Environmental Quality Act (CEQA) requirement to evaluate the potential environmental impacts resulting from the proposed project. CEQA requires that public agencies document and consider the potential effects of activities that qualify as projects. Briefly put, "a project" is an action that may cause direct or indirect physical changes to the environment. Projects include direct activities perpetrated by the leading agency and those done by the public and private entities. If a project is not exempt from CEQA, the lead agency should conduct an IS. The IS serves as an evidentiary document which provides a preliminary analysis useful in determining whether there will be significant environmental impacts associated with the proposed project. The IS contains information which guides and supports conclusions that the project will not have a significant environmental impact, or that the impacts can be mitigated to a "Less Than Significant" or "No Impact" level. The initial study guides the lead agency to prepare either a negative declaration, mitigated negative declaration, or environmental impact report depending on the level of anticipated impact. The

State CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3) provides guidance for an agency's implementation of CEQA.

Project Description

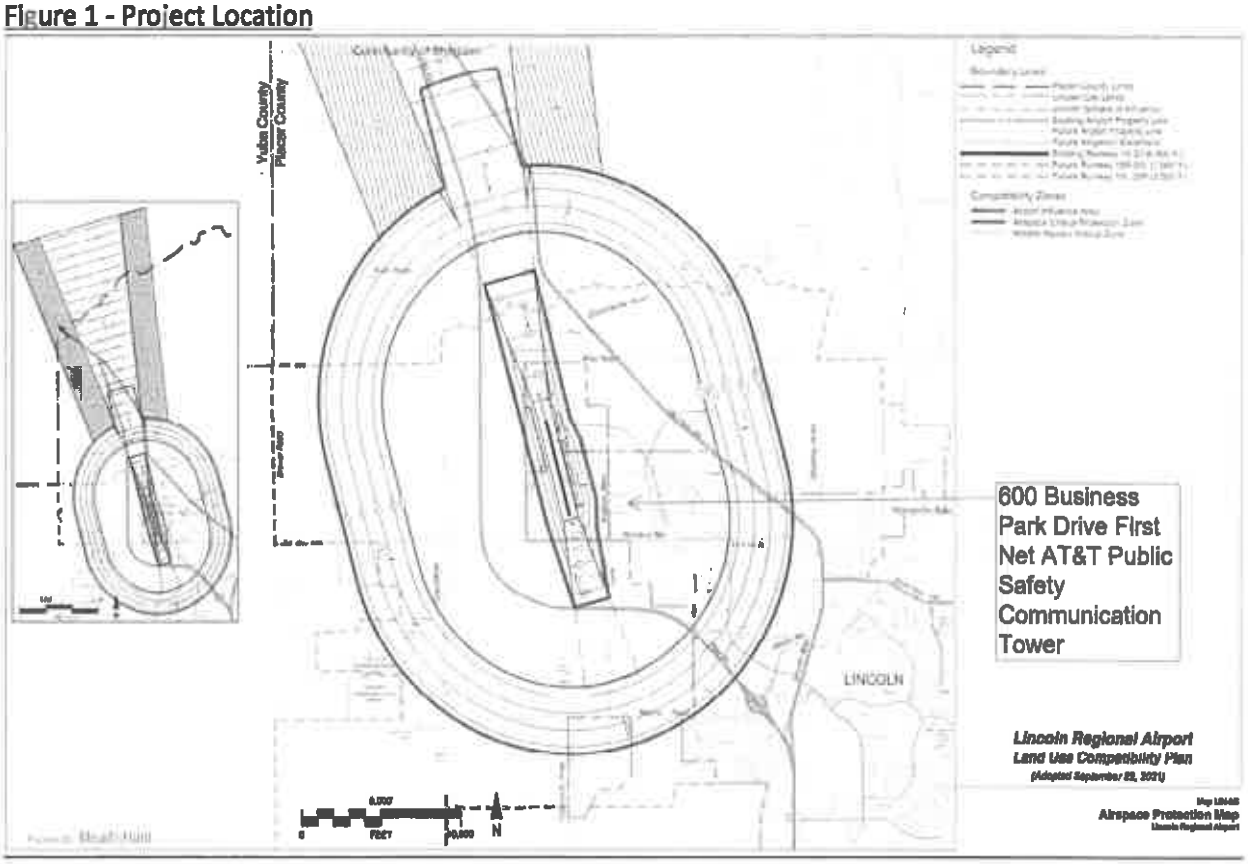
This is a FirstNet/AT&T project proposal requesting for the installation and operation of a wireless facility site consisting of an 85 feet tall monopole tower with associated cabinets within a 2,500 square feet area of construction. The proposed facility would enhance broadband connectivity and promote public safety by upgrading capacity for emergency service and wireless customers. Applications for the project consists of a Conditional Use Permit (CUP) and a Specific Development Plan (SDP) in accordance with the applicable requirements of Title 18 (Zoning) of the Lincoln Municipal Code (LMC) and Lincoln Air Center General Development Plan. These requirements are in accordance with the City of Lincoln Municipal Code (LMC) Chapter 18.56, Class III Wireless Facility – Conditional Use Permits (Exhibit A: Project Narrative).

The project is located at 600 Business Park Drive, Lincoln, in the Limited Use Light Industrial (LLI) district within the Air-Center General Development Plan (GDP) area, approximately 0.6 miles away from the Lincoln Regional Airport. FirstNet/AT&T leases a 2, 500 square feet strip of paved ground in the parking lot of an existing industrial use. The site is surrounded by light industrial uses already in operation. The facility will be unmanned and not for human habitation. The nearest residential neighborhood is 800 feet away to the east. In terms of access, 600 Business Park Drive is bordered by Nicolaus Road to the south, Venture Drive to the north west, Aviation Boulevard to the north. Nicolaus Road is an east-west two-lane arterial roadway that extends from H Street. Aviation Boulevard is a north-south, two-lane road that primarily serves the light industrial activities east of the airport, including the proposed site. South of Nicolaus Road, Aviation Boulevard becomes Nelson Lane, which connects to the SR 65 Bypass.

Scope of Work

On the ground; AT&T proposes to install an 85 feet tall monopole tower; mount a 30-kilowatt diesel powered emergency generator on concrete pad, erect a 23 feet x 98 feet perimeter fence located within a 2, 500 square feet lease area, mark off a 299 square feet area reserved for future wireless carriers seeking colocation with primary host (AT&T), install 200A meter and 600A gutters and PTLC with built in ATS, 17 feet 17 inches x 10 feet 4 inches build platform for secure placement of ground level ancillary equipment, install a 102 inches x 75 inches walk-up cabinet (WUC), ice bridge, ray cap DC50 surge suppressor and 8 batteries. In addition, AT&T will install a 12 feet wide rolling gate for access in and out of the enclosure, and mount 2,600 square feet. PG & E transformer next to the gate. On the tower; mount 15 antennas, 15 radios, 4 DC9 fiber squids, 12 DC power trunks, four (4) fiber trunks, and 3 sector mounts (Exhibit B).

Figure 1 - Project Location



Compatibility of Surrounding Uses with Public Airport

In the Regional Airport Influence zone, particular attention is paid to the compatibility between the uses locating in the district and the Regional Airport (Aircenter GDP-5.2 - Compatibility) The proposed site is in the Lincoln Aircenter General Development Plan area, which is located within the Lincoln Regional Airport Influence Boundary Area. The project's proximity to the airport subjects it to more stringent reviews by local and state agencies. For example, the Airport Land Use Commission (ALUC) protects public health, safety and welfare by ensuring the orderly adoption of land use measures that minimize the public's exposure to excessive noise and other hazards within areas around public airports.

Airport Land Use Plans (ALUCP) restrict the development of residential and other noise-sensitive land uses in areas exposed to more than 60 dbs. The PCALCUCP serves as a tool for the Placer County Transportation Planning Agency (PCTPA) and the city of Lincoln to review airport and adjacent land use development proposals. The PCALUCP establishes land use criteria and zones based on noise safety, airspace protection, and overflight provisions. The PCTPA acts as the Airport Land Use Commission (ALUC) for the Regional Airport. PCPTA incorporates airport compatibility concerns into its transportation and land use planning-permitting processes, in line with Section 21670.1(c). By virtue of its location in the Lincoln Regional Airport Land Use Compatibility Zone (Figure 1), the proposed 85 feet exceeds the Aircenter GDP height restriction of 50ft., for all buildings in the area, heightening its level of scrutiny by PCALUCP, in line with PCALUCP Chapter 3, Airspace Protection Review Policies adopted in September of 2021. The proposed use is non-residential (not meant for human habitation), unmanned, surrounded by

existing industrial uses and located in an area which is not environmentally sensitive (Exhibit C). However, all these attributes do not preclude the wireless tower from stringent ALUC reviews and requirements. ALUC's oversights include reviewing projects mandated by state law; to include General Plan (GP), Specific Plans, Special District Facility Master Plans, zoning amendments, Building code changes and airport Master Plans among others.

As the principal federal aviation authority, FAA will determine the wireless tower's airspace compatibility level in relation to the operations of the Regional Airport (if deemed necessary). FAA is responsible for the environmental review and approval of airport improvement projects under the National Environmental Policy Act (NEPA), which is a separate process from CEQA.

Applications for Specific Development Permit (SDP), Building Permits, or Business Licenses always attract compatibility reviews for consistency with the Placer County Airport Land Use Compatibility Plan (PCALUCP), pursuant to Chapter 9, Policy 4.3.5. Discretionary land use permit applications, such as Design Reviews (DRB) and Conditional Use Permits (CUPs) may be voluntarily submitted for review, and this project proposal is no exception. The proposed wireless project is consistent with the existing land use designation of the Lincoln General Plan, Aircenter GDP, PCPTA, ALUCP overlay zone, existing city zoning ordinance, and the proposed improvements in the Lincoln Regional Airport Master Plan. The CUP application process culminates in either an approval or disapproval by the Planning Commission (PC) in a public hearing.

Surrounding Uses

The immediate areas surrounding the project rest within the city's sphere of influence. However, large tracts of land still remain unincorporated under the jurisdiction of the County. The subject

property adjoins other light industrial uses already in operation, a few undeveloped Greenfields and a residential area approximately one and half miles away. A few mature oak trees are dotted around in old neighboring properties, but no substantial vegetation of scenic value is located on the project site. To the south east, new housing development is emerging and slowly engulfing the remaining open rangelands. Areas around the airport are predominantly agricultural open pasture lands, with rural residential settlements scattered across the plains. The Aircenter claims the adjoining square mile to the northwestern side of the airport before extending eastwards to encompass the industrial park within which the site is located.

Project Characteristics

Transportation/Circulation/Parking
In terms of access, 600 Business Park Drive is bordered to the south by Aviation Blvd; a major arterial road passing through the airport to highway 65 bypass, Venture Drive to the west and Nicolaus Road to the north. Transit services in the City are provided by Placer County Transit. No bus routes serve the proposed site area. There are no designated bikeways in the vicinity of the site.

Utilities and Infrastructure
There are no site-specific utility infrastructure development plans on the horizon. The site is simply being considered for the deployment of a wireless facility, which will use existing associated streets, underground utilities and current landscaping.
Construction Considerations
No new development or construction proposed. Proximity to the airport precludes most noise-sensitive uses, including residential.

Project Schedule and Approvals

When complete, for 30 days the Initial Study will circulate for comments and reviews. Written comments will be collated and submitted to the planner cited in the Summary section, above. Once the designated review period lapses, the Initial Study will be considered for approval in a public hearing and certified if consistent with CEQA requirements. The Lead Agency will also determine whether to approve the project or not.

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. If the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than

significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is a fair argument that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of Mitigation Measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the Mitigation Measures, and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.

   b. Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. Mitigation Measures. For effects that are "Less Than Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. the mitigation measure identified, if any, to reduce the impact to less than significant

ENVIRONMENTAL IMPACTS

I. **AESTHETICS.** *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character quality of the site and its surroundings?			X	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Regulatory Setting

Federal Laws, Regulations, and Policies

No federal regulations are applicable to aesthetics in relation to the proposed project.

State Laws, Regulations, and Policies

In 1963, the California State Legislature established the California Scenic Highway Program, a provision of the Streets and Highways Code, to preserve and enhance the natural beauty of California (Caltrans, 2015). The state highway system includes designated scenic highways and those that are eligible for designation as scenic highways.

There are no officially designated state scenic corridors in the vicinity of the project site.

Local Laws, Regulations, and Policies

Consistent with Appendix G of the CEQA Guidelines and the County's Initial Study Checklist, the proposed project is determined to have no impact with regard to the following issue areas: 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; and

The project site is located within the Lincoln Regional Airport zone, which has been developed with several buildings and structures related to airport operations. The project site contains no scenic resources of notable value. The proposed use seeks to install an 85ft. wireless tower.

Visual resources are classified as 1) scenic resources or 2) scenic views. Scenic resources include specific features of a viewing area (or viewshed) such as trees, rock outcroppings, and

historic buildings. They are specific features that act as the focal point of a viewshed and are usually foreground elements. Scenic views are elements of the broader viewshed such as mountain ranges, valleys, and ridgelines. They are usually middle ground or background elements of a viewshed that can be seen from a range of viewpoints, often along a roadway or other corridor.

The project site is close to the Lincoln Regional Airport, which has been developed with several buildings and structures related to airport operations. The project site contains no scenic resources of notable value. The project, which involves the installation of a wireless tower, would be consistent with the existing landscape. In general, the tower would have minimal impact on the visual character of the area.

Discussion: A substantial adverse effect to Visual Resources would result in the introduction of physical features that are not characteristic of the surrounding development, substantially change the natural landscape, or obstruct an identified public scenic vista.

a. **Scenic Vista or Resource:** The project site is located in an urban area surrounded by light industrial uses. Scenic vistas have been defined as vantage points with a broad and expansive view of a significant landscape feature, such as a mountain range or coastline. The built environment and the Regional Airport severely limit distant views of agriculture and open space areas to the north, surrounding the site are different industrial uses and open fields. (City of Lincoln 2008a). The visual impact is not significant enough to outweigh the fact that the tower is necessary to provide services not possible with co-location on an existing tower or structure in the service area. The Impact of the tower project on Scenic Vista Resources will be less than significant.

b. **Scenic Resources:** According to the Caltrans official list of Designated Scenic Highways under the California Scenic Highway Program, there are no officially designated state scenic highways within Placer County, although there are several highways eligible for such designation, including State Highway 49, State Highway 89, State Highway 28, and a portion of Interstate Highway 80 (Caltrans 2019). The project site is not on or near any road eligible for State Scenic Highway designation. The Lincoln General Plan has not designated any local scenic roadways (City of Lincoln 2008b). The project would have no impact on scenic resources

c. **Visual Character:** Although projecting 35 feet above the roofline of adjacent buildings, the wireless tower is less distinct due to its non-reflective finish which melds imperceptibly into the blue skyline. As one moves away and the tower recedes into the distance, it becomes less visible especially during the day when its light is outshone by the sun. Therefore, the project would not affect the visual character of the surrounding area. Impacts would be minimal (Exhibits D & E). Therefore, the impact is less than significant.

d. **Light and Glare:** The proposed 85 feet tower comes with a 5 feet lighting rod which produces minimal light and glare. All future development would be required to comply with city's lighting ordinance requirements, including the shielding of lights where possible to avoid potential glare (LMC: 18.31.100). The project will not have a significant visual impact - less than significant.

FINDING. Although the project towers above the roofline, its color blends well with the background blue sky making it less visible from a distance, especially during the day when there is less glare.

This was amply demonstrated by the photos taken by Tower Engineering Professionals from different elevations. Therefore, the visual impact of tower will be less than significant.

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

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

Regulatory Setting

Federal Laws, Regulations, and Policies

No federal regulations are applicable to agricultural and forestry resources in relation to the proposed project.

State Laws, Regulations, and Policies

Farmland Mapping and Monitoring Program

The Farmland Mapping and Monitoring Program (FMMP), administered by the California Department of Conservation (CDC), produces maps and statistical data for use in analyzing impacts on California's agricultural resources (CDC 2008). FMMP rates and classifies agricultural

land according to soil quality, irrigation status, and other criteria. Important Farmland categories are as follows (CDC 2013a):

Prime Farmland: Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. These lands have the soil quality, growing season, and moisture supply needed to produce sustained high yields. Prime Farmland must have been used for irrigated agricultural production at some time during the 4 years before the FMMP's mapping date.

Farmland of Statewide Importance: Farmland similar to Prime Farmland, but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Farmland of Statewide Importance must have been used for irrigated agricultural production at some time during the 4 years before the FMMP's mapping date.

Unique Farmland: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. These lands are usually irrigated but might include non-irrigated orchards or vineyards, as found in some climatic zones. Unique Farmland must have been cropped at some time during the 4 years before the FMMP's mapping date.

Farmland of Local Importance: Land of importance to the local agricultural economy as determined by the city.

California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965 (commonly referred to as the Williamson Act) allows local governments to enter into contracts with private landowners for the purpose of preventing conversion of agricultural land to non-agricultural uses (CDC 2013b). In exchange for restricting their property to agricultural or related open space use, landowners who enroll in Williamson Act contracts receive property tax assessments that are substantially lower than the market rate. The project site is currently zoned by the City as Industrial Planned Development zone. It is not zoned for agricultural use. The Williamson Act preserves agricultural land by means of a contract between the landowner and local government that keeps the contracted land in agricultural use in exchange for a lower property tax assessment. The project would have no impact on agricultural zoning or Williamson Act contracts

Z'berg-Nejedly Forest Practice Act

Logging on private and corporate land in California is regulated by the 1973 Z'berg-Nejedly Forest Practice Act. This Act established the Forest Practice Rules (FPRs) and a politically-appointed Board of Forestry to oversee their implementation. The California Department of Forestry (CALFIRE) works under the direction of the Board of Forestry and is the lead government agency responsible for approving logging plans and for enforcing the FPRs.

Discussion: A substantial adverse effect to Agricultural Resources would occur if:

- There is a conversion of choice agricultural land to nonagricultural use, or impairment of the agricultural productivity of agricultural land;
- The amount of agricultural land in the city is substantially reduced; or
- Agricultural uses are subjected to impacts from adjacent incompatible land uses.

a. **Farmland Mapping and Monitoring Program:** The site is not zoned for agricultural use or located within an Agricultural District. The site is not designated as farm land of local importance. There would be no impact.

b. **Agricultural Uses:** The property is not located within a Williamson Act Contract, nor is it adjacent to lands under a contract. There would be no impact.

c-d. **Loss of Forest land or Conversion of Forest land:** The site is not designated as Timberland Preserve Zone (TPZ), or other forestland according to the General Plan and Zoning Ordinance. No trees are proposed for removal as part of the project. There would be no impact.

e. **Conversion of Prime Farmland or Forest Land:** The project is not within an agricultural district or located on forest land and would not convert farmland or forest land to non-agriculture use. There would be no impact.

FINDING: For this Agriculture category, the thresholds of significance have not been exceeded and no impacts would be anticipated to result from the project.

III. AIR QUALITY. *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?				X
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
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)?				X
d. Expose sensitive receptors to substantial pollutant concentrations?				X
e. Create objectionable odors affecting a substantial number of people?				X

Regulatory Setting

Federal Laws, Regulations, and Policies

The Clean Air Act is implemented by the U.S. Environmental Protection Agency (USEPA) and sets ambient air limits, the National Ambient Air Quality Standards (NAAQS), for six criteria pollutants: particulate matter of aerodynamic radius of 10 micrometers or less (PM10), particulate matter of aerodynamic radius of 2.5 micrometers or less (PM2.5), carbon monoxide (CO), nitrogen

dioxide (NO2), ground-level ozone, and lead. Of these criteria pollutants, particulate matter and ground-level ozone pose the greatest threats to human health.

State Laws, Regulations, and Policies
The California Air Resources Board (CARB) sets standards for criteria pollutants in California that are more stringent than the NAAQS and include the following additional contaminants: visibility-reducing particles, hydrogen sulfide, sulfates, and vinyl chloride. The proposed project is located within the Mountain Counties Air Basin, which is comprised of seven air districts: the Northern Sierra Air Quality Management District (AQMD), Placer County Air Pollution Control District (APCD), Amador County APCD, Calaveras County APCD, the Tuolumne County APCD, the Mariposa County APCD, and a portion of the El Dorado County AQMD, which consists of the western portion.

USEPA and CARB regulate various stationary sources, area sources, and mobile sources. USEPA has regulations involving performance standards for specific sources that may release toxic air contaminants (TACs), known as hazardous air pollutants (HAPs) at the federal level. In addition, USEPA has regulations involving emission criteria for off-road sources such as emergency generators, construction equipment, and vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB also establishes passenger vehicle fuel specifications.

Air quality in the project area is regulated by the Placer County Air Pollution Control District. The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The proposed project is located within the Sacramento Valley Air Basin (Basin). This Basin comprises all of Shasta, Tehama, Glenn, Butte, Colusa, Sutter, Yuba, Placer, Yolo-Solano, Solano, and Sacramento counties. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

The Environmental Protection Agency and State also designate regions as "attainment" (within standards) or "non-attainment" (exceeds standards) based on the ambient air quality. Placer County has been designated nonattainment for the State one-hour ozone, State and federal eight-hour ozone and State PM10 standard. The County is designated attainment or unclassified for all other AAQS. Due to the nonattainment designations, the PCAPCD, along with the other air districts in the SVAB region, is required to 9 Department of Conservation, California Geological Survey. California Air Resources Board 2013). County thresholds are included in the chart below.

WESTERN PLACER COUNTY ATTAINMENT STATUS

	Designation/Classification	
Criteria Pollutant	Federal Primary Standards	State Standards
Ozone (eight-hour)	Nonattainment/Severe	Nonattainment
PM_{10}	Unclassified	Nonattainment
$PM_{2.5}$	Nonattainment	Attainment
Carbon Monoxide (CO)	Unclassified/Attainment	Attainment
Nitrogen Dioxide (NO_2)	Unclassified/Attainment	Attainment
Sulfur Dioxide (SO_2)	Unclassified/Attainment	Attainment
Lead	Unclassified/Attainment	Attainment
Sulfates	No Federal Standard	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Visibility Reducing Particles	No Federal Standard	Unclassified

Source: ARB 2022

In addition to the criteria pollutants, the California Air Resources Board has identified other air pollutants as toxic air contaminants (TACs) - pollutants that are carcinogenic (i.e., cause cancer) or that may cause other adverse short-term or long-term health effects. Diesel particulate matter, considered a carcinogen, is the most common TAC, as it is a product of combustion in diesel engines. It is present at some concentration in all developed areas of the state. Other TACs are less common and are typically associated with industrial operations. The Placer County Air Pollution Control District (PCAPCD) is the regulatory agency responsible for developing air quality plans, monitoring air quality, and reporting air quality data for the Lincoln area. PCAPCD is also responsible for adopting and enforcing rules and regulations to achieve and maintain federal and state ambient air quality standards. The following PCAPCD rules do not apply to this project: Rule 202 - Visible Emissions: A person shall not discharge into the atmosphere from any single source of emissions whatsoever any air contaminant for a period or periods aggregating more than three (3) in any one (1) hour which is:

1. As dark or darker in shade as that designated as No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines, or
2. Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in Subsection (A) above.

Rule 217 - Cutback and Emulsified Asphalt Paving Materials: A person shall not discharge to the atmosphere volatile organic compounds caused by the use or manufacture of cutback or emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of this Rule.

Rule 228 - Fugitive Dust: To reduce the amount of particulate matter entrained in the ambient air, or discharged into the ambient air, as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. These include dust mitigation measures to be initiated at the start and maintained throughout the duration of construction or grading activity.

The project will have no impact on the volume of traffic. Therefore, the project would not generate any operational emissions that would contribute substantially to cumulative air quality issues in the Air Basin. The cumulative impacts of the project would be less than significant.

Discussion: Placer County Air Pollution Control District (PCAPCD) has developed a Guide to Air Quality Assessment to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. It is unique among California's 35 air districts as the only district that includes portions of three different air basins (i.e., Sacramento Valley, Mountain and the Lake Tahoe Air Basins). A substantial adverse effect on air quality would occur if:

- Emissions of ROG and No_x will result in construction or operation emissions greater than 82lbs/day (Table 3.2);
- Emissions of PM_{10}, CO, SO_2 and No_x, as a result of construction or operation emissions, will result in ambient pollutant concentrations in excess of the applicable National or State Ambient Air Quality Standard (AAQS). Special standards for ozone, CO, and visibility apply in the Lake Tahoe Air Basin portion of the County; or
- Emissions of toxic air contaminants cause cancer risk greater than 1 in 1 million (10 in 1 million if best available control technology for toxics is used) or a non-cancer Hazard Index greater than 1. In addition, the project must demonstrate compliance with all applicable District, State and U.S. EPA regulations governing toxic and hazardous emissions.

a. **Air Quality Plan:** In coordination with surrounding air districts, the District develops and adopts an Air Quality Management Plan, which serves as the blueprint to bring the area into compliance with federal and state clean air standards. Cost-effective rules are developed by staff and adopted by the District's Board to reduce emissions, using a combination of rule-making and incentive programs. Permits are issued to many businesses to ensure compliance with air quality rules. District staff conduct periodic inspections to ensure compliance with these requirements and also respond to citizen complaints. The test of whether these efforts are working is the quality of the air we breathe. The District continuously monitors air quality at five locations across the county. This also allows the District to notify the public whenever air quality is unhealthful (Placer County 2023-2028 Air Quality Strategic Plan). As the significance thresholds were established in part to ensure consistency with the objectives of the air quality plans applicable to western Placer County, project construction emissions would be consistent with these plans. Implementation of applicable PCAPCD rules would further reduce project emission. Therefore, impacts are considered less than significant.

b-c. **Air Quality Standards and Cumulative Impacts:** Project construction emissions would not exceed the PCAPCD significance thresholds. Construction emissions will be temporary and will cease once the work is completed. As the significance thresholds were established in part to ensure consistency with the objectives of the air quality plans applicable to western Placer County, project construction emissions would be consistent with these plans. With full review for consistency with General Plan Policies, impacts are anticipated to be less than significant.

d. **Sensitive Receptors:** Exposure of Sensitive Receptors. A "sensitive receptor" to air pollutant emissions is defined by the Lincoln General Plan Background Report as the following land uses: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities (City of Lincoln 2008a). The nearest such land uses to the project site are rural residences along Airport Road to the west. The nearest rural residence is more than one and a half (1.5) miles away, or more than one-quarter mile. The project would have no impact related to exposure of sensitive receptors to emissions.

e. **Objectionable Odors:** The project is not expected to generate significant odors. The nearest sensitive receptors are rural residences along Airport Road and the nearest residential neighborhood is 800 feet away. None of these is expected to be exposed to any emissions, or odors. Project impacts related to odors and other emissions are considered less than significant.

FINDING: The proposed project would not affect the implementation of regional air quality regulations or management plans. The proposed project would not be anticipated to cause substantial adverse effects to air quality, nor exceed established significance thresholds for air quality impacts.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	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 Wildlife or U.S. Fish and Wildlife Service?				X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
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?				X
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?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

Regulatory Setting

Federal Laws, Regulations and Policies

Endangered Species Act

The Endangered Species Act (ESA) (16 U.S. Code [USC] Section 1531 *et seq.*; 50 Code of Federal Regulations [CFR] Parts 17 and 222) provides for conservation of species that are endangered or threatened throughout all or a substantial portion of their range, as well as protection of the habitats on which they depend. The U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) share responsibility for implementing the ESA. In general, USFWS manages terrestrial and freshwater species, whereas NMFS manages marine and anadromous species.

Section 9 of the ESA and its implementing regulations prohibit the "take" of any fish or wildlife species listed under the ESA as endangered or threatened, unless otherwise authorized by federal regulations. The ESA defines the term "take" to mean "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct" (16 USC Section 1532). Section 7 of the ESA (16 USC Section 1531 *et seq.*) outlines the procedures for federal interagency cooperation to conserve federally listed species and designated critical habitats. Section 10(a)(1)(B) of the ESA provides a process by which nonfederal entities may obtain an incidental take permit from USFWS or NMFS for otherwise lawful activities that incidentally may result in "take" of endangered or threatened species, subject to specific conditions. A habitat conservation plan (HCP) must accompany an application for an incidental take permit.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 USC, Chapter 7, Subchapter II) protects migratory birds. Most actions that result in take, or the permanent or temporary possession of, a migratory bird constitute violations of the MBTA. The MBTA also prohibits destruction of occupied nests. USFWS is responsible for overseeing compliance with the MBTA.

Bald and Golden Eagle Protection Act

The federal Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c), first enacted in 1940, prohibits "taking" bald eagles, including their parts, nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." The definition for "Disturb" includes injury to an eagle, a decrease in its productivity, or nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior. In addition to immediate impacts, this definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present.

Clean Water Act

Clean Water Act (CWA) section 404 regulates the discharge of dredged and fill materials into waters of the U.S., which include all navigable waters, their tributaries, and some isolated waters, as well as some wetlands adjacent to the aforementioned waters (33 CFR Section 328.3). Areas typically not considered to be jurisdictional waters include non-tidal drainage and irrigation ditches excavated on dry land, artificially irrigated areas, artificial lakes or ponds used for irrigation or stock watering, small artificial waterbodies such as swimming pools, vernal pools, and water-filled depressions (33 CFR Part 328). Areas meeting the regulatory definition of waters of the U.S. are subject to the jurisdiction of U.S. Army Corps of Engineers (USACE) under the provisions of CWA Section 404. Construction activities involving placement of fill into jurisdictional waters of the U.S.

are regulated by USACE through permit requirements. No USACE permit is effective in the absence of state water quality certification pursuant to Section 401 of CWA.

Section 401 of the CWA requires an evaluation of water quality when a proposed activity requiring a federal license or permit could result in a discharge to waters of the U.S. In California, the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs) issue water quality certifications. Each RWQCB is responsible for implementing Section 401 in compliance with the CWA and its water quality control plan (also known as a Basin Plan). Applicants for a federal license or permit to conduct activities that may result in the discharge to waters of the U.S. (including wetlands or vernal pools) must also obtain a Section 401 water quality certification to ensure that any such discharge will comply with the applicable provisions of the CWA.

State Laws, Regulations, and Policies

California Fish and Game Code

The California Fish and Game Code includes various statutes that protect biological resources, including the Native Plant Protection Act of 1977 (NPPA) and the California Endangered Species Act (CESA). The NPPA (California Fish and Game Code Section 1900-1913) authorizes the Fish and Game Commission to designate plants as endangered or rare and prohibits take of any such plants, except as authorized in limited circumstances.

CESA (California Fish and Game Code Section 2050–2098) prohibits state agencies from approving a project that would jeopardize the continued existence of a species listed under CESA as endangered or threatened. Section 2080 of the California Fish and Game Code prohibits the take of any species that is state listed as endangered or threatened, or designated as a candidate for such listing. California Department of Fish and Wildlife (CDFW) may issue an incidental take permit authorizing the take of listed and candidate species if that take is incidental to an otherwise lawful activity, subject to specified conditions.

California Fish and Game Code Section 3503, 3513, and 3800 protect native and migratory birds, including their active or inactive nests and eggs, from all forms of take. In addition, Section 3511, 4700, 5050, and 5515 identify species that are fully protected from all forms of take. Section 3511 lists fully protected birds, Section 5515 lists fully protected fish, Section 4700 lists fully protected mammals, and Section 5050 lists fully protected amphibians.

Streambed Alteration Agreement

Sections 1601 to 1606 of the California Fish and Game Code require that a Streambed Alteration Application be submitted to CDFW for any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake. As a general rule, this requirement applies to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources.

California Native Plant Protection Act

The California Native Plant Protection Act (California Fish and Game Code Section 1900–1913) prohibits the taking, possessing, or sale of any plants with a state designation of rare, threatened, or endangered (as defined by CDFW). The California Native Plant Society (CNPS) maintains a list of plant species native to California that has low population numbers, limited distribution, or

are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Plants of California (CNPS 2001). Potential impacts to populations of CNPS-listed plants receive consideration under CEQA review.

Forest Practice Act

Logging on private and corporate land in California is regulated by the Z'berg-Nejedly Forest Practices Act (FPA), which took effect January 1, 1974. The act established the Forest Practice Rules (FPRs) and a politically-appointed Board of Forestry to oversee their implementation. CALFIRE works under the direction of the Board of Forestry and is the lead government agency responsible for approving logging plans and for enforcing the FPRs. A Timber Harvest Plan (THP) must be prepared by a Registered Professional Forester (RPF) for timber harvest on virtually all non-federal land. The FPA also established the requirement that all non-federal forests cut in the State be regenerated with at least three hundred stems per acre on high site lands, and one hundred fifty trees per acre on low site lands.

Local Laws, Regulations, and Policies
City of Lincoln General Plan (GP) also includes policies that contain specific, enforceable requirements and/or restrictions and corresponding performance standards that address potential impacts on special-status plant species or create opportunities for habitat improvement. The GP designates and preserves important biological habitats and migratory corridors. Lands located within the overlay district are subject to the following provisions, given that they do not interfere with agricultural practices:

The Placer County Conservation Program (PCCP) protects, enhances and restores certain special-status species and natural communities in western Placer County while streamlining state and federal permitting for covered development activities. The PCCP was prepared by the local agencies that have since become permittees -- Placer County, the City of Lincoln, the Placer County Water Agency and the South Placer Regional Transportation Authority -- in cooperation with state and federal regulatory agencies. The Placer Conservation Authority (PCA), a joint exercise of powers agency (JPA), oversees PCCP implementation and meets quarterly.

Discussion: A substantial adverse effect on Biological Resources would occur if the implementation of the project would:

- Substantially reduce or diminish habitat for native fish, wildlife or plants;
- Cause a fish or wildlife population to drop below self-sustaining levels;
- Threaten to eliminate a native plant or animal community;
- Reduce the number or restrict the range of a rare or endangered plant or animal;
- Substantially affect a rare or endangered species of animal or plant or the habitat of the species; or
- Interfere substantially with the movement of any resident or migratory fish or wildlife species.

a. **Special Status Species:** Review of the County Geographic Information System (GIS) soil data demonstrates the project site lies in soils underlain by Placer Diggings, Auburn silt loam, and Auburn very rocky silt loam. Placer Diggings consists of areas of stony, cobbly, and gravelly material, commonly in beds of creeks and other streams and does not contain Serpentine Rocks or Gabbro Soils. No grading is associated with site preparation and installation of the wireless tower on the paved surface. The project is not located within a sensitive natural community of the county, state or federal agency, including but not limited to

an Ecological Preserve or U.S. Fish and Wildlife Service (USFWS) recovery. There would be no impact.

b. **Riparian Habitat and Wetlands:** No riparian habitats are on the project site, as there are no surface streams. No sensitive habitats have been identified on the project site. The proposed project is a covered activity of the Placer County Conservation Program (PCCP), which applies to western Placer County and specific areas. The PCCP includes a joint federal Habitat Conservation Plan and state Natural Communities Conservation Plan, which provide regulatory coverage for species listed under the federal Endangered Species Act and the California Endangered Species Act, respectively. The project would have no impact on riparian and other sensitive habitats. There would be no impact.

c. **Migration Corridors:** The project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with any established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. No sensitive habitats have been identified on the project site due to lack of vegetation cover. Therefore, project would have no impact on riparian and other sensitive habitats. There would be no impact.

e. **Local Policies:** The Open Space and Conservation Element of the Lincoln General Plan contains several policies that encourage the protection of biological resources such as oak trees, wetlands, and sensitive vegetation and wildlife habitat. However, the City has not enacted any ordinances that protect biological resources. Protection measures are implemented by federal and State regulations and the PCCP. The project would have no impact on local biological requirements. There would be no impact.

f. **Adopted Plans**: No impacts to protected species, habitat, wetlands, or oak trees were identified for this project. This project would not conflict with the provisions of an adopted Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no impact.

Finding: No riparian habitats are on the project site, as there are no surface streams. No sensitive habitats have been identified on the project site, either. The project would have no impact on riparian and other sensitive habitats. Therefore, the project will have no impacts to biological resources.

V. CULTURAL RESOURCES. *Would the project:*				
	Potentially Significant Impact	Less than Significant with	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				X
b. Cause a substantial adverse change in the significance of archaeological resource pursuant to Section 15064.5?				X
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outsides of formal cemeteries?				X

Regulatory Setting

Assembly Bill 52 (AB 52) was enacted to recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to the California Environmental Quality Act (Division 13 (commencing with § 21000) of the Public Resources Code). The Public Resources Code now states that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." Pub. Res. Code § 21084.2. To determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. Pub. Res. Code § 21080.3.1. If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Pub. Res. Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources.

Federal Laws, Regulations, and Policies

The National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's master inventory of known historic resources. The NRHP is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. The criteria for listing in the NRHP include resources that:

A. Are associated with events that have made a significant contribution to the broad patterns of history (events);
B. Are associated with the lives of persons significant in our past (persons);

C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (architecture); or
D. Have yielded or may likely yield information important in prehistory or history (information potential).
E. **State Laws, Regulations, and Policies**

California Register of Historical Resources

Public Resources Code Section 5024.1 establishes the CRHR. The register lists all California properties considered to be significant historical resources. The CRHR includes all properties listed as or determined to be eligible for listing in the National Register of Historic Places (NRHP), including properties evaluated under Section 106 of the National Historic Preservation Act. The criteria for listing are similar to those of the NRHP. Criteria for listing in the CRHR include resources that:

1. Are associated with the events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Are associated with the lives of persons important in our past;
3. Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values; or
4. Have yielded, or may be likely to yield, information important in prehistory or history.

The regulations set forth the criteria for eligibility as well as guidelines for assessing historical integrity and resources that have special considerations.

The California Register of Historic Places

The California Register of Historic Places (CRHP) program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under the California Environmental Quality Act. The criteria for listing in the CRHP include resources that:

A. Are associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
B. Are associated with the lives of persons important to local, California or national history.
C. Embody the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
D. Have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The State Office of Historic Preservation sponsors the California Historical Resources Information System (CHRIS), a statewide system for managing information on the full range of historical resources identified in California. CHRIS provides an integrated database of site-specific archaeological and historical resources information. The State Office of Historic Preservation also maintains the California Register of Historical Resources (CRHR), which identifies the State's architectural, historical, archeological and cultural resources. The CRHR includes properties listed in or formally determined eligible for the National Register and lists selected California Registered Historical Landmarks.

Public Resources Code (Section 5024.1[B]) states that any agency proposing a project that could potentially impact a resource listed on the CRHR must first notify the State Historic Preservation Officer, and must work with the officer to ensure that the project incorporates "prudent and feasible measures that will eliminate or mitigate the adverse effects."

California Health and Safety Code Section 7050.5 requires that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Section 5097.98 of the California Public Resources Code stipulates that whenever the commission receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The decedents may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The descendants shall complete their inspection and make their recommendation within 24 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

CEQA Guidelines

Section 21083.2 of CEQA requires that the lead agency determine whether a project may have a significant effect on unique archaeological resources. A unique archaeological resource is defined in CEQA as an archaeological artifact, object, or site about which it can be clearly demonstrated that there is a high probability that it:

- Contains information needed to answer important scientific research questions, and there is demonstrable public interest in that information;
- Has a special or particular quality, such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.
- Although not specifically inclusive of paleontological resources, these criteria may also help to define "a unique paleontological resource or site."

Measures to avoid, conserve, preserve, or mitigate significant effects on these resources are also provided under CEQA Section 21083.2.

Section 15064.5 of the CEQA Guidelines notes that "a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Substantial adverse changes include physical changes

to the historic resource or to its immediate surroundings, such that the significance of the historic resource would be materially impaired. Lead agencies are expected to identify potentially feasible measures to mitigate significant adverse changes in the significance of a historic resource before they approve such projects. Historic resources are those that are:

- listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR) (Public Resources Code Section 5024.1[k]);
- included in a local register of historic resources (Public Resources Code Section 5020.1) or identified as significant in an historic resource survey meeting the requirements of Public Resources Code Section 5024.1(g); or
- determined by a lead agency to be historically significant.

CEQA Guidelines Section 15064.5 also prescribes the processes and procedures found under Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.95 for addressing the existence of, or probable likelihood of, Native American human remains, as well as the unexpected discovery of any human remains within the project site. This includes consultation with the appropriate Native American tribes.

CEQA Guidelines Section 15126.4 provides further guidance about minimizing effects to historical resources through the application of mitigation measures. Mitigation measures must be legally binding and fully enforceable.

The lead agency having jurisdiction over a project is also responsible to ensure that paleontological resources are protected in compliance with CEQA and other applicable statutes. Paleontological and historical resource management is also addressed in Public Resources Code Section 5097.5, "Archaeological, Paleontological, and Historical Sites." This statute defines as a misdemeanor any unauthorized disturbance or removal of a fossil site or remains on public land and specifies that state agencies may undertake surveys, excavations, or other operations as necessary on state lands to preserve or record paleontological resources. This statute would apply to any construction or other related project impacts that would occur on state-owned or state-managed lands. The County General Plan contains policies describing specific, enforceable measures to protect cultural resources and the treatment of resources when found.

Discussion: In general, significant impacts are those that diminish the integrity, research potential, or other characteristics that make a historical or cultural resource significant or important. A substantial adverse effect on Cultural Resources would occur if the implementation of the project would:

- Disrupt, alter, or adversely affect a prehistoric or historic archaeological site or property that is historically or culturally significant to a community or ethnic or social group; or a paleontological site except as a part of a scientific study;
- Affect a landmark of cultural/historical importance;
- Conflict with established recreational, educational, religious or scientific uses of the area; or
- Conflict with adopted environmental plans and goals of the community where it is located.

a-c. **Historic or Archeological Resources.** Previous search records indicate that no cultural resources have been previously recorded within the project site, and no previously unrecorded cultural resources of any kind were identified during any field survey. Geoarchaeological analysis finds that the project site is underlain by Middle Pleistocene-

aged (450,000 to 130,000 years ago) alluvium of the Riverbank Formation, with Cometa soils formed at their surface (see Section 3.7, Geology and Soils). These soil types are very unlikely to have buried archaeological resources (Natural Investigations Company 2021). Therefore, there will be no impacts.

d. **Human Remains.** Previous Cultural Resources Inventory considered human burials on the around the project site to be unlikely. (Natural Investigations Company 2021). Compliance with the provisions of Health and Safety Code Section 7050.5 would reduce impacts related to human burials to a level that would be less than significant. However, no improvements are proposed as part of this project. Therefore, there will be no impact.

FINDING Procedures to address accidental archaeological discoveries should they occur are set forth in Section 5097.98 of the California Public Resources Code. This project is anticipated to have a less than significant impact within the Cultural Resources category.

VI. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	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.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b. Result in substantial soil erosion or the loss of topsoil?				X
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
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?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

Regulatory Setting

Federal Laws, Regulations, and Policies

National Earthquake Hazards Reduction Act

The National Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) and creation of the National Earthquake Hazards Reduction Program (NEHRP) established a long-term earthquake risk-reduction program to better understand, predict, and mitigate risks associated with seismic events. The following four federal agencies are responsible for coordinating activities under NEHRP: USGS, National Science Foundation (NSF), Federal Emergency Management Agency (FEMA), and National Institute of Standards and Technology (NIST). Since its inception, NEHRP has shifted its focus from earthquake prediction to hazard reduction. The current program objectives (NEHRP 2009) are to:

1. Develop effective measures to reduce earthquake hazards;
2. Promote the adoption of earthquake hazard reduction activities by federal, state, and local governments; national building standards and model building code organizations; engineers; architects; building owners; and others who play a role in planning and constructing buildings, bridges, structures, and critical infrastructure or "lifelines";
3. Improve the basic understanding of earthquakes and their effects on people and infrastructure through interdisciplinary research involving engineering; natural sciences; and social, economic, and decision sciences; and
4. Develop and maintain the USGS seismic monitoring system (Advanced National Seismic System); the NSF-funded project aimed at improving materials, designs, and construction techniques (George E. Brown Jr. Network for Earthquake Engineering Simulation); and the global earthquake monitoring network (Global Seismic Network).

Implementation of NEHRP objectives is accomplished primarily through original research, publications, and recommendations and guidelines for state, regional, and local agencies in the development of plans and policies to promote safety and emergency planning.

State Laws, Regulations and Policies

Alquist–Priolo Earthquake Fault Zoning Act

The Alquist–Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621 *et seq.*) was passed to reduce the risk to life and property from surface faulting in California. The Alquist–Priolo Act prohibits construction of most types of structures intended for human occupancy on the surface traces of active faults and strictly regulates construction in the corridors along active faults (earthquake fault zones). It also defines criteria for identifying active faults, giving legal weight to terms such as "active," and establishes a process for reviewing building proposals in and adjacent to earthquake fault zones. Under the Alquist-Priolo Act, faults are zoned and construction along or across them is strictly regulated if they are "sufficiently active" and "well defined." Before a project can be permitted, cities and counties are required to have a geologic investigation conducted to demonstrate that the proposed buildings would not be constructed across active faults.

Placer County Lies within a seismically active area of the western United States, but beyond the influence of the highly active faults of coastal Californian. Within the historical period, earthquakes in Placer County have not caused any surface rupture as a result of faulting. No inferred fault or

fault zones in Placer County are considered well-defined enough to warrant designation as a hazard zones requiring site -specific studies before land development. Although precise zones cannot be located, there is some potential for surface rupture along fault zones in the Tahoe-Truckee area. (Placer. ca. gov - Health & Safety Chapter 9).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (Public Resources Code Sections 2690–2699.6) establishes statewide minimum public safety standards for mitigation of earthquake hazards. While the Alquist–Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist–Priolo Act. The state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other seismic hazards, and cities and counties are required to regulate development within mapped seismic hazard zones. In addition, the act addresses not only seismically induced hazards but also expansive soils, settlement, and slope stability.
Mapping and other information generated pursuant to the SHMA is to be made available to local governments for planning and development purposes. The State requires: (1) local governments to incorporate site-specific geotechnical hazard investigations and associated hazard mitigation, as part of the local construction permit approval process; and (2) the agent for a property seller or the seller if acting without an agent, must disclose to any prospective buyer if the property is located within a Seismic Hazard Zone. Under the Seismic Hazards Mapping Act, cities and counties may withhold the development permits for a site within seismic hazard zones until appropriate site-specific geologic and/or geotechnical investigations have been carried out and measures to reduce potential damage have been incorporated into the development plans.

International Building Code

The Uniform Building Code (UBC) was first published in 1927 by the International Council of Building Officials and is intended to promote public safety and provide standardized requirements for safe construction. The UBC was replaced in 2000 by the new International Building Code (IBC), published by the International Code Council (ICC), which is a merger of the International Council of Building Officials' UBC, Building Officials and Code Administrators International's National Building Code, and the Southern Building Code Congress International's Standard Building Code. The intention of the IBC is to provide more consistent standards for safe construction and eliminate any differences between the three preceding codes. All State building standard codes are based on the federal building codes.

California Building Standards Code

The State of California regulates development within the State through a variety of tools that reduce or mitigate potential hazards from earthquakes or other geologic hazards. The 2016 California Building Standards Code (CBC) (California Code of Regulations, Title 24) governs the design and construction of all building occupancies and associated facilities and equipment throughout California. In addition, the CBC governs development in potentially seismically active areas and contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. The California building standards include building standards in the national building code, building standards adapted from national codes to meet California conditions, and building standards adopted to address particular California concerns. It should be noted that the CBC is updated on a triennial cycle. The 2019 CBC, which contains new code changes, will become effective on January 1, 2020.Title 24 CCR, specifies standards for

geologic and seismic hazards other than surface faulting. These codes are administered and updated by the California Building Standards Commission. CBC specifies criteria for open excavation, seismic design, and load-bearing capacity directly related to construction in California.

Discussion: A substantial adverse effect on Geologic Resources would occur if the implementation of the project would:

- Allow substantial development of structures or features in areas susceptible to seismically induced hazards such as ground shaking, liquefaction, seiche, and/or slope failure where the risk to people and property resulting from earthquakes could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards;
- Allow substantial development in areas subject to landslides, slope failure, erosion, subsidence, settlement, and/or expansive soils where the risk to people and property resulting from such geologic hazards could not be reduced through engineering and construction measures in accordance with regulations, codes, and professional standards; or,
- Allow substantial grading and construction activities in areas of known soil instability, steep slopes, or shallow depth to bedrock where such activities could result in accelerated erosion and sedimentation or exposure of people, property, and/or wildlife to hazardous conditions (e.g., blasting) that could not be mitigated through engineering and construction measures in accordance with regulations, codes, and professional standards.

a. **Seismic Hazards**

i) According to the California Department of Conservation Division of Mines and Geology, there are no Alquist-Priolo fault zones within Placer County. However, a fault zone has been located in the Tahoe Basin and Echo Lakes area. The West Tahoe Fault runs along the base of the range front at the west side of the Tahoe Basin. The West Tahoe Fault has a mapped length of 45 km. South of Emerald Bay the West Tahoe Fault extends onshore as two parallel strands. In the lake, the fault has clearly defined scarps that offset submarine fans, lake-bottom sediments, and the McKinney Bay slide deposits (DOC, 2016). There is clear evidence that the discussed onshore portion of the West Tahoe Fault is active with multiple events in the Holocene and poses a surface rupture hazard. However, because of the distance between the project site and these faults, there would be no impact.

ii) The potential for seismic ground shaking in the project area would be considered remote for the reason stated in Section i) above. Any potential impacts due to seismic impacts would be addressed through compliance with the City's Building Code. All structures will be raised to the required standards. Impacts will be less than significant.

iii) Seismic-related ground failure, including liquefaction - The City of Lincoln General Plan requires all new development to be designed and constructed to minimize risk from geologic and seismic hazards, with geotechnical investigations to be performed prior to any planning or construction activities (City of Lincoln 2008b). The results and recommendations of the geotechnical investigation would be incorporated with final design and construction plans. With implementation of the required geotechnical investigation and applicable codes, project impacts related to seismic shaking and seismic ground failure would be less than significant

iv) Landslides- The project site is in a topographically flat area; as such, there is no landslide hazard associated with the project site. The project would have no impact related to landslides.

b. **Soil Erosion:** No construction or grading is associated with site preparation activities. Scheduled activities will not expose any soil to water or wind erosion. The Wireless tower will be installed on paved ground in an existing parking lot. Therefore, the project would cause no impacts related to soil erosion.

c. **Geologic Hazards:** Existing soil and geological conditions on the project site are similar to those throughout most of the Lincoln area. The project site and vicinity are topographically flat, so no landslides or lateral spreading would occur. As noted above, subsidence and liquefaction are unlikely to occur. A pavement evaluation study conducted close to the site during the Airport Runway Reconstruction did not identify any unstable geological conditions, other than expansive soils. (Brandley 2015). Therefore, there would be no project impacts related to geological instability.

d. **Expansive Soils:** Expansive soils are those that greatly increase in volume when they absorb water and shrink when they dry out. While some areas around the airport area have expansive soils, which have the potential to compromise the structural integrity of proposed facilities. The wireless tower will be installed on paved and compact ground. Impact would be less than significant.

e. **Septic Capability:** This project would not require a connection to the Lincoln Wastewater Treatment and Reclamation Facility (WWTRF), which handles all the wastewater needs for Lincoln and some surrounding communities. The project is unmanned and not meant for human habitation. Onsite waste disposal systems would not be used; therefore, no impact would occur and this impact will not be analyzed further in the Initial Study. Nonetheless, the project site is surrounded by existing industrial uses with functional utilities. Impact would be no impact.

FINDING: A review of the soils and geologic conditions on the project site determined that the project will not result in a substantial adverse effect. Impacts would be less than significant.

VII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

Background/Science

A greenhouse gas (GHG) is a gas that absorbs and emits radiation within the thermal infrared range, trapping heat in the earth's atmosphere. There are several types of GHGs, which are both naturally occurring and generated by human activity. Increased atmospheric concentrations of GHGs are considered a primary contributor to global climate change, which is a subject of concern for the State of California. Potential climate change impacts in the Sacramento Valley area, which includes the western part of Placer County, would include more extreme heat waves, more intense droughts, floods with less predictability, and increased risk of wildfires (Houlton and Lund 2018). GHG emissions in California in 2019, the most recent year for which data are available, were estimated at approximately 418.2 million metric tons carbon dioxide equivalent (CO2e) – a decrease of approximately 14.6% from the peak level in 2004. Transportation was the largest contributor to GHG emissions in California, with almost 40% of total emissions. Other significant sources include industrial activities, with approximately 21% of total emissions, and electric power generation, both in-state and imported, with approximately 14% of total emissions (ARB 2021). Unlike the criteria air pollutants described in Section 3.3, Air Quality, GHGs have no "attainment" standards established by the federal or State government. In fact, GHGs are not generally thought of as traditional air pollutants because their impacts are global in nature, while air pollutants mainly affect the general region of their release to the atmosphere. Nevertheless, the U.S. Environmental Protection Agency has found that GHG emissions endanger both the public health and public welfare under Section 202(a) of the Clean Air Act due to their impacts associated with climate change (EPA 2009)

Regulatory Setting

Federal Laws, Regulations, and Policies

At the federal level, U.S. Environmental Protection Agency (USEPA) has developed regulations to reduce GHG emissions from motor vehicles and has developed permitting requirements for large stationary emitters of GHGs. On April 1, 2010, USEPA and the National Highway Traffic Safety Administration (NHTSA) established a program to reduce GHG emissions and improve fuel economy standards for new model year 2012-2016 cars and light trucks. On August 9, 2011, USEPA and the NHTSA announced standards to reduce GHG emissions and improve fuel efficiency for heavy-duty trucks and buses.
In June 2008, the California Governor's Office of Planning and Research's (OPR) issued a Technical Advisory (OPR, 2008) providing interim guidance regarding a proposed project's GHG emissions and contribution to global climate change. In the absence of adopted local or statewide thresholds, OPR recommends the following approach for analyzing GHG emissions: Identify and quantify the project's GHG emissions, assess the significance of the impact on climate change; and if the impact is found to be significant, identify alternatives and/or Mitigation Measures that would reduce the impact to less than significant levels (CEC, 2006).

Discussion

a. **Generate Greenhouse Gas Emissions:** The proposed project uses a 30-kilowatt emergency generator which runs on diesel. The generator is used occasionally as a contingency for power failure. The emissions from the generator are would not be much due to infrequent use. Therefore, the emissions will be less than significant.

b. **Conflict with an applicable Plan or Policy:** The proposed project does not conflict with any planned emission reduction policy. It would result in less than significant direct and indirect

emissions of carbon dioxide (CO2), and would not result in other green-house gases (GHG) that would facilitate a meaningful analysis. Therefore, there will be no impact.

CEQA does not provide clear direction on addressing climate change. It requires lead agencies identify project GHG emissions impacts and their "significance," but is not clear what constitutes a "significant" impact. As stated above, GHG impacts are inherently cumulative, and since no single project could cause global climate change, the CEQA test is if impacts are "cumulatively considerable." Not all projects emitting GHG contribute significantly to climate change. CEQA authorizes reliance on previously approved plans (i.e., a Climate Action Plan (CAP), etc.) and mitigation programs adequately analyzing and mitigating GHG emissions to a less than significant level. "Tiering" from such a programmatic-level document is the preferred method to address GHG emissions. The City of Lincoln does not have an adopted CAP or similar program-level document; therefore, the project's GHG emissions must be addressed at the project-level.

The State of California has implemented GHG emission reduction strategies through Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, which requires total statewide GHG emissions to reach 1990 levels by 2020, or an approximately 29% reduction from 2004 levels. Total state GHG emissions in 2019 were almost 13 million metric tons CO2e below the 2020 target established by AB 32 (ARB 2021). In 2016, Senate Bill (SB) 32 became law. SB 32 extends the GHG reduction objectives of AB 32 by mandating statewide reductions in GHG emissions to levels that are 40% below 1990 levels by the year 2030. The State has adopted a 2017 Scoping Plan that sets forth strategies for achieving the SB 32 target, which is 260 million metric tons CO2e. Most of these are State measures, such as use of the cap-and-trade program, the Short-Lived Climate Pollutant Plan, and achievement of the 50% renewable sources of electricity in the Renewables Portfolio Standard. It continues many existing programs such as low-carbon fuel standards, renewable energy, and methane reduction strategies, along with a proposed 20% reduction in GHG emissions from refineries. It also addresses for the first time GHG emissions from the natural and working lands of California, including the agriculture and forestry sectors (ARB 2017). The 2017 Scoping Plan is in the process of being updated.

The City currently does not have a GHG emission reduction plan, also known as a Climate Action Plan. The Lincoln General Plan has no policies that explicitly address GHG emissions, other than policies that encourage shade tree planting and that require parking lots to be at least 50% shaded by trees. Both policies were identified as encouraging reductions in GHG emissions.

FINDING: The occasional use of a 30-kilowatt diesel powered emergency generator would produce very little emissions. For this Greenhouse Gas Emissions category, there would be no significant adverse environmental effect as a result of the project. Impacts would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	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?			X	
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?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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?				X
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?				X
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?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
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?				X

Regulatory Setting

Hazardous materials and hazardous wastes are subject to extensive federal, state, and local regulations to protect public health and the environment. These regulations provide definitions of hazardous materials; establish reporting requirements; set guidelines for handling, storage, transport, and disposal of hazardous wastes; and require health and safety provisions for workers and the public. The major federal, state, and regional agencies enforcing these regulations are USEPA and the Occupational Safety and Health Administration (OSHA); California Department of Toxic Substances Control (DTSC); California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA); California Governor's Office of Emergency Services (Cal OES); and EDCAPCD.

Federal Laws, Regulations, and Policies

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, also called the Superfund Act; 42 USC Section 9601 *et seq.*) is intended to protect the public and the environment from the effects of past hazardous waste disposal activities and new hazardous material spills. Under CERCLA, USEPA has the authority to seek the parties responsible for hazardous materials releases and to ensure their cooperation in site remediation. CERCLA also provides federal funding (through the "Superfund") for the remediation of hazardous materials contamination. The Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499) amends some provisions of CERCLA and provides for a Community Right-to-Know program.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act of 1976 (RCRA; 42 USC Section 6901 *et seq.*), as amended by the Hazardous and Solid Waste Amendments of 1984, is the primary federal law for the regulation of solid waste and hazardous waste in the United States. These laws provide for the "cradle-to-grave" regulation of hazardous wastes, including generation, transportation, treatment, storage, and disposal. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed of.

USEPA has primary responsibility for implementing RCRA, but individual states are encouraged to seek authorization to implement some or all RCRA provisions. California received authority to implement the RCRA program in August 1992. DTSC is responsible for implementing the RCRA program in addition to California's own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law.

Energy Policy Act of 2005

Title XV, Subtitle B of the Energy Policy Act of 2005 (the Underground Storage Tank Compliance Act of 2005) contains amendments to Subtitle I of the Solid Waste Disposal Act, the original legislation that created the Underground Storage Tank (UST) Program. As defined by law, a UST is "any one or combination of tanks, including pipes connected thereto, that is used for the storage of hazardous substances and that is substantially or totally beneath the surface of the ground." In cooperation with USEPA, SWRCB oversees the UST Program. The intent is to protect public health and safety and the environment from releases of petroleum and other hazardous substances from tanks. The four primary program elements include leak prevention (implemented by Certified Unified Program Agencies [CUPAs], described in more detail below), cleanup of leaking tanks, enforcement of UST requirements, and tank integrity testing.

Spill Prevention, Control, and Countermeasure Rule

USEPA's Spill Prevention, Control, and Countermeasure (SPCC) Rule (40 CFR, Part 112) apply to facilities with a single above-ground storage tank (AST) with a storage capacity greater than 660 gallons, or multiple tanks with a combined capacity greater than 1,320 gallons. The rule includes requirements for oil spill prevention, preparedness, and response to prevent oil discharges to navigable waters and adjoining shorelines. The rule requires specific facilities to prepare, amend, and implement SPCC Plans.

Occupational Safety and Health Administration

OSHA is responsible at the federal level for ensuring worker safety. OSHA sets federal standards for implementation of workplace training, exposure limits, and safety procedures for the handling of hazardous substances (as well as other hazards). OSHA also establishes criteria by which each state can implement its own health and safety program.

Federal Communications Commission Requirements

There is no federally mandated radio frequency (RF) exposure standard; however, pursuant to the Telecommunications Act of 1996 (47 USC Section 224), the Federal Communications Commission (FCC) established guidelines for dealing with RF exposure, as presented below. The exposure limits are specified in 47 CFR Section 1.1310 in terms of frequency, field strength, power density, and averaging time. Facilities and transmitters licensed and authorized by FCC must either comply with these limits or an applicant must file an environmental assessment (EA) with FCC to evaluate whether the proposed facilities could result in a significant environmental effect.

FCC has established two sets of RF radiation exposure limits—Occupational/Controlled and General Population/Uncontrolled. The less-restrictive Occupational/Controlled limit applies only when a person (worker) is exposed as a consequence of his or her employment and is "fully aware of the potential exposure and can exercise control over his or her exposure," otherwise the General Population limit applies (47 CFR Section 1.1310).

The FCC exposure limits generally apply to all FCC-licensed facilities (47 CFR Section 1.1307[b][1]). Unless exemptions apply, as a condition of obtaining a license to transmit, applicants must certify that they comply with FCC environmental rules, including those that are designed to prevent exposing persons to radiation above FCC RF limits (47 CFR Section1.1307[b]). Licensees at co-located sites (e.g., towers supporting multiple antennas, including antennas under separate ownerships) must take the necessary actions to bring the accessible areas that exceed the FCC exposure limits into compliance. This is a shared responsibility of all licensees whose transmission power density levels account for 5.0 or more percent of the applicable FCC exposure limits (47CFR 1.1307[b][3]).

Code of Federal Regulations (14 CFR) Part 77

14 CFR Part 77.9 is designed to promote air safety and the efficient use of navigable airspace. Implementation of the code is administered by the Federal Aviation Administration (FAA). If an organization plans to sponsor any construction or alterations that might affect navigable airspace, a Notice of Proposed Construction or Alteration (FAA Form 7460-1) must be filed. The code provides specific guidance regarding FAA notification requirements.

State Laws, Regulations, and Policies

Safe Drinking Water and Toxic Enforcement Act of 1986 – Proposition 65

The Safe Drinking Water and Toxic Enforcement Act of 1986, more commonly known as Proposition 65, protects the state's drinking water sources from contamination with chemicals known to cause cancer, birth defects, or other reproductive harm. Proposition 65 also requires businesses to inform the public of exposure to such chemicals in the products they purchase, in their homes or workplaces, or that are released into the environment. In accordance with Proposition 65, the California Governor's Office publishes, at least annually, a list of such

chemicals. OEHHA, an agency under the California Environmental Protection Agency (CalEPA), is the lead agency for implementation of the Proposition 65 program. Proposition 65 is enforced through the California Attorney General's Office; however, district and city attorneys and any individual acting in the public interest may also file a lawsuit against a business alleged to be in violation of Proposition 65 regulations.

The Unified Program

The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs. CalEPA and other state agencies set the standards for their programs, while local governments (CUPAs) implement the standards. For each county, the CUPA regulates/oversees the following:

- Hazardous materials business plans;
- California accidental release prevention plans or federal risk management plans;
- The operation of USTs and ASTs;
- Universal waste and hazardous waste generators and handlers;
- On-site hazardous waste treatment;
- Inspections, permitting, and enforcement;
- Proposition 65 reporting; and
- Emergency response.

Hazardous Materials Business Plans

Hazardous materials business plans are required for businesses that handle hazardous materials in quantities greater than or equal to 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet (cf) of compressed gas, or extremely hazardous substances above the threshold planning quantity (40 CFR, Part 355, Appendix A) (Cal OES, 2015). Business plans are required to include an inventory of the hazardous materials used/stored by the business, a site map, an emergency plan, and a training program for employees (Cal OES, 2015). In addition, business plan information is provided electronically to a statewide information management system, verified by the applicable CUPA, and transmitted to agencies responsible for the protection of public health and safety (i.e., local fire department, hazardous material response team, and local environmental regulatory groups) (Cal OES, 2015).

California Occupational Safety and Health Administration

Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations in California. Cal/OSHA regulations pertaining to the use of hazardous materials in the workplace (CCR Title 8) include requirements for safety training, availability of safety equipment, accident and illness prevention programs, warnings about exposure to hazardous substances, and preparation of emergency action and fire prevention plans. Hazard communication program regulations that are enforced by Cal/OSHA require workplaces to maintain procedures for identifying and labeling hazardous substances, inform workers about the hazards associated with hazardous substances and their handling, and prepare health and safety plans to protect workers at hazardous waste sites. Employers must also make material safety data sheets available to employees and document employee information and training programs. In addition, Cal/OSHA has established maximum permissible RF radiation exposure limits for

workers (Title 8 CCR Section 5085[b]), and requires warning signs where RF radiation might exceed the specified limits (Title 8 CCR Section 5085 [c]).

California Accidental Release Prevention

The purpose of the California Accidental Release Prevention (CalARP) program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws. In accordance with this program, businesses that handle more than a threshold quantity of regulated substance are required to develop a risk management plan (RMP). This RMP must provide a detailed analysis of potential risk factors and associated mitigation measures that can be implemented to reduce accident potential. CUPAs implement the CalARP program through review of RMPs, facility inspections, and public access to information that is not confidential or a trade secret.

California Department of Forestry and Fire Protection Wildland Fire Management

The Office of the State Fire Marshal and the CALFIRE administer state policies regarding wildland fire safety. Construction contractors must comply with the following requirements in the Public Resources Code during construction activities at any sites with forest-, brush-, or grass-covered land:

- Earthmoving and portable equipment with internal combustion engines must be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (Public Resources Code Section 4442).
- Appropriate fire-suppression equipment must be maintained from April 1 to December 1, the highest-danger period for fires (Public Resources Code Section 4428).
- On days when a burning permit is required, flammable materials must be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor must maintain the appropriate fire suppression equipment (Public Resources Code Section 4427).
- On days when a burning permit is required, portable tools powered by gasoline fueled internal combustion engines must not be used within 25 feet of any flammable materials (Public Resources Code Section 4431).

California Highway Patrol

CHP, along with Caltrans, enforce and monitor hazardous materials and waste transportation laws and regulations in California. These agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roads. All motor carriers and drivers involved in transportation of hazardous materials must apply for and obtain a hazardous materials transportation license from CHP.

Local Laws, Regulations, and Policies

Hazardous material sites of all statuses are recorded in the GeoTracker database, maintained by the SWRCB, and the EnviroStor database, maintained by the Department of Toxic Substances Control (DTSC). A search of the GeoTracker database indicated a Cleanup Program Site at 1020 Airport Road, North of the project site. Identified as Weco Aerospace Systems, the site was first reported in 1965 for groundwater contamination. Pumping and treatment at the site began in 2002 and ended in 2009. It was reported that the groundwater plume of the contaminant 1,2-DCA is

very small and appears to be stable or shrinking. Further pumping and treatment was not deemed necessary as concentrations of 1.2-DCA were approaching the public health goal (SWRCB 2022)

Discussion: A substantial adverse effect due to Hazards or Hazardous Materials would occur if implementation of the project would:

- Expose people and property to hazards associated with the use, storage, transport, and disposal of hazardous materials where the risk of such exposure could not be reduced through implementation of Federal, State, and local laws and regulations;
- Expose people and property to risks associated with wildland fires where such risks could not be reduced through implementation of proper fuel management techniques, buffers and landscape setbacks, structural design features, and emergency access; or
- Expose people to safety hazards as a result of former on-site mining operations.

a-c. **Hazardous Materials:** The project would not involve the routine transportation, use, or disposal of hazardous materials such as construction materials, paints, fuels, landscaping materials, and household cleaning supplies. However, the occasional use of a 30-kw emergency diesel powered generator in a non-residential paved area at an unmanned wireless facility would not expose workers from adjacent uses and property to significant hazardous materials or fumes. Therefore, impacts would be less than significant.

d. **Hazardous Sites:** The project site is not included on a list of or near any hazardous materials sites pursuant to Government Code section 65962.5 (DTSC, 2015). There would be no impact.

e-f. **Aircraft Hazards, Private Airstrips:** The project simply involves the installation and operation of a wireless tower with related improvements on site. Despite the close proximity of the project site to the Lincoln Regional Airport, the project would not expose residents, or adjacent businesses to any potential hazards from its operations. The project would have no impact related to public airport hazards.

g. **Emergency Plan:** The project would not obstruct any local roads either during or after the installation of the wireless facility. Therefore, the project would not obstruct access for emergency vehicles or evacuations on local roads. The project would have no impact related to emergency vehicle access or evacuations.

h. **Wildfire Hazards:** The project site is within an existing and well-maintained airport zone. While there are open space areas adjacent to the project site that could be exposed to wildfire risk, these are mowed and maintained areas. The proposed wireless tower would not bring about any fire hazard in the area. The project would not increase the risk of wild fires and therefore, would have no impact related to wildland fire hazards

FINDING: The proposed project would not expose the area to hazards relating to the use, storage, transport, or disposal of hazardous materials. For the Hazards and Hazardous Materials category, impacts would be less than significant.

IX. HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			X	
a. 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)?				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or -off-site?				X
d. Substantially alter the existing drainage pattern of the 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 which would result in flooding on- or off-site?				X
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?				X
f. Otherwise substantially degrade water quality?				X
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?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?				X
j. Inundation by seiche, tsunami, or mudflow?				X

Regulatory Setting

Federal Laws, Regulations, and Policies

Clean Water Act

The Clean Water Act (CWA) is the primary federal law that protects the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. The key sections pertaining to water quality regulation for the Proposed Project are CWA Section 303 and Section 402.

Section 303(d) — Listing of Impaired Water Bodies

Under CWA Section 303(d), states are required to identify "impaired water bodies" (those not meeting established water quality standards), identify the pollutants causing the impairment, establish priority rankings for waters on the list, and develop a schedule for the development of control plans to improve water quality. USEPA then approves the State's recommended list of impaired waters or adds and/or removes waterbodies.

Section 402—NPDES Permits for Stormwater Discharge

CWA Section 402 regulates construction-related stormwater discharges to surface waters through the NPDES, which is officially administered by USEPA. In California, USEPA has delegated its authority to the State Water Resources Control Board (SWRCB), which, in turn, delegates implementation responsibility to the nine RWQCBs, as discussed below in reference to the Porter-Cologne Water Quality Control Act.

The NPDES program provides for both general (those that cover a number of similar or related activities) and individual (activity- or project-specific) permits. General Permit for Construction Activities: Most construction projects that disturb 1.0 or more acre of land are required to obtain coverage under SWRCB's General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ). The general permit requires that the applicant file a public notice of intent to discharge stormwater and prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). SWPPP must include a site map and a description of the proposed construction activities, demonstrate compliance with relevant local ordinances and regulations, and present a list of Best Management Practices (BMPs) that will be implemented to prevent soil erosion and protect against discharge of sediment and other construction-related pollutants to surface waters. Permittees are further required to monitor construction activities and report compliance to ensure that BMPs are correctly implemented and are effective in controlling the discharge of construction-related pollutants.

Lincoln Municipal Stormwater Program

The provisions of a West Placer Storm Water Quality Design Manual require storm water and trash controls for applicable new and redevelopment projects within Placer County, the City of Roseville, the City of Lincoln, the City of Auburn, and the Town of Loomis. The Manual has been developed cooperatively by the agencies to establish a consistent approach to address storm water management within the West Placer region. For the purposes of this Manual, the West Placer region refers to the areas of Placer County subject to the requirements of this Manual. The Manual is periodically updated to reflect the most recent understanding of storm water management practices and regulatory requirements. The 2022 Manual is an update to the 2016 Manual (last revised in 2018) and incorporates the statewide trash control requirements for certain new development and redevelopment projects (Section 1.1) (West Placer Storm Water Quality Design Manual).

As a part of the continued municipal stormwater program to protect the City's water resources, the City of Lincoln is required to regulate new development and redevelopment projects so that

they do not result in pollutants being discharged, or disrupt the water balance and/or increase flows into the creeks and streams. The activities that are subject to these requirements are defined as:

- *Development* – Any construction, rehabilitation, redevelopment, or reconstruction of any public or private residential project (whether single-family, multi-unit or planned unit development); industrial, commercial, retail and other non-residential projects, including public agency projects; or mass grading for future construction. It does not include routine maintenance to maintain original line and grade, hydraulic capacity, or original purpose of facility, nor does it include emergency construction activities required to immediately protect public health and safety.

- *Redevelopment* – Land-disturbing activity that results in the creation, addition, or replacement of exterior impervious surface area on a site on which some past development has occurred. Redevelopment does not include trenching, excavation and resurfacing associated with linear underground/overhead projects (LUPs); pavement grinding and resurfacing of existing roadways; construction of new sidewalks, pedestrian ramps, or bike lanes on existing roadways; or routine replacement of damaged pavement such as pothole repair or replacement of short, non-contiguous sections of roadway (Source: Sealed Air Global Headquaters-2016).

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities complying with FEMA regulations that limit development in floodplains. The NFIP regulations permit development within special flood hazard zones provided that residential structures are raised above the base flood elevation of a 100-year flood event. Non-residential structures are required either to provide flood proofing construction techniques for that portion of structures below the 100-year flood elevation or to elevate above the 100-year flood elevation. The regulations also apply to substantial improvements of existing structures.

State Laws, Regulations, and Policies

Porter–Cologne Water Quality Control Act

The Porter–Cologne Water Quality Control Act (known as the Porter–Cologne Act), passed in 1969, dovetails with the CWA (see discussion of the CWA above). It established the SWRCB and divided the state into nine regions, each overseen by an RWQCB. SWRCB is the primary State agency responsible for protecting the quality of the state's surface water and groundwater supplies; however, much of the SWRCB's daily implementation authority is delegated to the nine RWQCBs, which are responsible for implementing CWA Sections 401, 402, and 303[d]. In general, SWRCB manages water rights and regulates statewide water quality, whereas RWQCBs focus on water quality within their respective regions.

The Porter–Cologne Act requires RWQCBs to develop water quality control plans (also known as basin plans) that designate beneficial uses of California's major surface-water bodies and groundwater basins and establish specific narrative and numerical water quality objectives for those waters. Beneficial uses represent the services and qualities of a waterbody (i.e., the reasons that the waterbody is considered valuable). Water quality objectives reflect the standards necessary to protect and support those beneficial uses. Basin plan standards are primarily

implemented by regulating waste discharges so that water quality objectives are met. Under the Porter–Cologne Act, basin plans must be updated every 3 years.

Discussion: A substantial adverse effect on Hydrology and Water Quality would occur if the implementation of the project would:

- Expose residents to flood hazards by being located within the 100-year floodplain as defined by the Federal Emergency Management Agency;
- Cause substantial change in the rate and amount of surface runoff leaving the project site ultimately causing a substantial change in the amount of water in a stream, river or other waterway;
- Substantially interfere with groundwater recharge;
- Cause degradation of water quality (temperature, dissolved oxygen, turbidity and/or other typical stormwater pollutants) in the project area; or
- Cause degradation of groundwater quality in the vicinity of the project site.

a. **Water Quality Standards:** No waste discharge will occur as part of this project. Erosion control would be required as part of any future building or grading permit. Stormwater runoff from potential development would contain water quality protection features in accordance with a potential National Pollutant Discharge Elimination System (NPDES) stormwater permit, as deemed applicable. The project would not be anticipated to violate water quality standards. Impacts would be less than significant.

b. **Groundwater Supplies:** The project involves the installation of an unmanned wireless tower which does not use water for its daily operations. No impact.

c-f. **Drainage Patterns:** The project proposes to install an 85 ft. tall wireless tower. It does not propose any other development on site. The existing drainage pattern on the project site tends to be generally from paved areas to open ground. The project does not propose to expand the existing impervious surfaces on the project site, which consist of a large parking lot associated with the primary host of the site area. Therefore, the project would not generate additional runoff. The project would have no impact on drainage patterns or runoff.

g-j. **Flood-related Hazards:** The project site is not located within either a 100-year or 500-year floodplain, as designated on maps prepared by the Federal Emergency Management Agency. The closest designated 100-year flood plain is along Markham Ravine south and east of the airport. Regionally, most of the surface drainages are susceptible to winter storm flooding. However, as noted above, the project site is not within a flood hazard area designated by FEMA. The project would not change existing flood risks. The project would have no impact related to flooding hazards.

FINDING: The proposed project would be required to address any potential erosion and sediment control. No significant hydrological impacts are expected with the development of the project either directly or indirectly. Impacts are anticipated to be less than significant.

X. LAND USE PLANNING. *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Physically divide an established community?				X
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?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Regulatory Setting

California State law requires that each City and County adopt a general plan "for the physical development of the City and any land outside its boundaries which bears relation to its planning." Typically, a general plan is designed to address the issues facing the City or County for the next 15-20 years. The general plan expresses the community's development goals and incorporates public policies relative to the distribution of future public and private land uses.

Discussion: That the project requires a Conditional Use Permit (CUP) for failing to meet setback requirements, a Specific Development Plan (SDP) application approval from the city of Lincoln, the location of the tower in the rear of an existing use, the location of tower almost 1000 feet (double the 500 feet requirement) away from the nearest residential neighborhood, and the more than 1000 feet distance between towers; are all consistent with the requirements (LMC) Chapter 18.41. 100, Class III Wireless Facility – Conditional Use Permits.

A substantial adverse effect on Land Use would occur if the implementation of the project would:

- Result in the division of established communities;
- Result in conflicts with land use plans, policies, and regulations;
- Result in conversion of undeveloped open space to more intensive land uses;
- Result in a use substantially incompatible with the existing surrounding land uses; or
- Conflict with adopted environmental plans, policies, and goals of the community.

Land uses in the City east of Aviation Boulevard (area surrounding project site) are primarily light industrial business. These business parks are consistent with the City of Lincoln goals to encourage construction in the vicinity of the airport of uses compatible with aeronautics. Land uses south, north, and west of the airport are within the City's Sphere of Influence in unincorporated Placer County. These areas are generally rural residential and agriculture with scattered residences on minimum parcel sizes of 10 acres. Land uses within two miles of the airport are compatible with aircraft operations, and future uses are subject to review and approval by the Placer County Airport Land Use Commission (City of Lincoln 2007a). The Airport Master

Plan developed several general planning goals for the master planning effort. These planning goals relate to various aspects of the physical layout, capacity, operations, and development of Lincoln Regional Airport under development.

All projects in the Aircenter PD area shall be subject to the following review process prior to development:

a. Each increment of residential or non-residential development must prepare an SDP, and apply for a DP to be submitted to both the PC and City Council for approval.
b. The project must be consistent with PCALUCP.
c.

The tower project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact. The project would be required to comply with all applicable regulations and stipulations by related agencies identified in this Initial Study to ensure there would be no significant environmental effects. Therefore, there will be no impact.

a. **Physically divide an established community:** While acknowledging that the project will not physically divide an established community because the site is located in the Light Industrial District, not an established residential neighborhood, it also worth noting that the Lincoln Air Center General Development Plan also includes a residential development component along with Light Industrial Uses. The nearest residential development is approximately 800 feet away. The project involves the installation of a wireless tower in an established urban setting, not residential community. No impact.

b. **Conflict with applicable land use plan or policy**: The tower is 30 feet above the Aircenter GDP stipulated building height of 50 feet, but still consistent with the requirements of the LMC: 18:41, Aircenter SDP, GDP, PCPTA, Airport Master Plan, and the GP. Therefore, the impact will be less than significant.

c. **Conflict with any applicable habitat:** The project has very little in the way of natural habitat. The wireless tower facility is not located in an environmentally sensitive area. There will be no impact.

FINDING: The proposed use will be consistent with the Lincoln Aircenter SDP, GDP, PLALUCP, ALUC, PCPTA, the FAA, Lincoln Regional Airport Master Plan, the LMC:18.26 and the Aircenter Planned Development goals. The project is compatible with the land use designation and there will be no impact to land use goals, or a breach in standards resulting from the project

XI. MINERAL RESOURCES. *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	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?				X
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?				X

Regulatory Setting

Federal Laws, Regulations, and Policies

No federal laws, regulations, or policies apply to mineral resources and the Proposed Project.

State Laws, Regulations, and Policies

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act of 1975 (SMARA) requires that the State Mining and Geology Board identify, map, and classify aggregate resources throughout California that contain regionally significant mineral resources. Designations of land areas are assigned by CDC and California Geological Survey following analysis of geologic reports and maps, field investigations, and using information about the locations of active sand and gravel mining operations. Local jurisdictions are required to enact planning procedures to guide mineral conservation and extraction at particular sites and to incorporate mineral resource management policies into their general plans.

The California Mineral Land Classification System represents the relationship between knowledge of mineral deposits and their economic characteristics (grade and size). The nomenclature used with the California Mineral Land Classification System is important in communicating mineral potential information in activities such as mineral land classification, and usage of these terms are incorporated into the criteria developed for assigning mineral resource zones. Lands classified MRZ-2 are areas that contain identified mineral resources. Areas classified as MRZ-2a or MRZ-2b (referred to hereafter as MRZ-2) are considered important mineral resource areas.

Local Laws, Regulations, and Policies

The project site adjoins other existing industrial uses south east of the Lincoln Regional Airport which is underlain by alluvium deposits of the Riverbank Formation; generally composed of unconsolidated stream and basin clay to sand/gravel-sized deposits; these surface deposits are widespread throughout western Placer County and are not generally considered economically valuable deposits. The closest mining activities are the clay extraction pits about three miles east of the site. These pits are associated with the Gladding-McBean operation. The only other mineral

resource site in the vicinity of the project site is a sand and gravel operation southeast of the City. The project site is not located within a Mineral Resource Zone, as defined by the California Geological Survey (City of Lincoln 2007a). There are no oil or natural gas wells, active or inactive, in the Lincoln area (DOGGR 2022)

Discussion: A substantial adverse effect on Mineral Resources would occur if the implementation of the project would:

- Result in obstruction of access to, and extraction of mineral resources classified MRZ-2x, or result in land use compatibility conflicts with mineral extraction operations.

a-b. **Mineral Resources.** The project site has not been delineated in the City's General Plan as a locally important mineral resource recovery site. Review of the California Department of Conservation Geologic Map data showed that the project site is not within a mineral resource zone district. There would be no impact.

FINDING: No impacts to mineral resources are expected either directly or indirectly. For this mineral resources' category, there would be no impacts.

XII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less than Significant with	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?			X	
b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
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 project area to excessive noise level?			X	
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X	

Regulatory Setting:

No federal or state laws, regulations, or policies for construction-related noise and vibration would apply to the proposed project. However, the Federal Transit Administration (FTA) Guidelines for Construction Vibration in Transit Noise and Vibration Impact Assessment state that for evaluating

daytime construction noise impacts in outdoor areas, a noise threshold of 90 dBA Leq and 100 dBA Leq should be used for residential and commercial/industrial areas, respectively (FTA 2006).

Assessment of noise impacts focuses on project-related changes in the "ambient" noise level, which is the general noise level in a project area. The primary noise generators within the City consist of vehicular traffic along the SR 65 Bypass and local roadways, the Union Pacific Railroad line, and the Lincoln Regional Airport. Aircraft noise affecting the City is produced by operations at the existing Lincoln Regional Airport. The greatest potential for noise intrusion occurs when aircraft land, take off, or run their engines while on the ground. (City of Lincoln 2008a).

For construction vibration impacts, the FTA guidelines use an annoyance threshold of 80 VdB for infrequent events (fewer than 30 vibration events per day) and a damage threshold of 0.12 inches per second (in/sec) PPV for buildings susceptible to vibration damage (FTA 2006).

Discussion: A substantial adverse effect due to Noise would occur if the implementation of the project would:

- Result in short-term construction noise that creates noise exposures to surrounding noise sensitive land uses in excess of 60dBA CNEL;
- Result in long-term operational noise that creates noise exposures in excess of 60 dBA CNEL at the adjoining property line of a noise sensitive land use and the background noise level is increased by 3dBA, or more; or
- Results in noise levels inconsistent with the performance standards contained in Table 130.37.060.1 and Table 130.37.060.2 of the El Dorado County Zoning Ordinance.

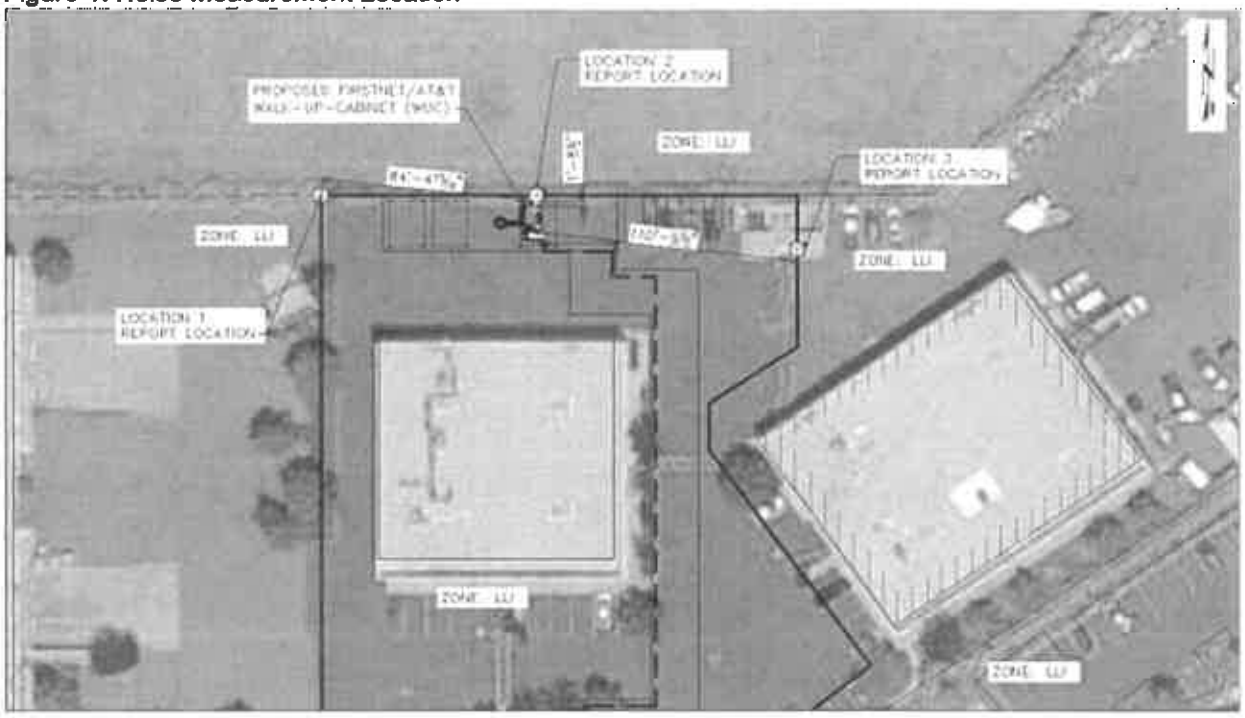
Noise Exposures: The proposed project is unmanned, non-residential and will not expose people to noise levels in excess of standards established in the General Plan or Zoning Ordinance. The proposed site is located within the Placer County Land Use Compatibility Plan - Lincoln Regional Airport, which in turn falls within the Conditional Compatibility Zone. This site is exempt from Sections 3.3.1(a) and 3.3.1(b)(1) of the Placer County Airport Land Use Compatibility Plans as a non-residential and non-Noise-Sensitive Land Use.

Table 1: City of Lincoln Maximum Allowable Noise Exposure by Land Use

Normally Acceptable	Conditionally Acceptable	Normally Unacceptable
0-70	71-80	>81

Max Allowable Noise Exposure for Industrial, Manufacturing, Utility, & Agricultural Land (dB): per Table 1 of the City of Lincoln Maximum Allowable Noise Exposure by Land Use (Tower Engineering Professionals, Inc.).

Figure 1: Noise Measurement Location



The adjoining property uses are Limited Use Light Industrial (LLI), with Location 1 at approx. 84'-5" (25.73m) to the west of the compound, Location 2 approx. 1'-8" (0.52 m) north of the compound, and Location 3 at approx. 110'-10" (33.77m) to the east of the compound.

Table 2: Calculated Site Noise (Peak) dB

	Measured Baseline	W/ Prop Equip (w/o Gen)	W/ Prop Equip (w/ Gen)
Location 1	77.5	77.5	77.5
Location 2	63.4	65.2	72.9
Location 3	69.8	69.8	70.0

In relation to the peak noise measured on site, there is no notable increase at Location 3 (proposed site) and only a minor increase of 1.8 dB at location 2 with the addition of the proposed equipment (excluding the proposed generator). Without the generator running, Locations 2 and 3 are calculated to be within the "Normally Acceptable" noise levels as noted per Table 1 of the City of Lincoln Maximum Allowable Noise Exposure by Land Use. Location 1 had a peak measured noise level of 77.5 dB, caused by a nearby dumpster lid slamming shut. This noise level is considered "Conditionally Acceptable" as noted per Table 1 of the City of Lincoln Maximum Allowable Noise Exposure by Land Use. In relation to the peak measured noise, the noise level at Location 1 is calculated to have no notable increase with the addition of the proposed equipment (including and excluding the proposed generator). Location 2 is calculated to have moderate noise level increase of 9.5 dB, and Location 3 is calculated to have no noticeable increase with the addition of the proposed equipment (including proposed generator). Location 2 is considered "Conditionally Acceptable" as noted per Table 1 of the City of Lincoln Maximum Allowable Noise Exposure by Land Use, while Location 1 will remain "Normally Acceptable". (Tower Engineering Professionals, Inc.).

a. **Ground borne Shaking:** The main source of ground borne vibration would be drilling equipment. Noise from the ground equipment ancillary to the tower would be confined to the site area, and the nearest residential neighborhood (sensitive receptor) is 800 feet away. It is unlikely that any ground borne vibration from tower installation would be felt at that distance. After the installation is completed, no ground borne vibrations would be generated. The project would have less than significant impact related to ground borne vibration

b. **Permanent Noise Increases:** Location 3 (Figure 1) is calculated to have no noticeable increase with the addition of the proposed equipment (including proposed generator). The level of noise on site would not be expected to exceed the noise standards contained in the General Plan. The impacts would be considered less than significant.

c. **Short Term Noise:** In relation to the peak noise measured on site, there is no notable increase at Location 3 (proposed site). Impacts would be less than significant.

d. **Aircraft Noise:** Noise from nearby airport would be independent of the project. As such, the project would not affect ambient noise levels in the neighborhood, or affect airport operations. Project impacts associated with operational noise would be less than significant.

FINDING: The noise associated with the project would be less than significant. Noise from the nearby aircraft operations would be independent of the project. The City has incorporated within its General Plan the Placer County Airport Land Use Compatibility Plan, which was prepared to promote compatibility between the airport and the surrounding land uses. Implementation of the Airport Land Use Compatibility Plan would minimize conflicts between airport operations and potentially sensitive land uses. Project impacts associated with operational noise would be less than significant

XIII. POPULATION AND HOUSING. *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (i.e., by proposing new homes and businesses) or indirectly (i.e., through extension of roads or other infrastructure)?				X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Regulatory Setting

No federal or state laws, regulations, or policies apply to population and housing and the proposed project.

Discussion: A substantial adverse effect on Population and Housing would occur if the implementation of the project would:

- Create substantial growth or concentration in population;
- Create a more substantial imbalance in the County's current jobs to housing ratio; or
- Conflict with adopted goals and policies set forth in applicable planning documents.

a. **Population Growth:** the project proposes the installation of a wireless tower which is unmanned, non-residential and not meant for human habitation. The tower has no effect on the population growth of the city. Therefore, there would be no impact.

b. **Housing Displacement:** The proposed site is in the Lincoln Aircenter Development area, where compatibility of uses locating in this district is based upon proximity to the Regional Airport, and adjacent residential areas (Aircenter GDP-5.2 - Compatibility). The Airport Land Use Commission (ALUC) protects public health, safety and welfare by ensuring the orderly adoption of land use measures that minimize the public's exposure to excessive noise and other hazards within areas around public airports. The Airport Land Use Plans (ALUCP) restricts housing development and other noise-sensitive land uses in areas exposed to more than 60 dbs. The nearest residential neighborhood is only 800 feet away and there will not be no housing displacement. No existing housing stock would be displaced by the proposed project. There would be no impact.

c. **Replacement Housing:** The project would occur within the existing airport zone, which precludes residential development. No housing or residents would be displaced by the project. The project would have no impact related to displacement. No persons would be displaced by the proposed project. There would be no impact.

FINDING: The project would not displace housing, or create a need to replace lost housing. The LLI is not a residential district. There would be no impact.

XIV. **PUBLIC SERVICES.** *Would the project 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 public services:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Fire protection?			X	
b. Police protection?			X	
c. Schools?				X
d. Parks?				X
e. Other government services?			X	

Regulatory Setting:

Federal Laws, Regulations, and Policies

California Fire Code

The California Fire Code (Title 24 CCR, Part 9) establishes minimum requirements to safeguard public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings. Chapter 33 of CCR contains requirements for fire safety during construction and demolition.

Discussion: A substantial adverse effect on Public Services would occur if the implementation of the project would:

- Substantially increase or expand the demand for fire protection and emergency medical services without increasing staffing and equipment to meet the Department's/District's goal of 1.5 firefighters per 1,000 residents and 2 firefighters per 1,000 residents, respectively;
- Substantially increase or expand the demand for public law enforcement protection without increasing staffing and equipment to maintain the Sheriff's Department goal of one sworn officer per 1,000 residents;
- Substantially increase the public-school student population exceeding current school capacity without also including provisions to adequately accommodate the increased demand in services;
- Place a demand for library services in excess of available resources;
- Substantially increase the local population without dedicating a minimum of 5 acres of developed parklands for every 1,000 residents; or
- Be inconsistent with County adopted goals, objectives or policies.

a. **Fire Protection:** The project involves the installation of wireless tower and with improvements on site. The installation would not increase the risk of fire occurring on the project site. In fact, the deployment of the Public Safety Wireless tower may increase the safety of residents reducing the need for fire protection service. As noted under Population and Housing, the project would not generate a population increase, which would lead to additional demand for fire protection service. The project will not require new or expanded fire protection facilities that could have environmental impacts. The project will have no impact on fire protection services. Impacts would be less than significant.

b. **Police Protection:** The project would not generate a population increase, which would increase demand for police protection services. The project would not require new or expanded police protection facilities that could have environmental impacts. The project would have no impact on existing police protection services and impacts would be less than significant.

c-e. **Schools:** As noted under Population and Housing, the project does not involve housing development, which would encourage population growth in the area. The project is an unmanned industrial use, not a residential use. As such, the project would not create additional demand for school services, or require new or expanded school facilities that could have environmental impacts. The project would have no impact

d. **Parks** The project would not construct residences, nor would it indirectly encourage population growth in the area. Because of this, the project would not create additional demand for park services. The project would not require new or expanded park facilities that could have environmental impacts. The project would have no impact on parks.

e. **Government Services.** There are no services that would be significantly impacted as a result of the project. Impacts would be less than significant.

FINDING: The project would not result in an increase in public services needed in the area. For this Public Services category, impacts would be less than significant.

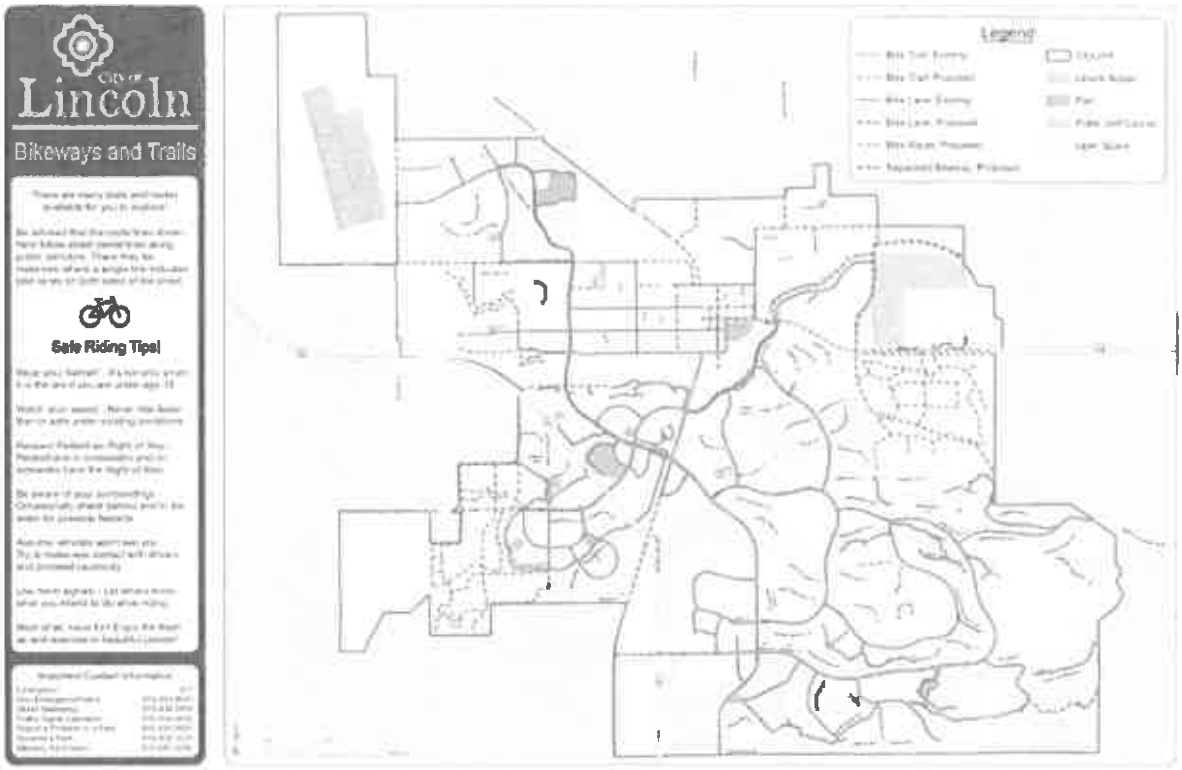
XV. RECREATION.	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Regulatory Setting

National Trails System

The National Trails System Act of 1968 authorized The National Trails System (NTS) in order to provide additional outdoor recreation opportunities and to promote the preservation of access to the outdoor areas and historic resources of the nation. The Appalachian and Pacific Crest National Scenic Trails were the first two components, and the System has grown to include 20 national trails.

Figure 2. City of Lincoln, Bikes & Trails



Bikeway Classifications

As part of its initiative to provide recreation for its citizens, the City of Lincoln has many bicycle routes and bicycle lanes throughout the City. The Lincoln Bicycle Map is organized by Class I, Class II, Class III, and Class IV categories. Below are the definitions of each class:

Class 1
Bike paths are paved facilities that are physically separated from the roadways used by motor vehicles, by space or a physical barrier and designated for bicycle use.

Class II
Bike Lanes are lanes on the outside edge of roadways reserved for the exclusive use of bicycles, and designated with special signing and pavement markings.

Class III
Bike routes are roadways recommended for use by bicyclists, and often connect roadways with bike lanes and bike paths. Bike routes are designated with signs and /or shared lane markings

Class IV
Separated bikeways, often referred to as a cycle track or protected bike lanes, are for the exclusive use of bicycles, physically separated from the motor traffic with a vertical feature. The separation may include, but not limited to, grade, separation, flexible posts, inflexible barriers, or on-street parking. Separated bikeways provide for one-way or two-way travel.

In some locations, the City of Lincoln provides for the shared use of bicycle lanes with Neighborhood Electric Vehicles (NEVs) and/or golf carts. These shared lanes are designated with special signing and pavement markings stating which vehicles are allowed to travel in the dedicated lane

Trails and Open Spaces

Lincoln has a variety of trails and open space preserves are located through the city and provide homes for many plants and animals. Preserves are unique in that they have native plant communities that have taken a long time to adopt and become established. These plant communities help grow and maintain the animal populations which include mallards, red winged hawks, frogs, jackrabbits, and beavers. In the summer months, one can see goats and sheep grazing within the city's Open space Preserves, and rights of way. Grazing is an effective way to improve the health of the open spaces because it; Controls invasive species, reduces wildfire fuels, maintains native plant and animal diversity and reduces dead matter build up (City of Lincoln Website).

State Laws, Regulations, and Policies

The California Parklands Act

The California Parklands Act of 1980 (Public Resources Code Section 5096.141-5096.143) recognizes the public interest for the state to acquire, develop, and restore areas for recreation and to aid local governments to do the same. The California Parklands Act also identifies the necessity of local agencies to exercise vigilance to see that the parks, recreation areas, and recreational facilities they now have are not lost to other uses.

The California state legislature approved the California Recreational Trail Act of 1974 (Public Resources Code Section 2070-5077.8) requiring that the Department of Parks and Recreation prepare a comprehensive plan for California trails. The California Recreational Trails Plan is produced for all California agencies and recreation providers that manage trails. The Plan includes information on the benefits of trails, how to acquire funding, effective stewardship, and how to encourage cooperation among different trail users.

The 1975 Quimby Act (California Government Code Section 66477) requires residential subdivision developers to help mitigate the impacts of property improvements by requiring them to set aside land, donate conservation easements, or pay fees for park improvements. The Quimby Act gave authority for passage of land dedication ordinances to cities and counties for parkland dedication or in-lieu fees paid to the local jurisdiction. Quimby exactions must be roughly proportional and closely tied (nexus) to a project's impacts as identified through traffic studies required by CEQA. The exactions only apply to the acquisition of new parkland; they do not apply to the physical development of new park facilities or associated operations and maintenance costs.

Local Laws, Regulations, and Policies

The City of Lincoln GP provides for parks and recreational facilities and services through its Parks and Recreation Department. The Department manages 18 parks, along with four rental facilities, the McBean Memorial Pool, and a system of open space and trails. The City strongly believes in the benefits of participation in organized youth sports, which has proven to build self-esteem, promote teamwork, develop both the body and mind, and is an integral part of the developmental process. Therefore, the goal of the Lincoln Recreation Department is to provide high quality programs for young people of all backgrounds to participate equally and enjoy a variety of recreational programs while maintaining a safe, healthy environment.

Discussion: A substantial adverse effect on Recreational Resources would occur if the implementation of the project would:

- Substantially increase the local population without dedicating a minimum of 5 acres of developed parklands for every 1,000 residents; or
- Substantially increase the use of neighborhood or regional parks in the area such that substantial physical deterioration of the facility would occur.

a. **Parks.** The project would not construct residences, nor would it indirectly encourage population growth in the area. Because of this, the project would not create additional demand for park and recreational services. The project would not require new or expanded recreational facilities that could have environmental impacts. Therefore, there would be no impacts.

b. **Recreational Services.** The project would not include additional recreation services or sites as part of the project. There would be no impacts.

FINDING: There would be no impacts to open space or park facilities would result as part of the project.

XVI. TRANSPORTATION/TRAFFIC. *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation	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, considering 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?				X
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?				X
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?			X	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e. Result in inadequate emergency access?				X

XVI. TRANSPORTATION/TRAFFIC. *Would the project:*				
	Potentially Significant Impact	Less than Significant with Mitigation	Less Than Significant Impact	No Impact
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?				X

Regulatory Setting

Federal Laws, Regulations, and Policies

No federal laws, regulations, or policies apply to transportation/traffic and the Proposed Project.

State Laws, Regulations, and Policies

Caltrans manages the state highway system and ramp interchange intersections. This state agency is also responsible for highway, bridge, and rail transportation planning, construction, and maintenance.

Local Laws, Regulations, and Policies

The Class III Public Safety Wireless Communication Tower is designed to enhance broadband connectivity and upgrade capacity for emergency services and wireless customers within the service area. The project will not interfere with programs, plans, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities in the area. Transit services in the City are provided by Placer County Transit. No bus routes serve the Business Park and Lincoln Regional Airport area There are no designated bikeways in the vicinity of the airport. As the project would not affect roadways or other transportation facilities beyond airport property, it would not conflict with other transportations programs or plans.

Discussion: The Transportation and Circulation Policies contained in the County General Plan establish a framework for review of thresholds of significance and identification of potential impacts of new development on the city's road system. The State of California recently added Section 15064.3 to the CEQA Guidelines, which is meant to incorporate SB 743 into CEQA analysis. SB 743 requires an alternative mechanism for evaluating transportation impacts and amending the CEQA guidelines to provide a transportation impact analysis framework that prioritizes reducing GHG emissions, replacing the prior focus of minimizing automobile delay. Section 15064.3(b) states that VMT is the preferred method for evaluating transportation impacts, rather than LOS. The VMT metric measures the total miles traveled by vehicles associated with a project. Unlike LOS, VMT accounts for the total environmental impacts of a project on transportation, including use of non-vehicle travel modes. A substantial adverse effect to traffic would occur if the implementation of the project would:

- Result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system;

- Generate traffic volumes which cause violations of adopted level of service standards (project and cumulative); or
- Result in or worsen Level of Service (LOS) F traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county as a result of a residential development project of 5 or more units.

Project construction will involve movement of construction equipment onto and from the site, which would be different in character from existing traffic in the vicinity. There won't be that much construction traffic to a level that may hinder public road traffic, but any such effect would be temporary and would cease when work is completed. the project would not affect any roadways and therefore would not contribute to potential traffic hazards. The project would have no impact related to traffic safety.

a. **Traffic Increases:** No substantial traffic increases would result from the proposed project, as the total potential trips to the site after the tower installation is very negligible. Access to the site would along Business Park Drive. There will be no impact.

b. **Levels of Service Standards:** Section 15064.3(b) of the CEQA Guidelines on Evaluating Transportation Impacts states that VMT states that VMT is the preferred method for evaluating transportation impacts, rather than the commonly used LOS. As the project involves installation of a wireless tower, it would not generate any new on-road vehicle traffic; therefore, it would not affect VMT. Public road traffic congestion would occur independent of the proposed tower project. The project would have no impact.

c. **Air Traffic:** Although the site is located within the airport zone, the installation of the 85 feet tall in an area with GDP approved height of 50 feet for all buildings, the tower would not interfere with or pose an airspace hazard to air traffic. In line with PCALUCP Chapter 3, Airspace Protection Review Policies, the FAA has been consulted to determine whether the tower is compatibility with the operations of the Regional Airport. Its anticipated that there would be less than significant impact.

d. **Design Hazards:** The wireless tower is 35 feet above the Aircenter GDP approved allowed height for all buildings in the district and the FAA has been consulted to determine whether the tower is compatibility with the operations of the Regional Airport. Its anticipated that the impact caused by the project will be less than significant.

e. **Emergency Access:** The project site would continue to be accessible by existing routes. These routes provide adequate access for emergency vehicles. There would be no impact.

f. **Alternative Transportation.** Transit services in the City are provided by Placer County Transit. No bus routes serve the Lincoln Regional Airport area where the site is located. There are no designated bikeways in the vicinity of the site. The railway is miles away in the Downtown area. Sidewalks are limited to nearby motorways including, Aviation Boulevard, Nicolaus Road and Venture Drive. The project would not conflict with adopted plans, polices or programs relating to alternative transportation. There is no public transit, bicycle lanes or pedestrian paths at this property. There would be no impact.

FINDING: The project would not exceed the thresholds for traffic identified within the General Plan. For this Transportation/Traffic category, the thresholds of significance would not be exceeded and there would be no impact.

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

Regulatory Setting:

Federal Laws, Regulations, and Policies

No federal laws, regulations, or policies apply to Tribal Cultural Resources (TCRs) and the Proposed Project.

State Laws, Regulations, and Policies

Assembly Bill (AB) 52

AB 52, which was approved in September 2014 and effective on July 1, 2015, requires that CEQA lead agencies consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if so requested by the tribe. The bill, chaptered in CEQA Section 21084.2, also specifies that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment.

Defined in Section 21074(a) of the Public Resources Code, TCRs are:

1. Sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe that are either of the following:
    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources; or
    b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this

paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

TCRs are further defined under Section 21074 as follows:

b. A cultural landscape that meets the criteria of subdivision (a) is a TCR to the extent that the landscape is geographically defined in terms of the size and scope of the landscape; and
c. A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a TCR if it conforms with the criteria of subdivision (a).

Mitigation measures for TCRs must be developed in consultation with the affected California Native American tribe pursuant to newly chaptered Section 21080.3.2, or according to Section 21084.3. Section 21084.3 identifies mitigation measures that include avoidance and preservation of TCRs and treating TRCs with culturally appropriate dignity, considering the tribal cultural values and meaning of the resource.

Discussion

In general, significant impacts are those that diminish the integrity, research potential, or other characteristics that make a TCR significant or important. To be considered a TCR, a resource must be either: (1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or: (2) a resource that the lead agency chooses, in its discretion, to treat as a TCR and meets the criteria for listing in the state register of historic resources pursuant to the criteria set forth in Public Resources Code Section 5024.1(c). A substantial adverse change to a TCR would occur if the implementation of the project would:

Disrupt, alter, or adversely affect a TCR such that the significance of the resource would be materially impaired

a, b. **Tribal Cultural Resources.** The United Auburn Indian Community has traditionally been notified of proposed projects for consultation in most areas of Placer County. As such, materials related to the wireless tower project were sent to Anna Starkey; the Cultural Regulatory Specialist with the Tribal Historic Preservation Department for review via email. Starkey informed Planning that although there is always the potential of running into buried cultural resources, the UAIC was unaware of any cultural sensitivity issues in the project area. No other requests for further information or formal consultation were received for this project. The impact would be less than significant.

FINDING: No significant TCRs are known to exist on the project site. As a result, the proposed project would not cause a substantial adverse change to a TCR and there would be no impact.

XVIII. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less than Significant with	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
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?				X
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Regulatory Setting

Federal Laws, Regulations, and Policies

Energy Policy Act of 2005

The Energy Policy Act of 2005, intended to reduce reliance on fossil fuels, provides loan guarantees or tax credits for entities that develop or use fuel-efficient and/or energy efficient technologies (USEPA, 2014). The act also increases the amount of biofuel that must be mixed with gasoline sold in the United States (USEPA, 2014).

State Laws, Regulations, and Policies

California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 (Public Resources Code, Division 30) requires all California cities and counties to implement programs to reduce, recycle, and compost wastes by at least 50 percent by 2000 (Public Resources Code Section 41780). The state, acting through the California Integrated Waste Management Board (CIWMB), determines compliance

with this mandate. Per-capita disposal rates are used to determine whether a jurisdiction's efforts are meeting the intent of the act.

California Solid Waste Reuse and Recycling Access Act of 1991

The California Solid Waste Reuse and Recycling Access Act of 1991 (Public Resources Code Sections 42900-42911) requires that all development projects applying for building permits include adequate, accessible areas for collecting and loading recyclable materials.

California Integrated Energy Policy

Senate Bill 1389, passed in 2002, requires the California Energy Commission (CEC) to prepare an Integrated Energy Policy Report for the governor and legislature every 2 years (CEC 2015a). The report analyzes data and provides policy recommendations on trends and issues concerning electricity and natural gas, transportation, energy efficiency, renewable energy, and public interest energy research (CEC 2015a). The 2014 Draft Integrated Energy Policy Report Update includes policy recommendations, such as increasing investments in electric vehicle charging infrastructure at workplaces, multi-unit dwellings, and public sites (CEC 2015b).

Title 24–Building Energy Efficiency Standards

Title 24 Building Energy Efficiency Standards of the California Building Code are intended to ensure that building construction, system design, and installation achieve energy efficiency and preserve outdoor and indoor environmental quality (CEC 2012). The standards are updated on an approximately 3-year cycle. The 2013 standards went into effect on July 1, 2014.

Urban Water Management Planning Act

California Water Code Sections 10610 *et seq.* requires that all public water systems providing water for municipal purposes to more than 3,000 customers, or supplying more than 3,000 acre-feet per year (AFY), prepare an urban water management plan (UWMP).

Other Standards and Guidelines

Leadership in Energy & Environmental Design

Leadership in Energy & Environmental Design (LEED) is a green building certification program, operated by the U.S. Green Building Council (USGBC) that recognizes energy efficient and/or environmentally friendly (green) components of building design (USGBC, 2015). To receive LEED certification, a building project must satisfy prerequisites and earn points related to different aspects of green building and environmental design (USGBC, 2015). The four levels of LEED certification are related to the number of points a project earns: (1) certified (40–49 points), (2) silver (50–59 points), (3) gold (60–79 points), and (4) platinum (80+ points) (USGBC, 2015). Points or credits may be obtained for various criteria, such as indoor and outdoor water use reduction, and construction and demolition (C&D) waste management planning. Indoor water uses reduction entails reducing consumption of building fixtures and fittings by at least 20% from the calculated baseline and requires all newly installed toilets, urinals, private lavatory faucets, and showerheads that are eligible for labeling to be Water Sense labeled (USGBC, 2014). Outdoor water use reduction may be achieved by showing that the landscape does not require a permanent irrigation system beyond a maximum 2.0-year establishment period, or by reducing the project's landscape water requirement by at least 30% from the calculated baseline for the

site's peak watering month (USGBC, 2014). C&D waste management points may be obtained by diverting at least 50% of C&D material and three material streams, or generating less than 2.5 pounds of construction waste per square foot of the building's floor area (USGBC, 2014).

Discussion: A substantial adverse effect on Utilities and Service Systems would occur if the implementation of the project would:

- Breach published national, state, or local standards relating to solid waste or litter control;
- Substantially increase the demand for potable water in excess of available supplies or distribution capacity without also including provisions to adequately accommodate the increased demand, or is unable to provide an adequate on-site water supply, including treatment, storage and distribution;
- Substantially increase the demand for the public collection, treatment, and disposal of wastewater without also including provisions to adequately accommodate the increased demand, or is unable to provide for adequate on-site wastewater system; or
- Result in demand for expansion of power or telecommunications service facilities without also including provisions to adequately accommodate the increased or expanded demand.

a. **Wastewater Requirements**: The project will be unmanned, not meant for human habitation and would not generate any wastewater. The project would not require expansion of capacity of the City's wastewater treatment plant to accommodate the wastewater generated by the project. The project would have no impact on wastewater treatment capacity.

b. **Construction of New Facilities:** No development is proposed as a part of this project. Future development would be limited to industrial, not residential. Therefore, an expansion to existing systems would not be necessary to serve the project. There would be no impact.

c. **New Stormwater Facilities:** Storm drainage in the LI and Airport areas is channeled towards several streams in the vicinity. All adjacent uses to the site have utilities and facilities which can be extended to the new project as needed. The site is on paved ground and won't expose the soils to wind or water. There would be no impact.

d. **Sufficient Water Supply:** The project will be unmanned and doesn't require the use of water; therefore, it would not place any demands on the City's water. As such, the project would not require new water supplies. The project would have no impact on water supplies.

d. **Adequate Wastewater Capacity:** The project would not generate any wastewater, nor require expansion of capacity of the City's wastewater treatment plant to accommodate its wastewater needs. The project would have no impact on existing wastewater treatment capacity. There would be no impact.

f-g. **Solid Waste Disposal and Requirements:** The project would generate solid waste during the installation phase. Construction waste would be disposed of in compliance with the provisions of the adopted California Green Building Code that address construction waste. Upon completion, the project would not place any demands on solid waste collection services nor on the capacity of the landfill where the City's solid waste is

disposed. The project would have no impact on solid waste services or regulations pertaining to solid waste.

FINDING: No significant utility and service system impacts would be expected with the project, either directly or indirectly. There would be no impact.

XIV. MANDATORY FINDINGS OF SIGNIFICANCE. *Does the project:*	Potentially Significant Impact	Less than Significant with Mitigation	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?				X
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

Discussion

The proposed project is consistent and compatible with other uses in the LLI district. Reviews focusing on compatibility and potential impact of the project have been heightened due to its proximity to the Regional Airport, and slowly emerging residential areas a mile and half away. The project has been analyzed for its potential impacts on air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services and housing, and transportation and traffic. For all these categories, the reviews did not identify any impacts that were immediate or cumulative. As described earlier, the project either would have no potential environmental impacts, have impacts that are less than significant, or cause potentially significant impacts. Significant impacts would be avoided or reduced to a level that is less than significant with proposed mitigation measures and/or compliance with applicable regulations and conditions of the required permits. Overall, the project would not make a considerable contribution to any potential cumulative impacts. No substantial evidence has been found that would suggest that this project would have the potential

to significantly degrade the quality of the environment. The wireless tower project is compatible and consistent with the existing land use designation of the Lincoln General Plan, Aircenter GDP, PCPTA, ALUCP overlay zone, existing city zoning ordinance, and the proposed improvements in the Lincoln Regional Airport Master Plan.

a. Cumulative impacts are defined in Section 15355 of the California Environmental Quality Act (CEQA) Guidelines as *two or more individual effects, which when considered together, would be considerable or which would compound or increase other environmental impacts.*

The project does not involve residential development or propose changes in land use that would result in population growth. There will be no increased demand for public services associated with the project. One major requirement for the project to operate is the power utility, which would be offset by the payment of fees as required by service providers before extending the necessary infrastructure services. The project would not be anticipated to contribute substantially to increased traffic in the area and the project would not require an increase in the wastewater treatment capacity of the city. Due to the size of the project, types of activities proposed, and site-specific conditions disclosed in the Project Description and analyzed in Items I through XVIII, there will be no significant impacts related to this project across all the given categories. For all the categories, either no impacts, or less than significant impacts would be anticipated.

As outlined above, this project is anticipated to have a less than significant effects on the environment and no adverse effects on human beings, either directly or indirectly. Based on the analysis in this study, it has been determined that the project would have less than significant cumulative impacts.

c. Based on the reviews contained in this document, no potentially significant impacts environmental effects are anticipated to occur due to the proposed project. The project does not propose any new development. Any physical changes would require review and permitting through the city. Compliance with city codes and prescribed standard conditions will keep potential impacts to a less than significant level.

FINDINGS: It has been determined that the proposed project would not result in significant environmental impacts. Environmental reviews specifically analyzed the potential cumulative impacts on air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services and housing, and transportation and traffic. For all these issues, the environmental checklist did not identify any area, which would cause substantial adverse effects on both the environment and human beings, either directly or indirectly.

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