# CITY OF LINCOLN
# PLANNING COMMISSION REGULAR MEETING
# May 20, 2026

Peter Gilbert
Michele Hutchinson
Tim Jackson
Eric Johnson, Chair
Jerry Johnson
Tony Manning, Vice Chair

**AS A COURTESY, PLEASE TURN OFF ALL CELL PHONES & ELECTRONIC DEVICES DURING THE MEETING**

## PLANNING COMMISSION

6:00 PM
**City Hall**
**Council Chambers, 3rd Floor**
**600 Sixth Street**
**Lincoln, CA 95648**

**OR VIRTUAL**
**Meeting can be viewed on the City's YouTube Channel (accessed on the City's website) or WAVE Channel 18 and attended virtually via Zoom. Please join the Zoom Webinar from your computer, tablet or smartphone. You may participate in live public comment through this platform. Registration URL copy and paste this link: https://us06web.zoom.us/webinar/register/WN_1ZYwZYxjQQa7mmALR2w-ag. You can also dial in using your phone - US: +1 (669) 900-6833 and use *9 to raise your hand to speak.**
**Webinar ID: 882 5285 9306**

**CITY OF LINCOLN STAFF -**

Nita Wracker, Comm. Dev. Director
Rommel Pabalinas, Comm. Dev. Planning Manager
Efren Sanchez, Senior Planner
Thomas Cruickshank, Associate Planner
Doug White, City Attorney
SP Mann, Senior Engineer
Mikaela Noble, Associate Planner
Eugenie Guadron, PC Secretary

**1.** CALL TO ORDER

**2.** ROLL CALL

**3.** PLEDGE OF ALLEGIANCE

**4.** AGENDA MODIFICATIONS

**5.** PUBLIC COMMENT ON NON-AGENDA ITEMS WITHIN THE SUBJECT MATTER JURISDICTION OF THE COMMISSION *All speakers' time will be limited to three (3) minutes, unless extended by the Chairperson. All comments or questions should be addressed to the Chairperson and in most cases, the Commission is prohibited from discussing or taking action on any item not appearing on the posted agenda, but may engage in brief discussion, provide direction to City staff, or schedule items for future meetings.

**6.** INFORMATION ITEMS AND DISCLOSURES

**7.** CONSENT

7.A Approval of Meeting Minutes of April 15, 2026 Regular Planning Commission Meeting (Eugenie Guadron)

**8.** PUBLIC HEARINGS

8.A Consideration of a Design Review application for the construction and operation of a new steel building measuring 100 feet x 135 feet to be used as a storage hangar at the Lincoln Regional Airport know as Lincoln Skyways Hanger (R. Pabalinas)

1. Adopt the proposed Addendum to the certified 2008 Lincoln Regional Airport Master Plan Environmental Impact Report (EIR) (State Clearinghouse (SCH) # 2007062027) pursuant to the California Environmental Quality Act (CEQA) Section 15162. Additionally, the project qualifies for a Categorical Exclusion determination in accordance with the National Environmental Policy Act (NEPA). No additional environmental analysis is necessary.
2. Adopt a Resolution approving the Design Review application for Lincoln Skyways Hangar (PLN25-00025) with project specific and typical conditions of approval.

**9.** GENERAL BUSINESS

9.A Open Space Discussion (Sean Scully)

**10.** INFORMATIONAL ITEMS FROM STAFF/DIRECTOR REPORTS

10.A Planning Entitlement Tracker Discussion (Nita Wracker)

**11.** COMMISSIONER COMMENTS

**12.** ADJOURNMENT

**CITIZENS ADDRESSING THE COMMISSION**

Citizens may address the Planning Commission on any item on the agenda when the item is considered. Citizens wishing to speak may request recognition from the presiding officer by raising his or her hand and stepping to the podium when requested to do so. An opportunity will be provided for citizens wishing to speak on non-agenda items to similarly request recognition and address the Planning Commission. Three-minute time limits may be placed on citizen comments.

**APPEALS**

If you wish to appeal a decision of the Planning Commission, you must have participated in the Planning Commission review of the item by submitting written testimony or oral testimony at the public hearing. The appeal is limited to those issues raised at the Planning Commission meeting.

**APPEAL PERIOD**

There is a 10-day appeal period for most Planning Commission decisions. Appeals can be made by any interested party upon payment of the appropriate fee and submittal of the appeal request to the Lincoln City Clerk or the Planning Department, 600 Sixth Street, Lincoln.

**WRITTEN MATERIAL INTRODUCED INTO THE RECORD**

Any citizen wishing to introduce written material into the record at the hearing on any item is requested to provide a copy of the written material to the Planning Department prior to the hearing date, so that the material may be distributed to the Planning Commission prior to the hearing.

***NOTE:*** *Materials related to an item on this Agenda submitted to the Council/Redevelopment Successor Agency after distribution of the agenda packet are available for public inspection in the City Clerk's office at 600 Sixth Street, Lincoln, CA during normal business hours. Such documents are also available on the City of Lincoln's website at https://www.lincolnca.gov/ subject to staff's availability to post the documents before the meeting.*

*In compliance with the American with Disabilities Act, the City will provide special assistance for disabled members of the public. The meeting room is wheelchair accessible and disabled parking is available. If you have a disability and need a disability-related modification or accommodation to participate in the meeting, please contact the City Clerk's Office at (916) 434-2490. As a courtesy, please make every effort to inform the Clerk of your needs at least 24 hours prior to the meeting so the City may make reasonable arrangements to ensure accessibility to this meeting.*

Pursuant to applicable laws and regulations, including without limitation, California Government Code Section 65009 and/or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (including any action regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.

**Levine Act Provisions --** The Levine Act requires a party (or the party's agent(s)) to a proceeding before the City of Lincoln that involves any action or consideration to their contract, license, permit, or other entitlement for use, to disclose any campaign contribution made to City elected or appointed officer totaling more than $500 within the 12 months before the City decision. This includes contributions to Councilmembers, Planning Commissioners and members of other City boards and commissions.

# STAFF REPORT

Item Number 7.A

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**SUBJECT:** Approval of Meeting Minutes of April 15, 2026 Regular Planning Commission Meeting (Eugenie Guadron)

**SUBMITTED BY:** Eugenie Guadron

**DEPARTMENT:** Community Development

**DATE:** May 20, 2026

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**ATTACHMENTS:**
7.A. Draft Meeting Minutes 04.15.2026.pdf

**MINUTES - DRAFT**
**CITY OF LINCOLN PLANNING COMMISSION**
**Regular Meeting**
**April 15, 2026**

1. **CALL TO ORDER** –Chair Eric Johnson called the meeting to order at **6:00 P.M**.

**2.** **ROLL CALL** – Commissioners present: Gilbert, Hutchinson, Jackson, E.Johnson, J.Johnson, Manning. Various Staff and Public were also in attendance in person. Note: One (1) Commissioner position is vacant

**3.** **PLEDGE OF ALLEGIANCE** was led by Commissioner Jackson.

4. **AGENDA MODIFICATION** – None.

5. **PUBLIC COMMENT ON NON-AGENDA ITEMS WITHIN THE SUBJECT MATTER JURISDICTION OF THE COMMISSION** – None.

6. **DISCLOSURE OF EXPARTE COMMUNICATION** – None.

7. **CONSENT** –

7.A Approval of Meeting Minutes of March 18, 2026 Regular Planning Commission Meeting. (Eugenie Guadron)

**Motioned (Offered by Commissioner Gilbert, seconded by Commissioner J.Johnson** to approve the March 18, 2026 meeting minutes**. Unanimously Approved by voice call vote with no opposition (6-0-0-0).**

8. **PUBLIC HEARINGS** –

8.A Chevron at Joiner Parkway - Adopt a Resolution Approving a Conditional Use Permit for Type 21 Full Liquor application and determination of Public Convenience or Necessity (Efren Sanchez)

STAFF RECOMMENDATION: Staff recommends that the Planning Commission conduct a public hearing, consider the information contained in the staff report, and testimony of the public, and take the following action:
1. Determine that the project is exempt from the California Environmental Quality Act (CEQA) under Section 15301 (Existing Facilities); and
2. Adopt a Resolution approving the Conditional Use Permit for alcohol sales (Type 21 – Off-Sale General), and determination of Public Convenience or Necessity (PCN) within an existing building located at 151 Joiner Parkway in Lincoln (PLN25-00032) with project specific and typical conditions of approval (Attachment 1).

Efren Sanchez, Senior Planner, presented to the Commission, including the PowerPoint presentation, made a part of these minutes by mention thereof. The Commission discussed the project with Mr. Sanchez, responding that the school district was notified of the project and there were no comments received from them, and alcohol sales require a Conditional Use Permit.

**Chair E.Johnson opened the public hearing at 6:12 P.M.**

The following provided public comment:
Nick,Sandhu, Chevron business owner
Kevin Siddle, Lincoln resident

DRAFT

**Chair E.Johnson closed the public hearing at 6:15 P.M.**

**Motioned (Offered by Commissioner J.Johnson, seconded by Commissioner Hutchinson** to determine that no additional environmental analysis, pursuant to CEQA, is required and to adopt a resolution approving a Conditional Use Permit for Type 21 Full Liquor application and determination of Public Convenience or Necessity within an existing building located at 151 Joiner Parkway, Lincoln, CA. **Approved by the following roll call vote:** J.Johnson – Aye, Hutchinson – Aye, Gilbert - Aye, Jackson – Aye, Manning – Aye and E.Johnson – Aye (6-0-0-0).

8.B Starbucks and Circle K at First Street and Joiner Parkway (Thomas Cruickshank)

Staff recommends that the Planning Commission conduct a public hearing, consider the information contained in the staff report, and testimony of the public, and take the following actions:
1. Adopt a Resolution Determining the project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 – Infill Development Projects and is substantially consistent with the Joiner Ranch Certified Final Environmental Impact Report (SCH NO 1983041102)
2. Adopt a Resolution Recommending City Council Approve the Joiner Parkway and First Street Commercial Tentative Parcel Map. The tentative parcel map would subdivide the 2-acre parcel into a total of two commercial parcels;
3. Adopt a Resolution Approving the Specific Development Plan/Development Permit (Master Plan) for the proposed Starbucks and Circle K Commercial Project in conformance with the design and development standards of the Joiner Ranch General Development Plan;
4. Adopt a Resolution Making a Determination of Findings of Consistency with the General Plan for Summary Vacation of Public Landscape Easement along the frontage of Joiner Parkway and First Street;
5. Adopt a Resolution Approving a Conditional Use Permit for Alcohol Sales and/or Consumption Consistent with Lincoln Municipal Code (LMC) Section 18.22.030 for Parcel 1 (Circle K);
6. Adopt a Resolution Approving a Conditional Use Permit for Automobile Drive-through consistent with LMC 18.22.030 for Parcel 2 (Starbucks);
7. Adopt a Resolution Approving a Conditional Use Permit to allow development on a commercial property with a nonconforming parcel size consistent with the Joiner Ranch General Development Plan for Parcel 2 (Starbucks).

Thomas Cruickshank, Associate Planner, presented to the Commission, including the PowerPoint presentation made a part of these minutes by mention thereof. The Commission discussed with Mr. Cruickshank, Community Development Director Nita Wracker, and applicant Callie Huff responding to questions and comments.

**Chair E.Johnson opened the public hearing at 6:35 P.M.**

The following provided public comment:
Kevin Siddle, Lincoln resident
Nick,Sandhu, Chevron business owner

**Chair E.Johnson closed the public hearing at 6:41 P.M.**

The Commission further discussed the project with Director Wracker responding to questions and comments.

**Motioned (Offered by Commissioner Gilbert, seconded by Commissioner Hutchinson** to Adopt resolutions #1 through #7, excluding resolution #6 under this Item 8B. **Approved by the following roll call vote:** Gilbert - Aye, Hutchinson – Aye, Jackson – Aye, J.Johnson – Aye, Manning – Aye, and E.Johnson – Aye (6-0-0-0)

**Motioned (Offered by Commissioner Gilbert, seconded by Commissioner Jackson** to Adopt a Resolution Approving a Conditional Use Permit for Automobile Drive-through consistent with LMC 18.22.030 for Parcel 2 (Starbucks). **Approved by the following roll call vote:** Gilbert - Aye, Jackson – Aye, Hutchinson – Aye, J.Johnson – Aye, Manning – Noe, and E.Johnson – Aye (5-1-0-0)

9. **GENERAL BUSINESS** – None.

10. **INFORMATIONAL ITEMS FROM STAFF/ DIRECTOR REPORTS**.

Director Wracker was open to comments or questions to the Planning Entitlement Tracker – There were none. Director Wracker also stated with changes in staff, there will be changes to the agenda and some modifications to the procedural way that we run these meetings to align with Council meetings.

11. **COMMISSIONER COMMENTS** –

Commissioner Gilbert appreciates fellow Commissioners' comments and commented that competition is much more valuable to the marketplace.

Commissioner Hutchinson concurs with Commissioner Gilbert's comment and appreciates Vice Chair Manning's comments regarding the marketplace.

Commissioner Jackson thanked staff for two wonderful presentations.

Vice Chair Manning appreciated all the help from staff.

Chair E. Johnson echoes appreciation to staff, looking forward to the little procedural modifications that might come forward, and the competition and free market. Chair E,Johnson welcomed the new businesses to Lincoln.

12. **ADJOURNMENT** –

Chair E.Johnson adjourned the meeting at **6:51 P.M**.

Submitted by:
Eugenie Guadron, Planning Commission Secretary

DRAFT

# 8.A. Chevron at Joiner Pkwy




# Chevron at Joiner Parkway

Item 8A / Planning Commission / April 15, 2026 / Efren Sanchez, Senior Planner

# Background / Introduction




- November 6, 2025 → CUP/PCN Application Submitted
- **Upgrade Type 20** (Off-Sale Beer and Wine) → **Type 21** License (Off-Sale General) Beer, Wine, and Distilled Spirits.



# Analysis

- On-site and off-site sale of alcohol
  - Allowed via CUP in Commercial zones
- 6 active alcohol licenses within a one-mile radius
- The project site is located approximately 0.5 miles from the nearest place of worship, 0.24 miles from the nearest park, and 0.14 miles from the nearest school.
- Police Chief feedback: No chronic police concerns at this location.

# ABC Licenses Map




**Project Location Map**
**ABC Licenses - 151 Joiner Parkway**
**APN: 021-321-076-000**

# Findings

- Planning Commission must find the use, with conditions, will not be detrimental to nearby residents, businesses, property, or the general welfare of the City.
- Staff reviewed surrounding land uses and found the request compatible with the commercial character of the area.
- Project is consistent with the General Plan, including Economic Development Policy ED-2.3 supporting business expansion.
- Off-sale alcohol sales are common in commercial districts and similar to other nearby licensed establishments.
- The site is eligible in the NC/BP zone with approval of a Conditional Use Permit.
- Nearest Type 21 license is the Chevron at 2330 Nicolaus Road, about 0.92 miles away.
- With conditions, staff found no significant health, safety, or welfare impacts; Police Chief reported no chronic concerns and no objection.
- Flood hazard findings do not apply because the site is not located in a flood hazard zone.

# Environmental Review

- CEQA Exemption:
  - Section 15301 (Existing Facilities)
  - Existing 2,700 SF Chevron Convenience store
  - Exempt because it meets the criteria that characterize it as existing development

# Recommendation

1. Determine that the project is exempt from the California Environmental Quality Act (CEQA) under Section 15301 (Existing Facilities); and,
2. Adopt a Resolution approving the Conditional Use Permit for alcohol sales (Type 21 – Off-Sale General), and determination of Public Convenience or Necessity (PCN) within an existing building located at 151 Joiner Parkway in Lincoln (PLN25-00032) with project specific and typical conditions of approval (Attachment 1).

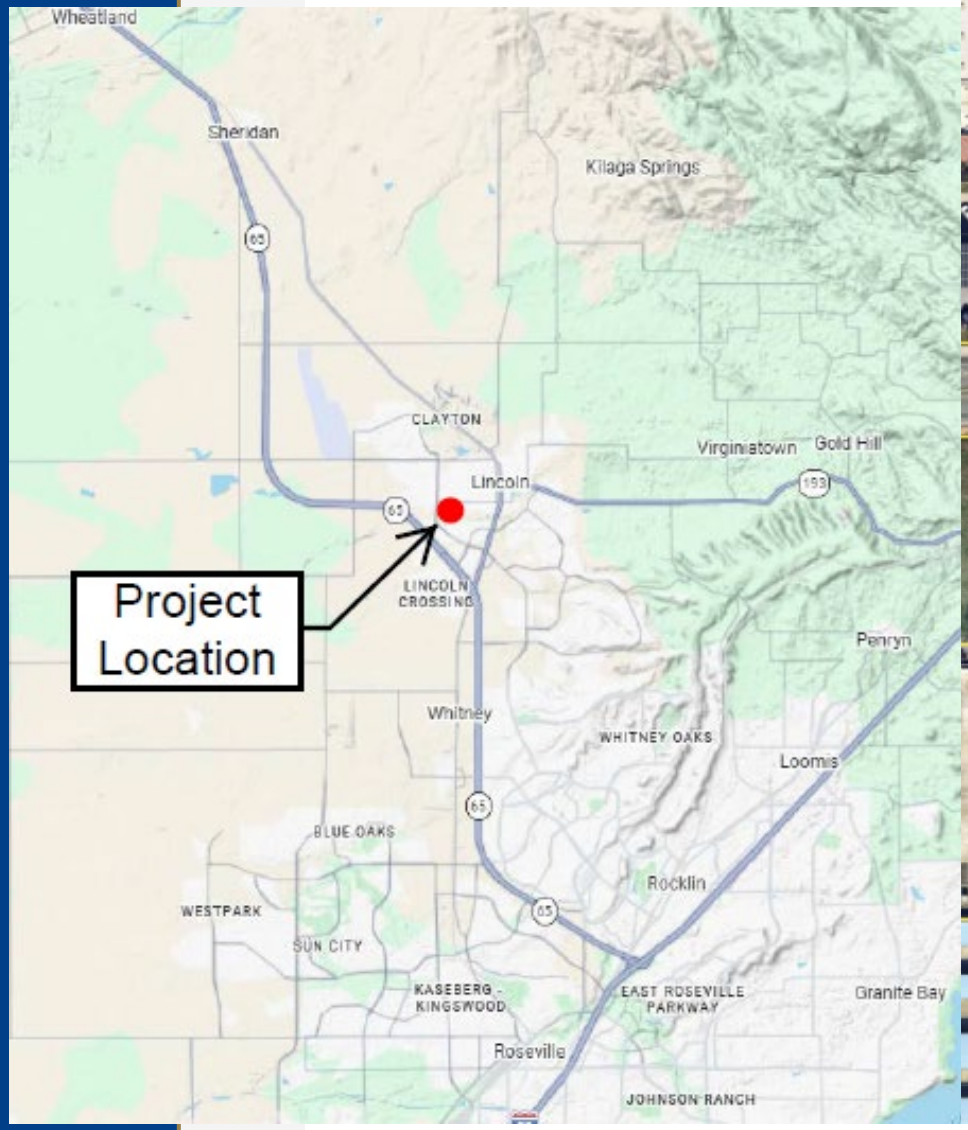
# 8.B. Starbucks and Circle K




# Starbucks Circle K Commercial Project

Item 8B / Planning Commission / April 15, 2026 / Thomas Cruickshank, Associate Planner

# Location – Regional and Site





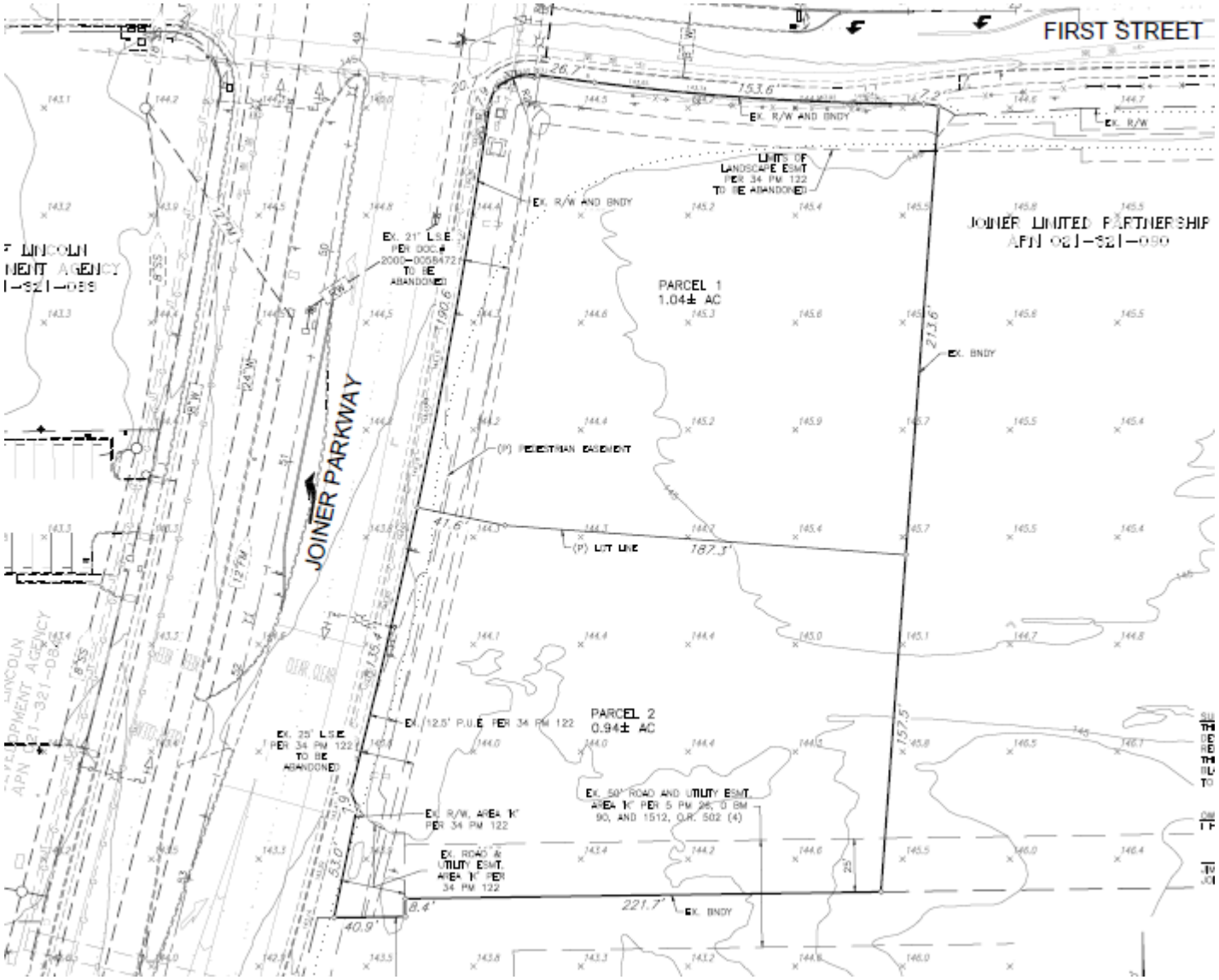


- 2-acre vacant lot at the southeast corner of First St and Joiner Parkway (Assessor's Parcel Number 021-321-089)
- Located within the approved Joiner Ranch General Development Plan Area

# Requested Entitlements

- Tentative Parcel Map
- Specific Development Plan/Development Permit
- Vacation of Existing Public Landscape Easements
- Conditional Use Permits

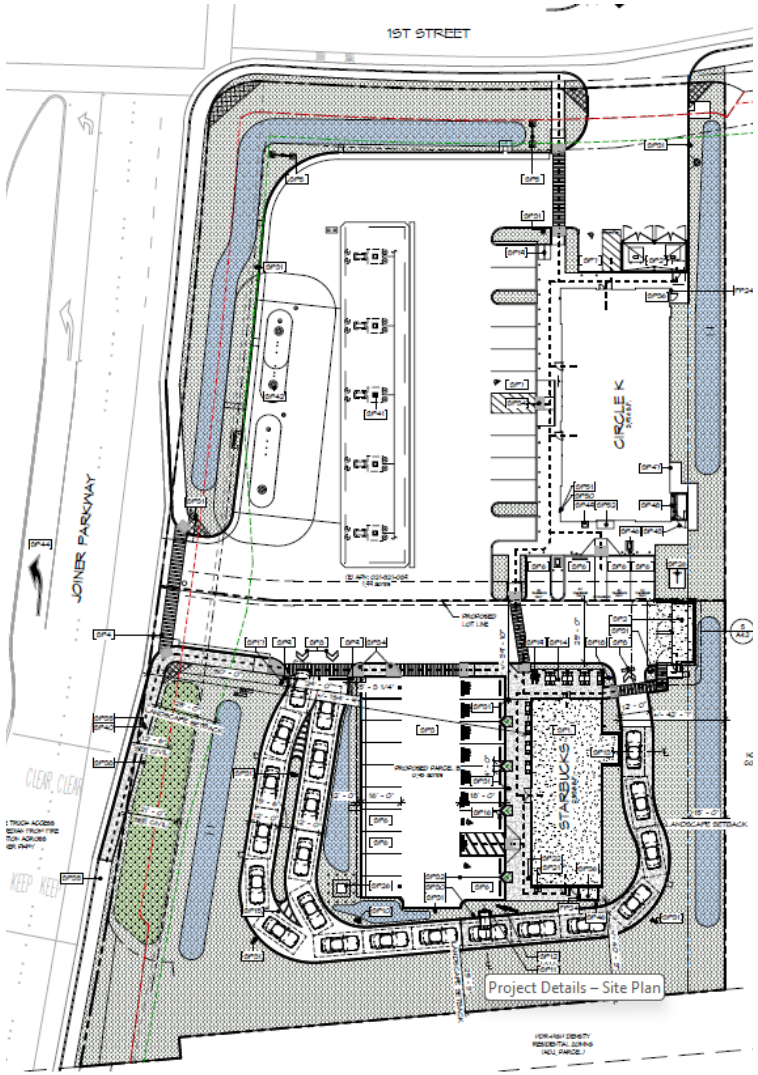
# Tentative Parcel Map



# Specific Development Plan / Development Permit

- Design Review Board November 20, 2025
- Recommended for approval to Planning Commission

# Project Details – Site and Landscape Plan




- 3,974 sf Circle K fuel station
- 2,338 sf Starbucks

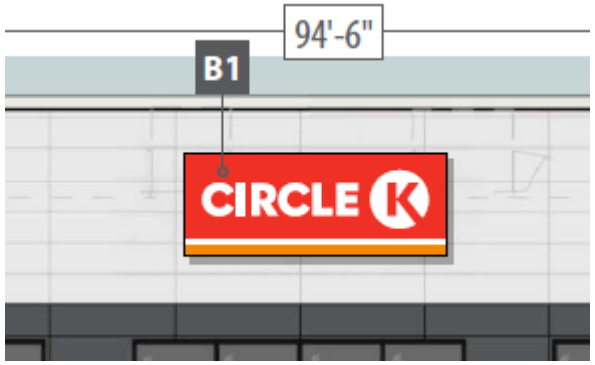


# Project Details –Sign Program

## Building Signage



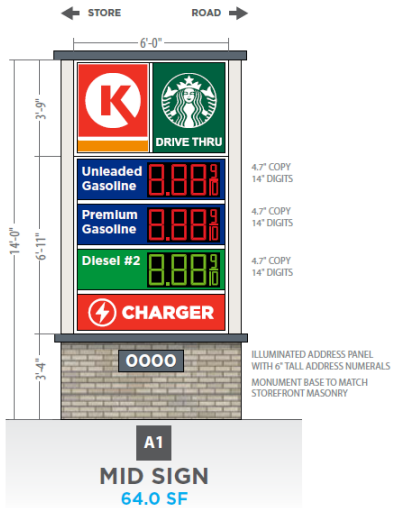


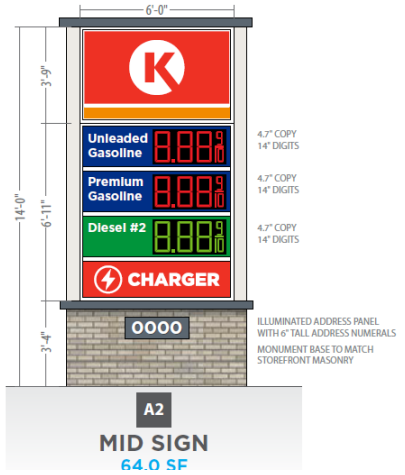



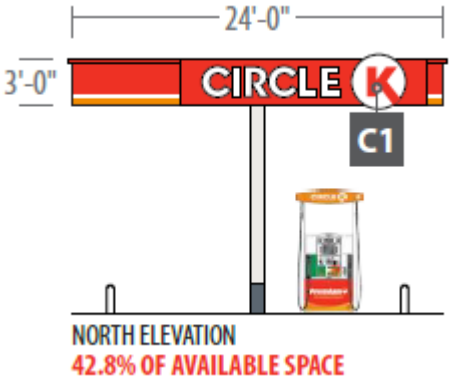


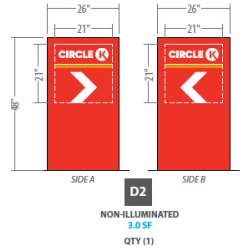


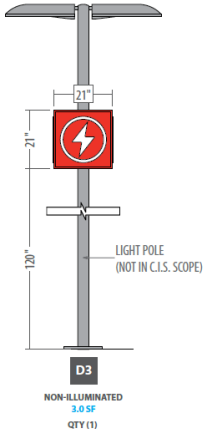
## Monument Signs



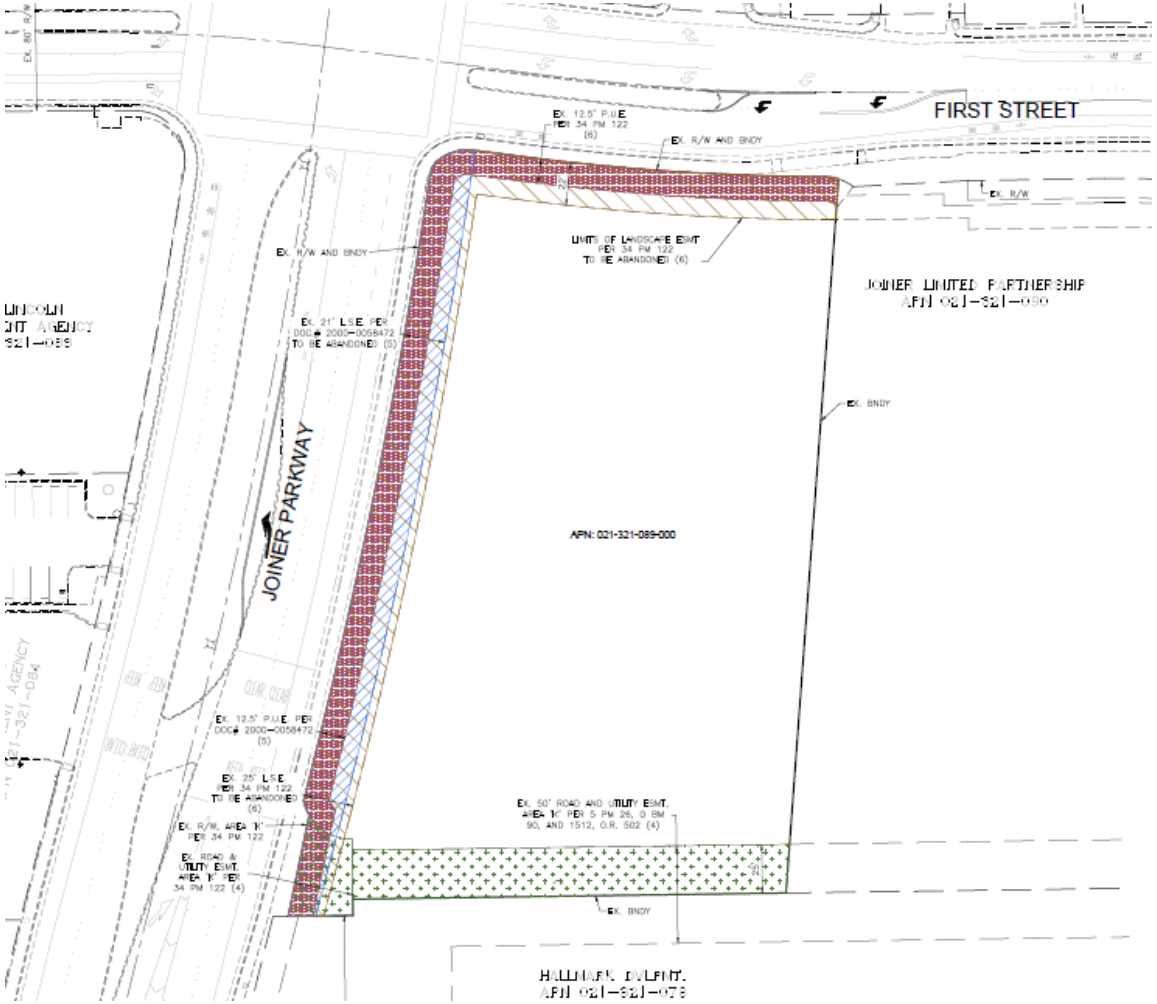



# Project Details – Vacation of Easements




- Existing public landscape easements along First Street and Joiner Parkway

# Conditional Use Permits

1. Drive-Thru Facilities
   - In accordance with LMC Section 18.22.030-26 and Findings under LMC Section 18.56.020
2. Alcohol Sales and/or Consumption
   - Required consistent with LMC Section 18.22.030.(21) for the proposed fuel station on Parcel 1
3. Development on a nonconforming parcel (less than 1 acre)
   - Required for the proposed 0.94-acre parcel 2, consistent with the Joiner Ranch General Development Plan.

# Findings

- Project is consistent with:
  - City of Lincoln General Plan
  - Joiner Ranch General Development Plan (GDP)
  - LMC Title 17 (Subdivisions)
  - LMC Title 18 (Zoning)
- California Environmental Quality Act (CEQA)
  - Section 15332 – Infill Development

# Recommendation

1. Adopt a resolution determining the project is exempt from CEQA pursuant to Section 15332 – Infill Development
2. Adopt a resolution recommending City Council approve the Tentative Parcel Map
3. Adopt a resolution approving the Specific Development Plan/Development Permit (Design Review)
4. Adopt a Resolution making a determination of Findings of Consistency with the General Plan for summary vacation of public landscape easement
5. Adopt a Resolution approving a Conditional Use Permit for alcohol sales and/or consumption
6. Adopt a Resolution approving a Conditional Use Permit for automobile drive-throughs
7. Adopt a Resolution approving a Conditional Use Permit for development on a nonconforming parcel less than one acre in size

# End of Presentation

# STAFF REPORT

Item Number 8.A

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**SUBJECT:** Consideration of a Design Review application for the construction and operation of a new steel building measuring 100 feet x 135 feet to be used as a storage hangar at the Lincoln Regional Airport know as Lincoln Skyways Hanger (R. Pabalinas)

**SUBMITTED BY:** Rommel Pabalinas

**DEPARTMENT:** Community Development

**DATE:** May 20, 2026

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## STAFF RECOMMENDATION:

Staff recommend the Planning Commission conduct a public hearing, consider the information contained in the staff report, and testimony of the public, and take the following actions:

1. Adopt the proposed Addendum to the certified 2008 Lincoln Regional Airport Master Plan Environmental Impact Report (EIR) (State Clearinghouse (SCH) # 2007062027) pursuant to the California Environmental Quality Act (CEQA) Section 15162. Additionally, the project qualifies for a Categorical Exclusion determination in accordance with the National Environmental Policy Act (NEPA). No additional environmental analysis is necessary.
2. Adopt a Resolution approving the Design Review application for Lincoln Skyways Hangar (PLN25-00025) with project specific and typical conditions of approval.

## BACKGROUND/INTRODUCTION:

The proposed building, which consists of two (2) individual hangars, is located on a vacant portion of 3.50-acre property along Flightline Drive identified as Assessor's Parcel Number 021-590-016. (PLN25-00025) Applicant: BPM Rentals, LLC / Property Owner: City of Lincoln). The proposed hangar building is located within the Lincoln Regional Airport (aka Karl Harder Field), a 725-acre airport that serves the general aviation requirements of the air trade area generally consisting of the City of Lincoln, the southwestern portion of Placer County, and a significant portion of the northern part of Sacramento County (Attachments 1 to 3). The airport, which is owned and operated by the City of Lincoln, includes one 100-foot by 6,001-foot runway with a parallel taxiway and five cross taxiways. The existing aircraft parking apron at the airport is approximately 321,000 square feet (SF) and has 165 aircraft parking positions.

Lincoln Regional Airport Master Plan

In May 2007, City Council adopted the Lincoln Regional Airport Master Plan (LRAMP). The master plan addresses ongoing airport operations and identified long-range plans for construction of a 1,000-foot northerly runway extension of the existing runway, which would make the runway 7,001 feet long, allowing for a broader range of jets to utilize the Airport. The long-range plan also calls for the construction of a 3,350-foot parallel, secondary runway on the east side of the primary runway. Construction of an airport control tower, development of an arrival/departure building and a jet center hanger building were also identified as potential facilities for the LRAMP. The LRAMP includes an Airport Layout Plan (ALP) which depicts a drawing of existing facilities and planned improvements; however, the LRAMP and ALP primarily regulate on-airport concerns. The adoption of the plan includes certification of the Lincoln Regional Airport Master Plan Environmental Impact Report (EIR)[1].

In June 2020, the Federal Aviation Administration (FAA) approved the current ALP, which was an update to the 2007 ALP. The updated 2020 ALP shows a larger runway protection zone (RPZ) for Runway 33, increasing from 14 acres to 49 acres. The larger RPZ exceeds the FAA's standards for existing conditions but is appropriately-sized for future runway conditions.

Airport Land Use Compatibility Plan

The airport is also regulated by the Airport Land Use Compatibility Plan (ALUCP) which ensures that development surrounding the airport is compatible with the airport and its operations. The 2021 ALUCP reflects the larger Runway Protection Zone (RPZ) for both existing and future conditions consistent with the FAA-approved 2020 ALP. The 2020 ALP reflects future avigation easement acquisitions for the areas underlying the existing and future RPZs.

Federal Aviation Administration

The City of Lincoln, as an Airport Sponsor, is required by the Federal Aviation Administration (FAA) to keep the ALP current, reflecting current conditions, growth and expandability of the facility. An Airport Layout Plan drawing set provides the Airport Sponsor with recommended airport development in the short term (0 to 5 years), midterm (6 to 10 years) and long term (11 to 20 years). The ALP for Lincoln Regional Airport will guide the City of Lincoln in its development of the airport. The 2020 ALP did not undergo CEQA review to assess the development components of the proposed infrastructure, and as such, the project is tiering off the original 2008 certified LRAMP EIR (SCH # 2007062027) with a CEQA Addendum, as referenced in the Environmental Review section of this staff report.

Overall, the 2020 ALP, LRAMP, and the 2021 ALUCP combined, govern the existing airport, forecast growth conditions and provide guide its development. The proposed project will implement a small portion of the already forecasted growth. The full buildout of the 2008 Airport Master Plan included new runways, additional hangar space, support infrastructure, and other facilities that would increase the overall capacity and patronage of the airport. It would allow approximately 250 new hangars to be constructed within the airport, in which the project's two hangars are part of.

Project Description

The project involves the construction and operation of a new privately-owned steel building containing two storage hangars and associated improvements. The building would be located

on the northern portion of a vacant 3.50-acre property sited midway along the west side of Flightline Drive and is immediately surrounded by existing and recent airport improvements and hangar buildings to the western, northern, and southern perimeters. The subject property and bordering properties west of Flightline Drive has an underlying General Plan Land Use and Zoning designations of Industrial-Planned Development (I-PD), while the vacant airport properties (city-owned) immediately east of the road have similar land use designation, but retains a Business Professional/Medium and Service Industrial (BP/MI) zoning consistent with Lincoln Airport Business Park General Development Plan.

Attachments 4 and 5 illustrate the affected project area, which encompass approximately 0.97-acre portion of the subject property, featuring the proposed 13,500 (135 feet x 100 feet) square feet building and supporting on- and off-site improvements. Specifically, the building, which is subject to an executed ground lease of 200 feet x 150 feet with the city, would be contained within an asphalt concrete pad matching and adjoining the existing adjacent pavement. The building material would be made of pre-engineered 26-gauge steel, have a maximum height of 32 feet and be consistent with the typical color exterior and design of the surrounding hangar buildings. A partition wall would divide the building into two (2) hangar sections, each measuring approximately 67 feet x 100 feet, a designated bathroom and roll-up doors accessible on the western perimeter of the structure. Fire sprinklers, with a dedicated fire service line connected to the existing fire suppression line to the north, would be installed. The site of the building conforms with the minimum required building setbacks of 25 feet to the front property line on the east, 10 feet to the rear on the west, 10 feet to the internal side on the north and south.

Attachment 6 details the related site improvements necessary to serve the proposed building, which includes site grading and drainage control. At a proposed finished building pad elevation of 100 feet, an on-site drainage network is proposed that includes the creation of two vegetated swales and a valley gutter conveying stormwater into existing an existing drainage line along Flightline Drive. To receive utility services, extended connections to existing sanitary sewer, water, and power service lines adjacent to the site would be needed. Access to the site would be off an existing driveway located on the adjacent parcel to the north. An area reserved for staging materials and equipment is also proposed on an asphalted portion of the property immediately north of the building site for ease of access and use during construction period.

As discussed in the Environmental Review section below, project implementation is subject to applicable environmental mitigation measures based on the adopted Mitigation Monitoring Reporting Program (MMRP) for the certified LRAMP EIR. Specific measures have been applied to ensure that the identified project environmental impacts are mitigated to a less than significant level consistent with the findings and conclusion of the EIR.

[1] Weblink to Lincoln Regional Airport Master Plan Environmental Impact Report
EIR for Lincoln Regional Airport Master Plan

**FINDINGS/ANALYSIS:**
The project is determined to be consistent with the following applicable policies and regulations:

**General Plan**

**Economic Development Element Policy ED-4.3: Attract New Businesses**

The City shall encourage new businesses to locate in the following areas: downtown Lincoln; along the future Highway 65 Bypass; at the Lincoln Regional Airport; and in the business park surrounding the airport.

Rationale: The construction and operation of the proposed hangar building involve an aviation-related business that would be consistent and support of the Lincoln Regional Airport.

**Transportation and Circulation Element Policy T-6.1 Expansion of Services**

The City shall explore opportunities for expanding aviation services for the region from the Lincoln Regional Airport.

Rationale: The proposed hangar building will be used in conformance with the aviation services available offered at the Lincoln Regional Airport.

**Zoning**

The project site is designated as Industrial-Planned Development (I-PD) zoning designation, which allows for the construction and operation of industrial building such as a hangar and associated site improvements consistent with the Lincoln Regional Airport Master Plan. Staff have determined that the construction and operation of the hangar building with associated site improvements is mutually supported by the intent and purpose of the LRAMP and therefore is consistent with Zoning.

**Design**

The design of hangar buildings is regulated by both the LRAMP and the Airport Layout Plan. According to the LRAMP, Hangar storage facilities constructed should include tee hangars for light twin engine and single engine aircraft, box hangars for larger aircraft, and corporate hangars for the larger business jets.

Moreover the 2007 Master Plan states:

"It will be noted that there is a significant need for both tee hangars and conventional hangars and that the existing aircraft parking apron is significantly larger than will be needed. Portions of the existing aircraft parking apron could be used for the development of future hangars. The Airport Layout Plan provides for construction of new hangars on the east side and west side of the airport. Some of the hangars are shown to be constructed on a portion of the surplus tie down apron and others in undeveloped areas. Based on the above, the hangar building is consistent with the LRAMP and 2020 Airport Layout Plan. Additionally, as discussed above, similar design, colors, and materials currently used by adjacent hangars shall be employed for the proposed building. Based on the review of the proposed project with respect to the LRAMP and its 2020 Airport Layout Plan, the project conforms to the policies and criteria involving development standards, aesthetics, colors, and materials. The submitted project plans are sufficient to verify conformance with the design and development standards found in the LRAMP; however, final project plans will be further verified for conformance with the applicable requirements including regulations from the California Building Code, Fire Code, and Federal Aviation Administration imposed as conditions of approval to the project.

The Design Review Board (DRB) considered the project at its duly scheduled meeting on November 20, 2025. Following staff presentation, the DRB recommended approval of the project to the Planning Commission.

Conditions of Approval

Attachment 9 details the applicable Conditions of Approval have imposed on the project to ensure timely and orderly implementation. Along with the requirements for compliance with City design and construction standards, the conditions also include specific mitigation measures based on the Addendum to the certified LRAMP EIR. Approval of the Design Review will is subject to an initial 4-year time limit in accordance with Lincoln Municipal Code (LMC) section 18.67.060 (Expiration of Approval).

**ENVIRONMENTAL REVIEW:**

An EIR was certified for the full buildout of the 2008 Airport Master Plan (LRAMP EIR, SCH # 2007062027). The project has been determined to include minor configuration changes and would not substantially modify or increase the potential development of the site from what was previously anticipated and analyzed; therefore, an Addendum to the Certified EIR has been prepared (Attachment 7).

The Addendum includes minor modifications to mitigation measures pertaining to biological resources to ensure consistency with the recently adopted Placer County Conservation Plan (PCCP). The measures were revised to ensure that preconstruction surveys for special-status species and payment of land conversion fees are conducted consistent with the PCCP requirements. The revisions are similar to the mitigation measures included in the original 2008 EIR and do not alter the nature or significance of the impacts identified in the original 2008 EIR, as amended. The proposed changes would not result in any new significant information of substantial importance, new environmental impacts, new mitigation measures, new or revised alternatives, or an increase of the severity of previously identified impacts that would require major revisions to the original 2008 certified LRAMP EIR (SCH # 2007062027). The Proposed Project would result in the development of airplane hangars in an area of the Lincoln Regional Airport that was previously contemplated for the development of additional hangars. The project will address the need for additional airplane hangar space at the airport as outlined in the LRAMP Project of 2008 and its Final EIR. The City of Lincoln has determined that the EIR certified for the Airport Master Plan Project remains relevant to the proposal, given the limited nature of the proposed changes to the airport hangar configuration. The Addendum and related attachments constitute adequate evidence that none of the conditions identified in Section 15162 of the California Environmental Quality Act (CEQA) Guidelines are present, and therefore the preparation of an additional supplemental or subsequent EIR under CEQA is not required prior to approval of the proposed entitlements.

For compliance under the National Environmental Policy Act (NEPA) as required by the Federal Aviation Administration (FAA) for all activities undertaken at an airport, a documented Categorical Exclusion has been prepared for the Proposed Project (Attachment 8). The project conforms to FAA Order 1050.1F paragraph:

5-6.4f detailing actions that are considered categorically excluded from NEPA:
Federal financial assistance, licensing, Airport Layout Plan (ALP) approval, or FAA construction or limited expansion of accessory on-site structures, including storage buildings,

garages, hangars, t-hangars, small parking areas, signs, fences, and other essentially similar minor development items.

## CONCLUSION

The proposed project complies with the City's General Plan, Zoning Ordinance, Lincoln Regional Airport Master Plan, and 2020 Airport Layout Plan. Based upon its review, staff and Design Review Board recommend that the Planning Commission approve the Lincoln Skyways Hangar project subject to the typical and project specific conditions of approval.

**ATTACHMENTS:**

Attachment 1- Location Map

Attachment 2- Detailed Location Map and Site Photos

Attachment 3- Assessor's Parcel Map (Subject Property)

Attachment 4- Aerial Map of Project Area

Attachment 5- Site, Floor, Elevation Plans

Attachment 6- Grading, Utility, Erosion Control Plans

Attachment 7- Lincoln Skyways Hangar EIR Addendum

Attachment 8- Lincoln Skyways Hangar NEPA Categorical Exclusion

Attachment 9- PC Resolution 2026-XX DRAFT with Exhibits




**Attachment 1. Location Map (Aerial Map- Lincoln Regional Airport)**




**Attachment 2. Detailed Location Map (Aerial Photo)**

PROJECT SITE- LOOKING WEST

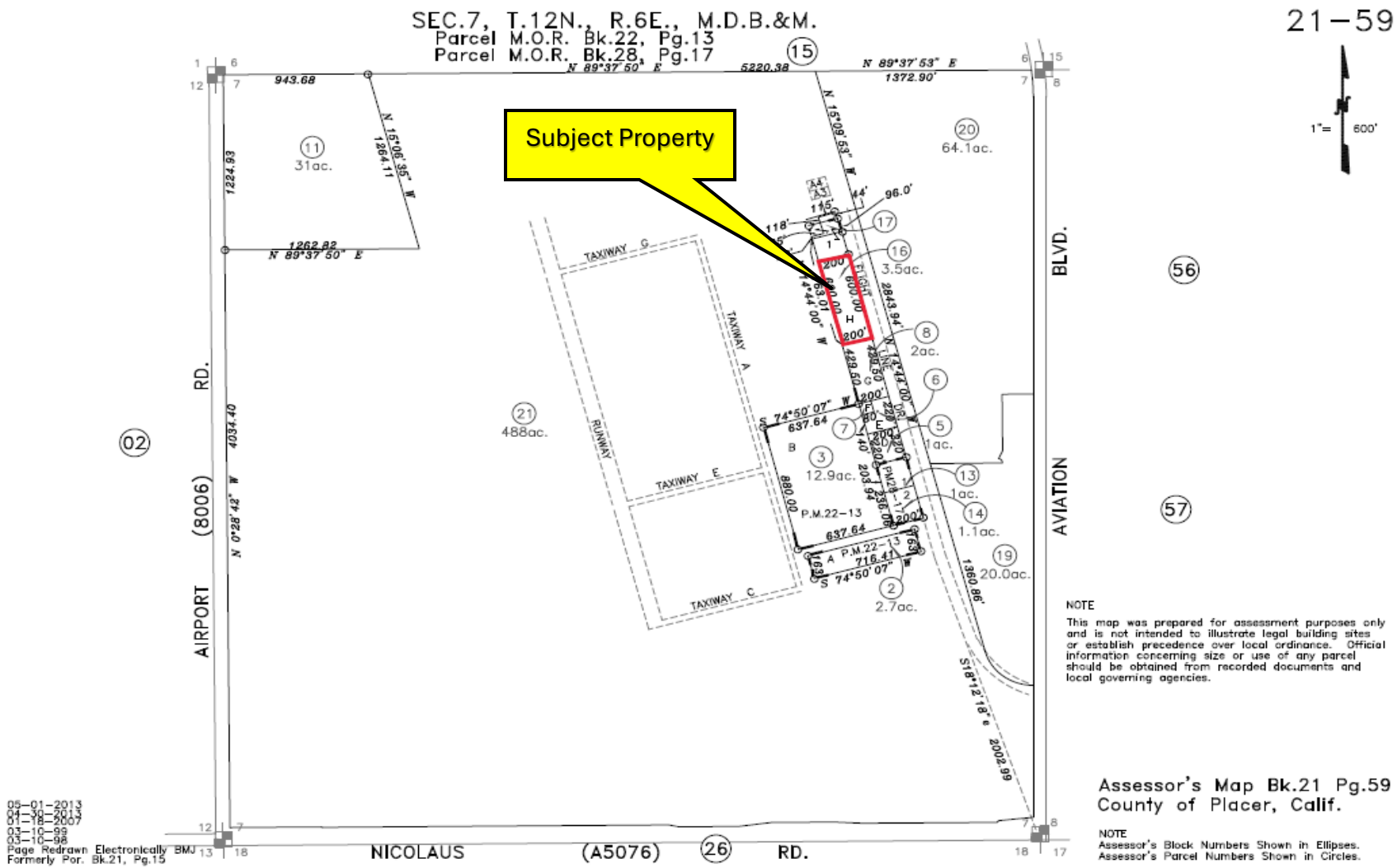



PROJECT SITE- LOOKING SOUTHEAST
EXIT

PROJECT SITE - LOOKING EAST




Project Site- Looking South



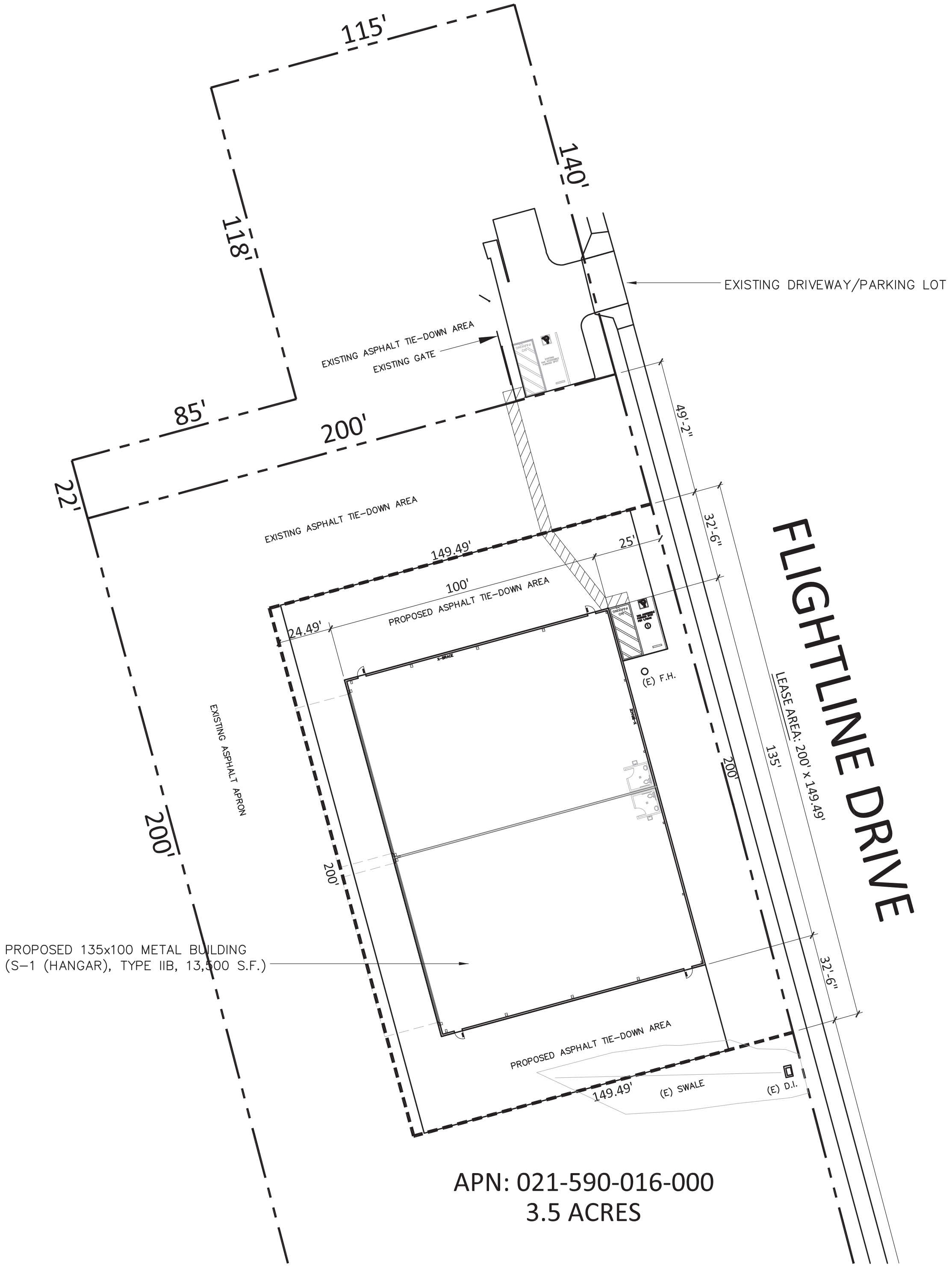

**Attachment 3. Asessor's Parcel Map**




ATTACHMENT 4

Project Site
Proposed Lease Area
Staging Area
Proposed Electrical Line
Proposed Sanitary Sewer
Proposed Water Line
Proposed Valley Gutter
Existing Swale (To be Removed)
Proposed Catch Basin
Proposed Vegetated Swale
Proposed Hangar Building
Proposed Pavement
Proposed Concrete

0 15 30
Feet



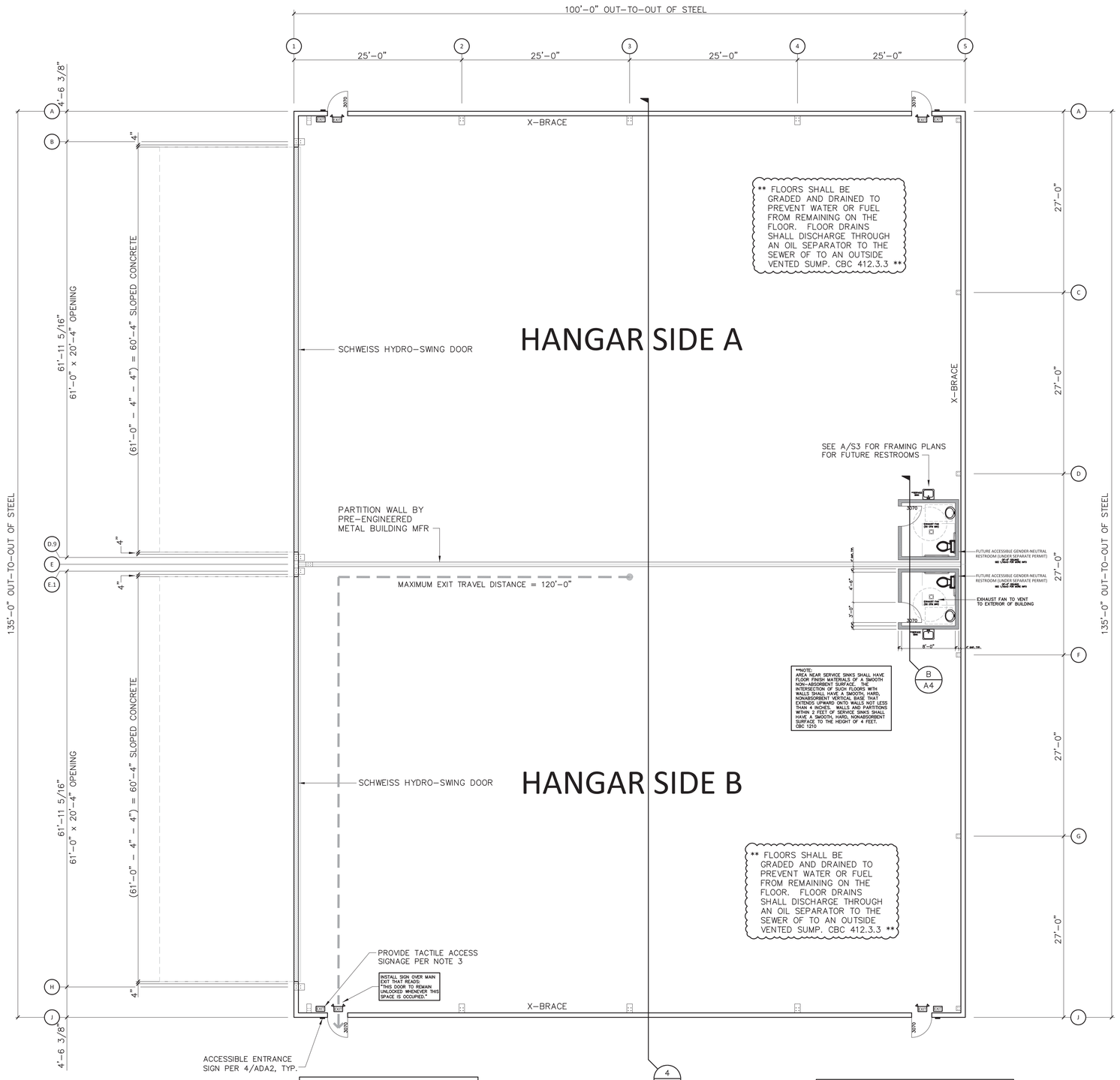

APN: 021-590-016-000
3.5 ACRES

N
W
E
S

# SITE PLAN

SCALE: 1" = 30'

NOTE: THIS ENTIRE BUILDING AND FACILITY SHALL BE IN-COMPLIANCE WITH 2022 CBC CHAPTER 11B "ACCESSIBILITY TO PUBLIC BUILDINGS"




NOTE: SLOPE GROUND IMMEDIATELY ADJACENT TO FOUNDATION AWAY FROM STRUCTURE AT A SLOPE OF NOT LESS THAN 5% FOR A MINIMUM OF 10 FEET.

## FLOOR PLAN

SCALE: 1/8" = 1'-0"

S-1 MAXIMUM EXIT ACCESS TRAVEL DISTANCE (W/ SPRINKLER SYSTEM) PER CBC TABLE 1017.2 = 250'-0"

LIGHT GAUGE STEEL FRAMING NOTES:

A) ALL STUD/TRACK MATERIAL SHALL CONFORM TO THE FOLLOWING:
*54 MILS AND HEAVIER - 50 KSI MIN. YIELD, ASTM A 570-GRADE 50 GALVANIZED STEEL PER ASTM A 446-GRADE D.
*43 MILS AND LIGHTER - 33 KSI MIN. YIELD, ASTM A 570-GRADE 50 GALVANIZED STEEL PER ASTM A 446-GRADE A.

B) ALL MISCELLANEOUS COLD FORM STEELS SHALL CONFORM TO THE FOLLOWING:
33 TO 43 MILS - 33 KSI MIN. YIELD
54 TO 114 MILS - 50 KSI MIN. YIELD

C) ALL WELDING SHALL BE PERFORMED BY CERTIFIED LIGHT GAUGE STEEL WELDERS CERTIFIED FOR ALL APPROPRIATE DIRECTIONS PER ANSI/AWS D1.3.

D) WELDING RODS SHALL CONFORM TO THE FOLLOWING:
54 MILS AND LIGHTER SHEET-TO-SHEET - E60XX
54 MILS AND HEAVIER SHEET-TO-SHEET - E70XX OR E 6015

E) WIRE TYING OF FRAMING COMPONENTS IS NOT PERMITTED.

F) ALL CALCULATED STUD PROPERTIES, PER CBC 2022 SPECIFICATION, ARE BASED ON THE FOLLOWING TABLE:
97 MILS - 0.0966 INCH
68 MILS - 0.0677 INCH
54 MILS - 0.0538 INCH
43 MILS - 0.0428 INCH
33 MILS - 0.0329 INCH
27 MILS - 0.0269 INCH

G) LATERAL BRIDGING FOR STEEL STUDS IS REQUIRED WHEN WALL BOARD, INSTALLED PER CBC CHAPTER 25, DOES NOT CONTINUE FULL HEIGHT ON BOTH SIDES. BRIDGING SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS UNLESS SPECIFICALLY SHOWN OTHERWISE WITHIN THIS SUBMITTAL.

H) ALL NOTES FOR CLARIFICATION AND ASSUMPTIONS ARE CLEARLY MARKED AND MUST BE APPROVED OR VERIFIED PRIOR TO INSTALLATION.

I) AXIALLY LOADED STUDS SHALL HAVE FULL BEARING AGAINST INSIDE TRACK WEB PRIOR TO STUD AND TRACK ATTACHMENT. SPLICES IN AXIALLY LOADED MEMBERS SHALL NOT BE PERMITTED.

J) TEMPORARY BRACING REQUIREMENTS ARE THE RESPONSIBILITY OF THE CONTRACTOR.

K) ALL METAL-TO-METAL SCREWS SHALL BE GRABBER SELF-DRILLING PER ICC-ESR 5280.

L) ALL SCREWS SHALL BE FULLY DRIVEN AND HAVE A MINIMUM PENETRATION OF (3) THREADS THROUGH THE LAST MATERIAL JOINED.

M) ROOF TRUSSES, RAFTERS AND FLOOR JOISTS SHALL BE ALIGNED OVER A BEARING STUD U.N.O., THE ACCEPTABLE TOLERANCE FOR ALIGNMENT IS 3/4" BETWEEN THE WEB OF THE BEARING STUD AND THE WEB OF THE HORIZONTAL FRAMING ELEMENT. ALL STUDS AT UPPER LEVEL MUST ALIGN WITH STUDS AT LOWER LEVEL.

N) WALL TRACK SPLICE: THE TOP AND BOTTOM TRACK SHALL BE MADE CONTINUOUS BY MEANS OF SPLICING THE TRACK. SEE TYPICAL DETAILS.

O) JOIST BLOCKING AT INTERIOR BEARING WALLS: ALL JOISTS SHALL BE BLOCKED WITH A COMBINATION OF STRAP AND INTERMEDIATE BLOCKING OR SOLID CONTINUOUS BLOCKING.

P) ALLOWABLE PENETRATIONS: CONFIRM THAT PUNCHOUTS OR PENETRATIONS ARE NOT CLOSER THAN 24" O.C. OR LOCATED CLOSER THAN 10" FROM A BEARING STUD. THE SIZE OF A PUNCH OUT OR PENETRATION SHALL NOT BE LONGER THAN ONE-HALF THE WEB DIRECTION AND NOT MORE THAN 4 1/2" LONG IN THE MEMBER DIRECTION.

Q) FIELD CUTS: FIELD CUTS THROUGH FLANGES OF STUDS OR TRACKS SHALL NOT BE PERMITTED UNLESS SPECIFICALLY APPROVED BY THE ENGINEER.

R) WHENEVER (2) STUDS ARE CALLED FOR IN STRUCTURAL DRAWINGS FOR USE AS BEAM OR HEADER SUPPORTS OR FOR THE END OF SHEAR WALLS THE STUDS MUST BE BACK-TO-BACK. THE STUDS MUST BE SCREWED TOGETHER WITH A MINIMUM OF (2) #10 SCREWS AT 18" O.C. AND 9" MAXIMUM FROM EACH END. THE SCREWS/PUNCH MUST BE WITHIN 3/4" OF EACH FLANGE.

## LEGEND

- NUCOR PRE-ENGINEERED BUILDING WALL FRAMING (8" THICK)
- LIGHT GAUGE STEEL STUD INFILL FRAMING:
- LIGHT GAUGE STEEL STUD INFILL FRAMING BELOW
- HEADER BELOW

NOTE:
1. ALL ASPECTS OF CONSTRUCTION SHALL CONFORM TO CBC CHAPTER 11B.
2. 2A 10B:C U.L. LISTED, STATE FIRE MARSHALL APPROVED PORTABLE EXTINGUISHERS TO BE PLACED AS DIRECTED PRIOR TO FINAL. THEY SHALL BY CONSPICUOUS, READILY ACCESSIBLE, AND IMMEDIATELY AVAILABLE FOR USE. NO POINT IN BUILDING SHALL BE FURTHER THAN 75 FT AWAY FROM A FIRE EXTINGUISHER.
3. PROVIDE TACTILE EXIT SIGNAGE AT ALL EXITS CONFORMING TO CBC 1013.4 AND CBC 11B-703. RAISED CHARACTER AND BRAILLE EXIT SIGNS SHALL COMPLY WITH CHAPTER 11B-703.1, 11B-703.2, 11B-703.3 AND 11B-703.5. SEE 1/ADA1 FOR MOUNTING INFORMATION, TYPICAL.
4. PROVIDE ILLUMINATED EXIT SIGNAGE AT ALL EXITS CONFORMING TO CBC 1013.1, 1013.2, AND 1013.6.3. EXIT SIGNS SHALL HAVE BATTERY BACKUP WITH TWO SIDE MOUNTED LAMP HEADS, TYPICAL.
5. ALL EGRESS DOORS SHALL BE SIDE HINGED AND SWING IN THE DIRECTION OF EGRESS TRAVEL, TYPICAL. SEE 3/ADA1 FOR MORE INFORMATION..


REGISTERED PROFESSIONAL ENGINEER
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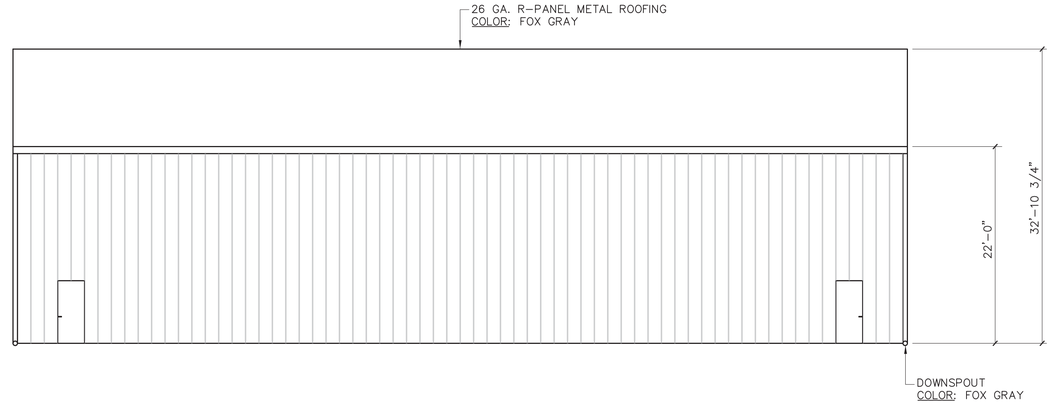

# FLOOR PLAN

135x100 METAL BUILDING FOUNDATION FOR LINCOLN SKYWAYS
1402 FLIGHTLINE DRIVE, LINCOLN, CA 95648
FOUNDATION ENGINEERING APPLIES TO: U24N1073A DATED 02/13/25

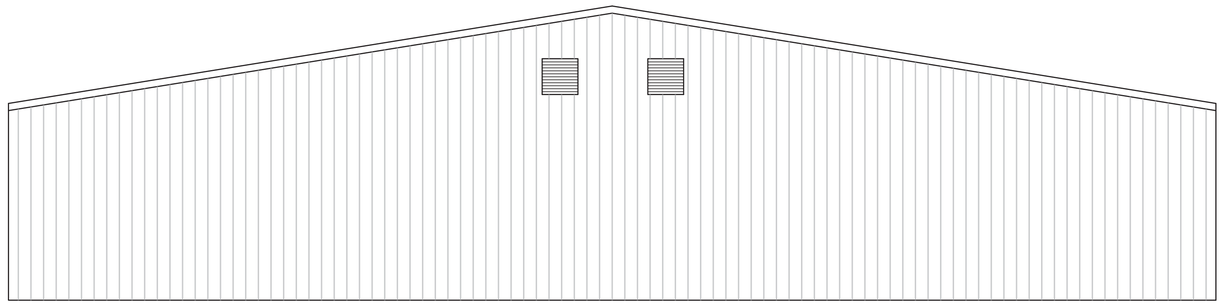
REVISIONS:

| | |
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| SCALE: | 1/8" = 1'-0" |
| DRAWN BY: | ACJ |
| JOB NUMBER: | 25-108 |

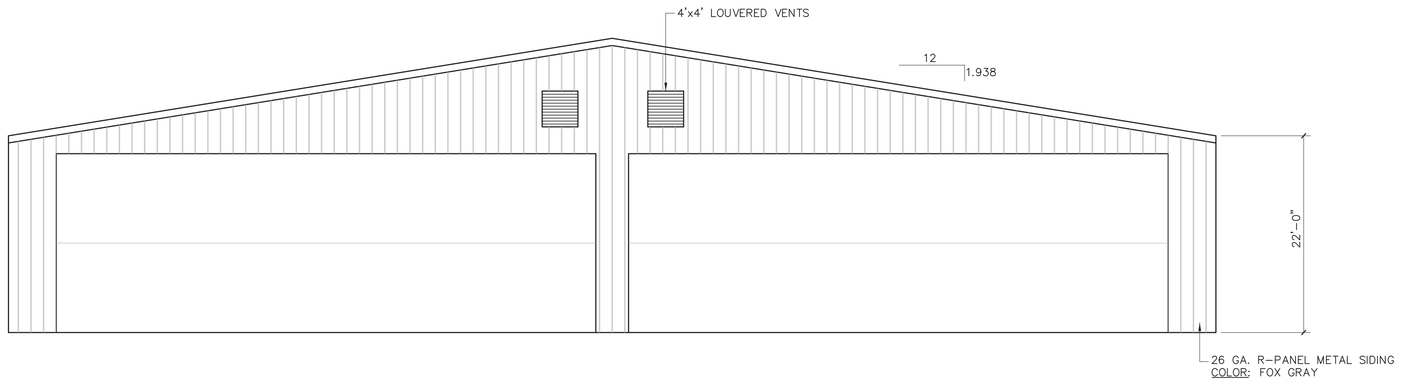
SHEET: A2




SIDEWALL ELEVATION (OTHERSIDE SIMILAR)
SCALE: 1/8" = 1'-0"



REAR ENDWALL ELEVATION
SCALE: 1/8" = 1'-0"




FRONT ENDWALL ELEVATION
SCALE: 1/8" = 1'-0"


REGISTERED PROFESSIONAL ENGINEER
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No. C 69186
EXP. 6/30/27
CIVIL
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09/02/25

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SummitChico.com

ROSSER ENTERPRISES, INC.
(530) 218-6352


# ELEVATIONS

135x100 METAL BUILDING FOUNDATION FOR LINCOLN SKYWAYS
1402 FLIGHTLINE DRIVE, LINCOLN, CA 95648
FOUNDATION ENGINEERING APPLIES TO: U24N1073A DATED 02/13/25

| REVISIONS: | |
|---|---|
| DATE: | 03/06/25 |
| SCALE: | 1/8" = 1'-0" |
| DRAWN BY: | ACJ |
| JOB NUMBER: | 25-108 |

SHEET: A3

*content/uploads/2018/02/color-chart-sp.pdf)*

*SP Color Chart*



*(https://www.nucorbuildingsgroup.com/imp-color-chart/)*

*IMP Color Chart*

# Steel Building Color Selector

Our interactive color selector tool makes it easier than ever to visualize various color combinations to perfect look for your custom Nucor building. Simply select an option for each of the tabs across the to color options for your building. Wainscot is not a standard option. Colors may vary, due to monitor vari



**Trim**: Charcoal



**RESET COLORS**

# NBS Steel Building Colors

Contact Us

**(/contact/)**

Selecting a color scheme is an important step in planning your Nucor metal building system. We offer
of color choices in our standard Nucor **PVDF (https://www.nucorbuildingsystems.com/products/color**
**colors/)** and Nucor **Siliconized Polyester (https://www.nucorbuildingsystems.com/products/colors/s**
finish options to enhance the appearance of your building and ensure it meets your vision. SP colors a
available on standing seam roof systems.

## View & Download Our Color Charts

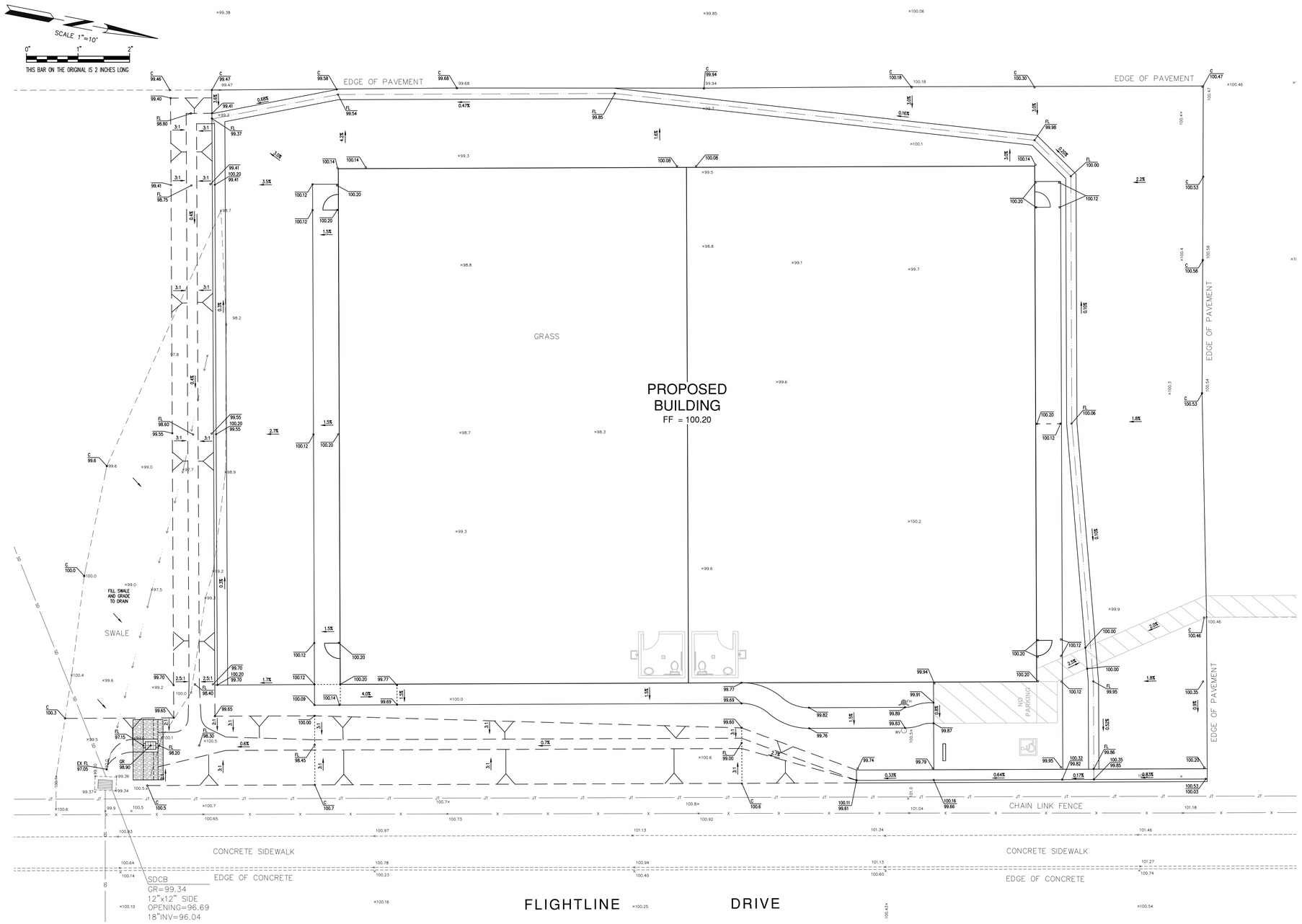



***(https://www.nucorbuildingsystems.com/wp-content/uploads/2018/02/pvdf-chart.pdf)***

*PVDF Color Chart*




***(https://www.nucorbuildingsystems.com/wp-***




## GENERAL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF LINCOLN IMPROVEMENT STANDARDS AND SPECIFICATIONS, AND APPLICABLE PORTIONS OF THE 2018 STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS.
2. LOCATIONS AND DEPTHS OF EXISTING UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXISTENCE, LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING SITE CONSTRUCTION. THE CONTRACTOR SHALL CONTACT "UNDERGROUND SERVICE ALERT" 48 HOURS BEFORE ANY EXCAVATION. ANY AREAS NOT MARKED WITH WHITE PAINT WILL NOT BE INCLUDED IN THE USA, AND THESE AREAS WILL NOT BE EXCAVATED. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE RESULTING FROM EXCAVATION IN UNMARKED AREAS. THE APPLICANT REQUESTING THE USA MARKINGS WILL BE RESPONSIBLE FOR THE REMOVAL OF THE USA MARKINGS UPON COMPLETION OF THE WORK.
3. ALL MATERIAL REMOVED FROM A PROJECT WILL BE DISPOSED OF PROPERLY. SPECIAL ATTENTION WILL BE GIVEN TO PLANNING FOR RECYCLING THE MATERIAL, AND TO THE ACTUAL RECYCLING PROCESS. THE WRITTEN RECYCLING PLAN WILL BE PROVIDED TO THE CITY ENGINEER AT THE PRE-CONSTRUCTION MEETING.
4. ALL AGGREGATE BASED MATERIAL PLACED SHALL COMPACTED TO MINIMUM RELATIVE COMPACTION OF 95% BASED UPON ASTM TEST PROCEDURE D15157.
5. ASPHALT CONCRETE SHALL BE TYPE "A" OR "B", 1/2" MAXIMUM SIZE, MEDUIM GRADING CONFORMING TO THE REQUIREMENTS OF SECTION 39 OF THE STATE STANDARD SPECIFICATIONS. AGGREGATE BASE SHALL BE CLASS II, 3/4" MAXIMUM, CONFORMING TO THE REQUIREMENTS OF SECTION 26 OF THE STATE STANDARD SPECIFICATIONS.
6. LANDINGS AT BUILDING DOORWAYS SHALL NOT EXCEED 1.8% SLOPE. SIDEWALK SLOPES SHALL NOT EXCEED 1:20 (4.8%). SIDEWALK CROSS SLOPE SHALL NOT EXCEED 1.8%. PAVEMENT SLOPES WITHIN THE ACCESSIBLE PARKING STALLS AND UNLOADING AREA SHALL NOT EXCEED 1.8% IN ANY DIRECTION. ALL ADA STANDARDS SHALL BE MAINTAINED FOR ALL IMPROVEMENTS. CURB RAMPS SHALL BE LENGTHENED OR SHORTENED TO ENSURE THAT RAMP SLOPES DO NOT EXCEED 8.0%.
7. ACCESSIBLE PARKING STALLS AND ACCESSIBLE ROUTE OF TRAVEL SHALL BE MARKED AND SIGNED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE BUILDING PLANS.
8. THE CONTRACTOR SHALL PROVIDE EROSION CONTROL IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES TO PREVENT THE DISCHARGE OF POLLUTANTS FROM THE CONSTRUCTION SITE.
9. ALL CUT AND FILL SLOPES SHALL BE COVERED WITH A SUITABLE MULCH MATERIAL (STRAW, BARK, ETC.) UNTIL NATIVE VEGETATION IS RESTORED OR LANDSCAPE PLANTING IS ESTABLISHED. GRADED AREAS DRAINING TOWARD THE ADJACENT ROADS AND PARCELS SHALL USE INTERCEPTOR DITCHES, SILT FENCES, FIBER ROLLS, ETC. TO PREVENT OFFSITE DISCHARGE OF SEDIMENT LADEN RUNOFF.
10. ALL CONSTRUCTION WITH IN RIGHT-OF-WAY SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE CITY OF LINCOLN.
11. A GEOTECHNICAL ENGINEER SHALL BE CONSULTED IF ANY SOFT/LOOSE SOILS ARE ENCOUNTERED DURING CONSTRUCTION TO PROVIDE A PROFESSIONAL OPINION OF SOIL CONDITIONS AND TO PROVIDE ADDITIONAL SOIL RECOMMENDATIONS.
12. THE CONTRACTOR SHALL GRADE BEYOND THE PROPOSED IMPROVEMENTS AND CUT OR FILL AS NECESSARY TO ADJACENT SOIL AREAS TO CONFORM TO IMPROVEMENTS.
13. PER CBC SECTION 18044.3, IMPERVIOUS SURFACES WITHIN 10 FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF 2% AWAY FROM THE BUILDING. PER CBC SECTION 11B-403.3, THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20. THE CROSS SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:48.
14. THIS TOPOGRAPHIC SURVEY DOES NOT INCLUDE THE EXISTING LANDSCAPE IRRIGATION SYSTEM.
15. PAINTED TRAFFIC STRIPES AND PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 84 OF THE STATE STANDARD SPECIFICATIONS.
16. ANY PAVEMENT MARKINGS AND STRIPING DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE REPLACED IN KIND WITH PAINT CONFORMING TO THE REQUIREMENTS OF SECTION 84 OF THE STATE STANDARD SPECIFICATIONS OR OWNER REQUIREMENTS.
17. THE CONTRACTOR SHALL ADJUST ALL UTILITY LIDS, SHOWN WITHIN THESE PLANS AND ANY OTHERS FOUND DURING CONSTRUCTION, TO PROPOSED GRADE WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL REPLACE ANY UTILITY LIDS NOT MEETING CURRENT FEDERAL, STATE AND LOCAL CODES AND ORDINANCES FOR PEDESTRIAN USE OR DO NOT HAVE A NON-SLIP SURFACE.
18. UTILITY INFRASTRUCTURE WITHIN ACCESSIBLE AREAS, SUCH AS LIDS, FRAMES, GRATES, ETC, SHALL MEET ADA AND CBC ACCESSIBILITY REQUIREMENTS, HAVE VERTICAL OFFSETS OF LESS THAN 1/4", MEET SLOPE REQUIREMENTS AND HAVE A NON-SLIP SURFACE.
19. ALL ASPHALT CONCRETE, CONCRETE, AGGREGATE BASE AND OTHER EXCESS MATERIALS SHALL BE DISPOSED OF OFFSITE BY THE CONTRACTOR UNLESS OTHERWISE APPROVED BY THE OWNER.
20. ALL EXISTING IMPROVEMENTS, INCLUDING STORM DRAINAGE, WATER INFRASTRUCTURE, CURBS, SIDEWALKS, PAVEMENT, LIGHTS, FENCING, GATES, SIGNS, ETC. DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED/REPLACED BY THE CONTRACTOR AT NO COST TO THE OWNER.
21. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SAFETY ON THE PROJECT. THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN AT ALL TIMES SUBSTANTIAL BARRICADES, FENCES, SIGNS OR OTHER ADEQUATE PROTECTION.
22. THE PROJECT SITE SHALL BE FREQUENTLY CLEANED OF CONSTRUCTION DEBRIS AND PAVED AREAS SWEPT TO REMOVE EXCESSIVE ACCUMULATIONS OF SILT AND/OR MUD. PRIOR TO FINAL COMPLETION OF THE PROJECT, THE SITE MUST BE CLEANED AND ALL CONSTRUCTION DEBRIS REMOVED FROM THE SITE.
23. WORK DAYS AND HOURS OF OPERATIONS SHALL BE APPROVED BY THE OWNER PRIOR TO THE START OF CONSTRUCTION.
24. ALL FOUND UNDERGROUND UTILITY PIPELINES THAT ARE ABANDONED SHALL BE REMOVED AND DISPOSED OF. UTILITY PIPELINES WHICH EXTEND BEYOND THE LIMITS OF THE PROPOSED CONSTRUCTION AND THAT WILL BE ABANDONED IN PLACE SHALL BE PLUGGED WITH NOT LESS THAN 12" THICK PLUG OF CEMENT GROUT.
25. MATERIAL SUBMITTALS FOR INFRASTRUCTURE IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE SUBMITTED TO THE CITY OF LINCOLN PUBLIC WORKS-ENGINEERING DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION, IN ACCORDANCE WITH SECTION 5, "CONTROL OF WORK", OF THE CALTRANS STANDARD SPECIFICATIONS.
26. ALL EXISTING MONUMENTS AND/OR OTHER SURVEY MARKERS WILL BE PROTECTED, AND THE CONTRACTOR WILL NOTIFY THE CITY ENGINEER OF ANY DAMAGED OR REMOVED PRIVATE, CITY, COUNTY, STATE, OR BUREAU OF LAND MANAGEMENT MONUMENTS.
27. TRENCHING IN EXISTING SURFACED AREAS, THE PAVEMENT WILL BE SAWED OR SCORED AND BROKEN AHEAD OF THE TRENCHING OPERATIONS. THE PAVEMENT WILL BE CUT ACCURATELY ON NEAT AND PARALLEL LINES. BEFORE THE FINAL ASPHALT CONCRETE PATCH IS PLACED, THE EDGED OF THE ASPHALT CONCRETE WILL BE RE-SAWCUT AT LEAST ONE-FOOT WIDER THAN THE WIDTH OF THE TRENCH ("T" TRENCH) TO CREATE SMOOTH PARALLEL EDGES. ALL CUTS IN PORTLAND CEMENT CONCRETE PAVEMENTS WILL BE SAWCUT WITH APPROVED EQUIPMENT. REFER TO STANDARD DETAIL H-25.
28. ALL UTILITY CROSSINGS SHALL MAINTAIN MINIMUM SEPARATION PER CITY OF LINCOLN, PLACER COUNTY AND STATE STANDARDS.

## INDEX


| SHEET | DESCRIPTION |
|---|---|
| C1 | GRADING PLAN |
| C2 | UTILITY & SITE PLAN |
| C3 | EROSION & SEDIMENT CONTROL PLAN |


## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| | EXISTING BUILDING | HB | EXISTING HOSE BIB | C | PROPOSED CONFORM |
| | EXISTING EDGE OF CONCRETE | SDCB | EXISTING STORM DRAIN CATCH BASIN | FL | PROPOSED FLOWLINE |
| | EXISTING EDGE OF PAVEMENT | SDDI | EXISTING STORM DRAIN DROP INLET | FF | PROPOSED FINISHED FLOOR GRADE |
| X | EXISTING FENCE WITH TYPE | SSCO | EXISTING SANITARY SEWER CLEAN OUT | GR | PROPOSED GRATE |
| SS | EXISTING SANITARY SEWER PIPE | TMH | EXISTING TELEPHONE MANHOLE | | PROPOSED SEWER PIPE |
| SD | EXISTING STORM DRAIN PIPE | UTB | EXISTING UTILITY BOX | | PROPOSED WATER LINE |
| W | EXISTING WATER LINE | WB | EXISTING WATER BOX | JT | PROPOSED UTILITY LINE |
| JT | EXISTING UTILITY LINE | WV | EXISTING WATER VALVE | | |
| | EXISTING TOP OF SLOPE | | EXISTING BUMPER | | |
| | EXISTING FLOWLINE | XX"DT | EXISTING TREE WITH SIZE AND TYPE | | |
| | EXISTING STRIPING | DT | EXISTING DECIDUOUS TREE | | |
| DS | EXISTING DOWNSPOUT | SP | EXISTING SIGN | | |
| DW | EXISTING DRIVEWAY | 45.00 | PROPOSED FINISHED GRADE (ADD 100.00) | | |
| EB | EXISTING ELECTRIC BOX | 45.00 | PROPOSED TOP OF CURB GRADE (ADD 100.00) | | |
| FES | EXISTING FLARED END SECTION | | PROPOSED GRADE BREAK | | |
| FH | EXISTING FIRE HYDRANT | | PROPOSED DIRECTION OF SURFACE FLOW | | |
| GP | EXISTING GATE POST | | | | |

### CITY OF LINCOLN APPROVALS:

APPROVED _____ DATE _____
VIN CAY, PE - CITY ENGINEER

APPROVED _____ DATE _____
TOLAN DWORAK - FIRE DEPARTMENT

APPROVED _____ DATE _____
FRED YI - GEOTECHNICAL ENGINEER


RAR
ROLLS ANDERSON & ROLLS
CIVIL ENGINEERS
115 TELLURIDE WAY, SUITE 100, OROVILLE, CA 95966 (530) 533-3611
RAR JOB NUMBER: 24155






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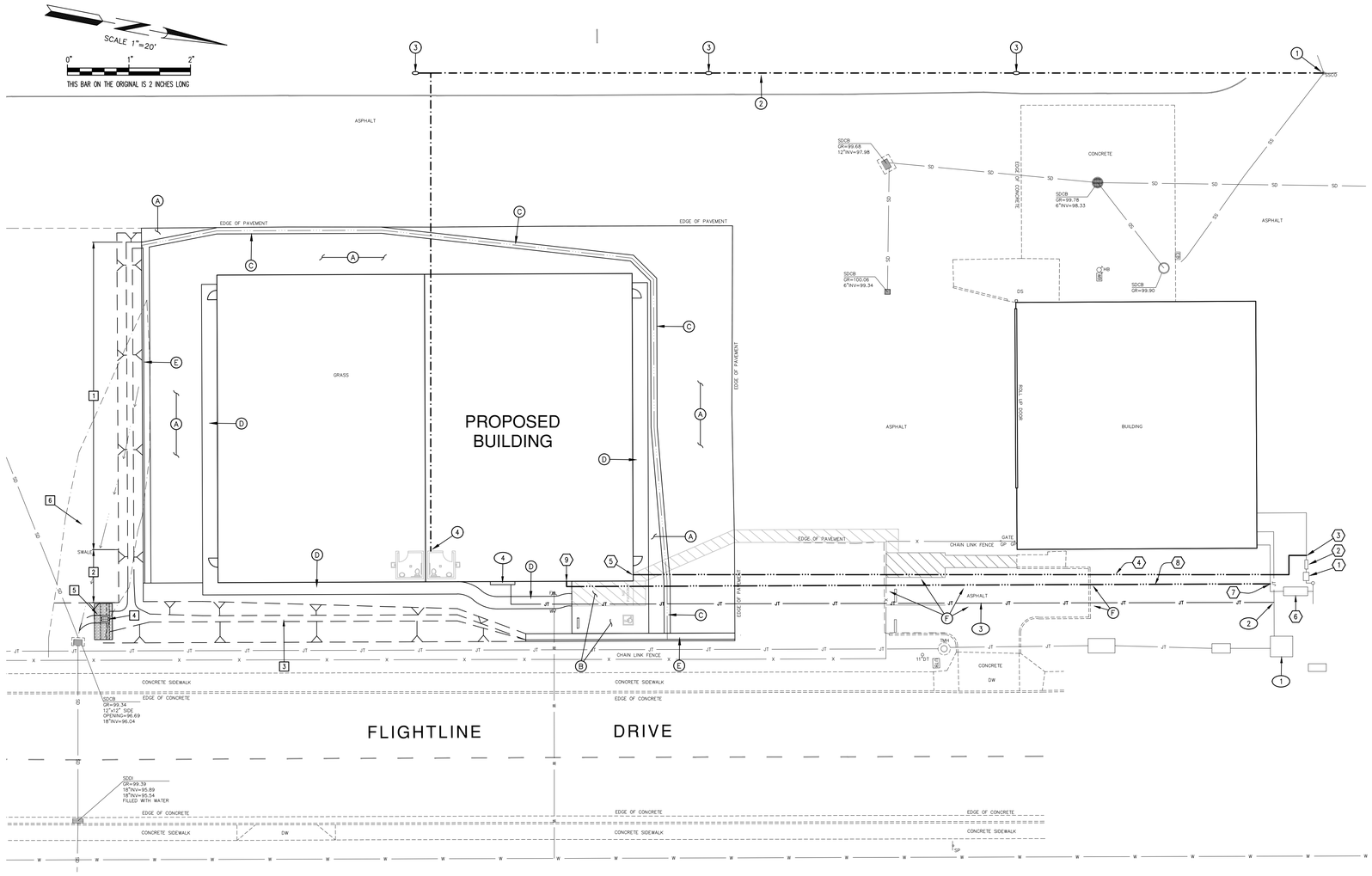

# GRADING PLAN

135x100 METAL BUILDING FOR LINCOLN SKYWAYS
1402 FLIGHTLINE DRIVE, LINCOLN, CA 95648

REVISIONS:

DATE: 02/02/2026
SCALE: 1" = 10'
DRAWN BY: ACJ
JOB NUMBER: 25-108

C1




## STORM DRAIN CONSTRUCTION NOTES

1. INSTALL VEGETATED DRAINAGE SWALE–A PER DETAIL ON THIS DRAWING
2. INSTALL VEGETATED DRAINAGE SWALE–B PER DETAIL ON THIS DRAWING
3. INSTALL VEGETATED DRAINAGE SWALE–C PER DETAIL ON THIS DRAWING
4. INSTALL OLD CASTLE 18" X 24" CATCH BASIN OR APPROVED EQUAL, GR=98.90, TOP DAM=99.05, 4" X 9" INLET WITH MESH SCREENING, 10" DIA. OPENING OUT=97.15, SEE DETAIL ON THIS DRAWING
5. INSTALL 4"–6" GROUTED COBBLE DAM AND DISSIPATION AREA, SEE DETAIL ON THIS DRAWING
6. PORTION OF EXISTING DRAINAGE SWALE TO BE FILLED–IN AND GRADED TO DRAIN

## SANITARY SEWER CONSTRUCTION NOTES

1. POINT OF CONNECTION TO EXISTING SEWER CLEANOUT, CONTRACTOR SHALL VERIFY IF CONNECTION IS ALLOWED AND VERIFY DEPTH AND SIZE PRIOR TO ORDERING MATERIALS OR STARTING CONSTRUCTION
2. INSTALL ±446 L.F. 4" DIA. SANITARY SEWER PIPE, MINIMUM SLOPE=0.0100 FT/FT
3. INSTALL SANITARY SEWER CLEANOUT PER CITY OF LINCOLN STANDARD SS–6. RIM AND INVERT ELEVATION TO BE DETERMINED IN THE FIELD.
4. POINT OF CONNECTION TO INTERIOR PLUMBING

## WATER CONSTRUCTION NOTES

1. EXISTING DOMESTIC WATER METER
2. EXISTING REDUCED PRESSURE PRINCIPAL ASSEMBLY
3. POINT OF CONNECTION TO EXISTING DOMESTIC WATER LINE
4. INSTALL ±225 L.F. DOMESTIC WATER LINE SERVICE
5. POINT OF CONNECTION TO BUILDING, SEE PLUMBING PLANS FOR ADDITIONAL INFORMATION
6. EXISTING FIRE SUPPRESSION REDUCED PRESSURE DETECTOR ASSEMBLY
7. POINT OF CONNECTION TO EXISTING FIRE SUPPRESSION LINE
8. INSTALL ±230 L.F. FIRE SUPPRESSION LINE, PIPE SIZE SHALL MATCH EXISTING PIPE SIZE
9. POINT OF CONNECTION TO BUILDING, SEE FIRE SUPPRESSION CONTRACTOR PLANS FOR ADDITIONAL INFORMATION

NOTE: EXISTING WATER LINES SHOWN ARE CONCEPTUAL AND UNKNOWN, CONTRACTOR TO VERIFY LOCATION, DEPTH AND SIZE BEFORE ORDERING MATERIALS OR COMMENCING WORK

## UTILITY CONSTRUCTION NOTES

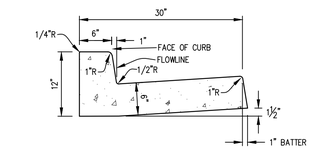
1. EXISTING TRANSFORMER
2. POINT OF CONNECTION TO EXISTING UTILITY LINE
3. INSTALL ±255 L.F. JOINT UTILITY TRENCH
3. INSTALL UTILITY PANEL WITH UNDERGROUND PULL SECTION, 100A MTB 1ø METER W/MAIN, AND 200A MTB224 1ø METER WITH MAIN

NOTE: ALL DRY UTILITY DESIGN IS CONCEPTUAL ONLY AND NOT DESIGNED PER THESE PLANS.

## CONSTRUCTION NOTES

- (A) INSTALL ASPHALT CONCRETE OVER AGGREGATE BASE COMPACTED TO 95% R.C. OVER 12" SUBBASE COMPACTED TO 95% R.C., THE STRUCTURAL SECTION SHALL MATCH THE EXISTING PAVEMENT
- (B) INSTALL 6" THICK CONCRETE WITH #4 REBAR ON 18" CENTERS BOTH WAYS OVER 6" CLASS 2 AGGREGATE BASE, OVER 12" SUBGRADE COMPACTED TO 95% R.C.
- (C) INSTALL VALLEY GUTTER PER DETAIL ON THIS DRAWING
- (D) INSTALL SIDEWALK PER CITY OF LINCOLN STANDARD H–2
- (E) INSTALL VERTICAL CURB AND GUTTER PER DETAIL ON THIS DRAWING
- (F) REPLACE EXISTING PARKING LOT ASPHALT CONCRETE, CURBS AND STRIPING REMOVED DURING TRENCHING

NOTE: SEE STRUCTURAL ENGINEERING PLANS FOR ADA PARKING STRIPING, SIGNAGE, TRUNCATED DOMES AND PARKING BUMPERS

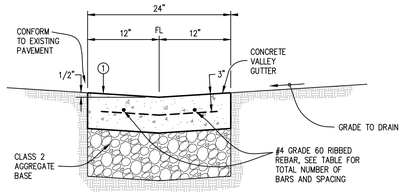



VERTICAL CURB AND GUTTER DETAIL

NO SCALE

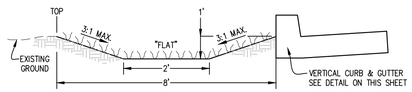
VALLEY GUTTER CONSTRUCTION NOTES

1. 6" THICK 3,500 PSI CONCRETE OVER 6" CLASS 2 AGGREGATE BASE COMPACTED TO 95% RELATIVE COMPACTION OVER THE TOP 12" OF SUBGRADE COMPACTED TO 95% RELATIVE COMPACTION. CONCRETE SHALL HAVE #4 RIBBED STEEL GRADE 60 REBAR ON 12" CENTERS LATERALLY AND AS SHOWN ON THE TABLE LONGITUDINALLY. PROVIDE 1/4" WIDE EXPANSION JOINTS AT 48' MAXIMUM INTERVALS AND 1/8" SCORED CONTROL JOINTS AT 10' MAXIMUM INTERVALS.



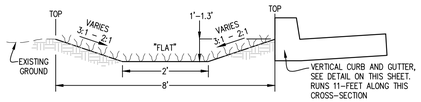

CONCRETE VALLEY GUTTER DETAIL

NO SCALE



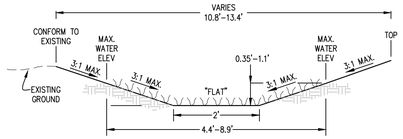

VEGETATED SWALE 'A' TYPICAL SECTION

NO SCALE



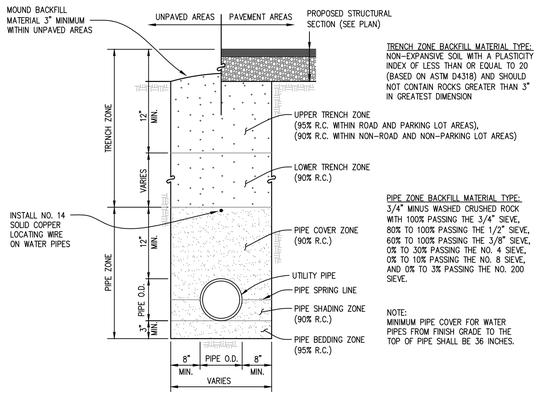

VEGETATED SWALE 'B' TYPICAL SECTION

NO SCALE



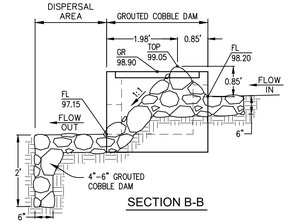

VEGETATED SWALE 'C' TYPICAL SECTION

NO SCALE

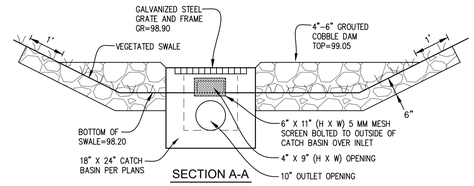



UTILITY PIPE TYPICAL TRENCH SECTION

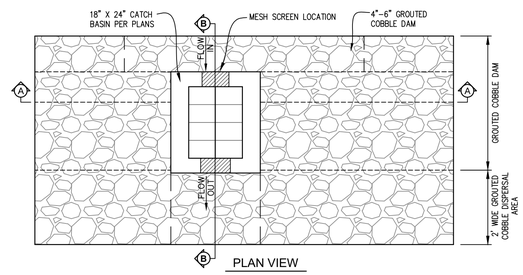
NO SCALE




SECTION B–B




SECTION A–A




PLAN VIEW

CATCH BASIN AND COBBLE DAM DETAIL

NO SCALE

RAR
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CIVIL ENGINEERS
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TELEPHONE (916) 933-0703

RAR JOB NUMBER: 24155

REGISTERED PROFESSIONAL ENGINEER
LAUREN J. ACKLIN
No. 22210
CIVIL
State of California

DRAFT

02/02/2026

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ROSSER ENTERPRISES, INC.

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# UTILITY AND SITE PLAN

135x100 METAL BUILDING FOR LINCOLN SKYWAYS
1402 FLIGHTLINE DRIVE, LINCOLN, CA 95648

| REVISIONS: | |
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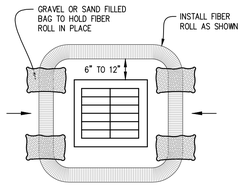
| | |
|---|---|
| DATE: | 02/02/26 |
| SCALE: | 1" = 10' |
| DRAWN BY: | ACJ |
| JOB NUMBER: | 25-108 |

C2

SCALE 1"=10'

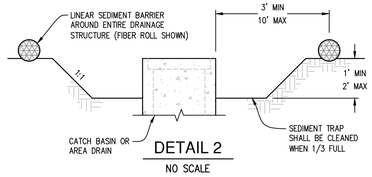
0" 1" 2"

THIS BAR ON THE ORIGINAL IS 2 INCHES LONG



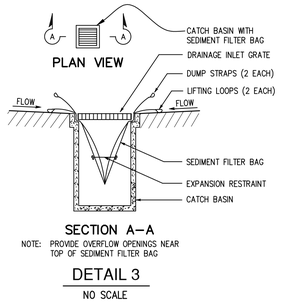

DETAIL 1

NO SCALE




DETAIL 2

NO SCALE

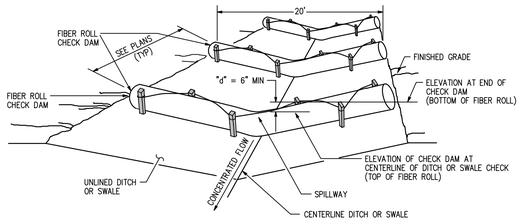



SECTION A–A

NOTE: PROVIDE OVERFLOW OPENINGS NEAR TOP OF SEDIMENT FILTER BAG

DETAIL 3

NO SCALE




FIBER ROLL CHECK DAM

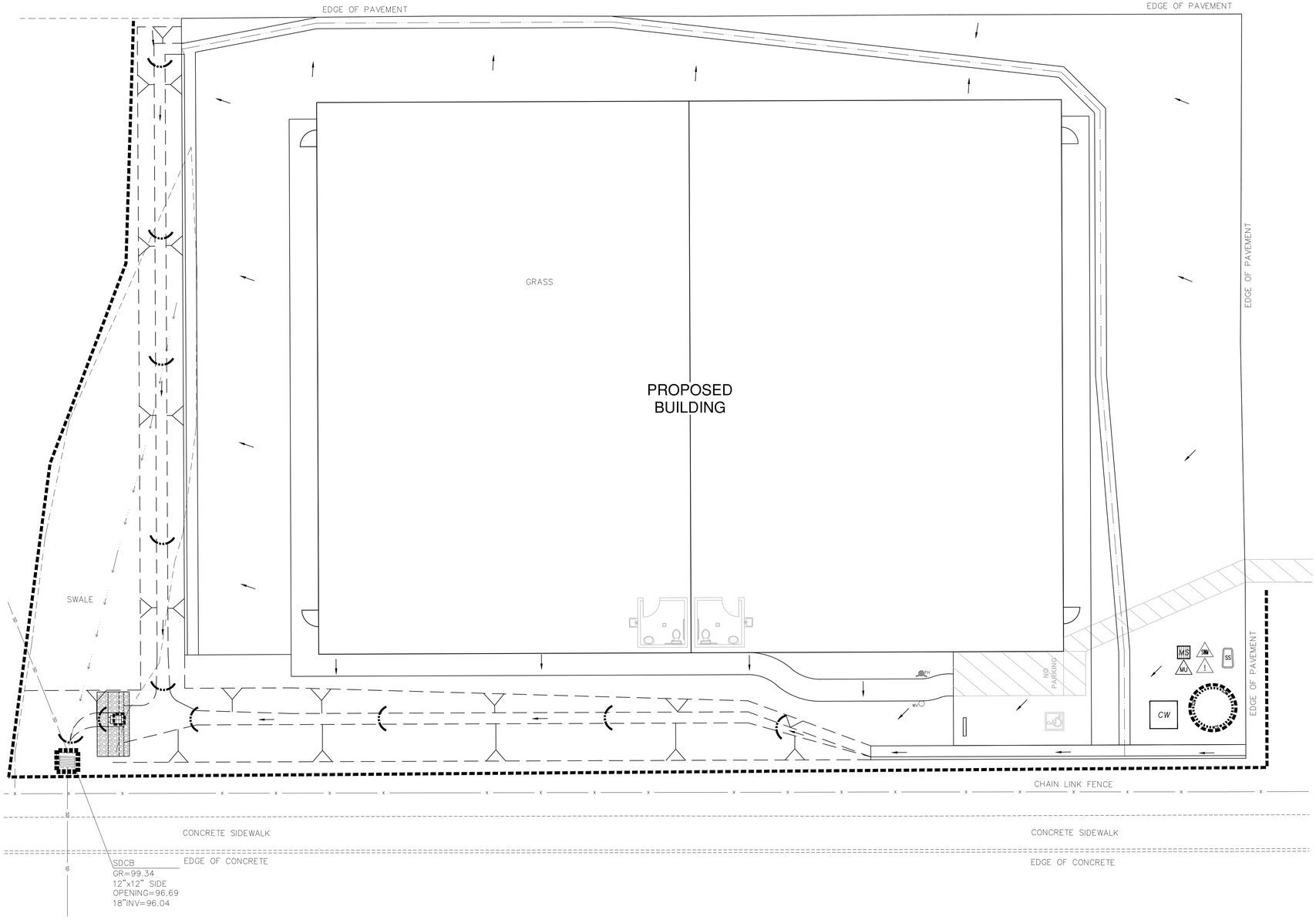
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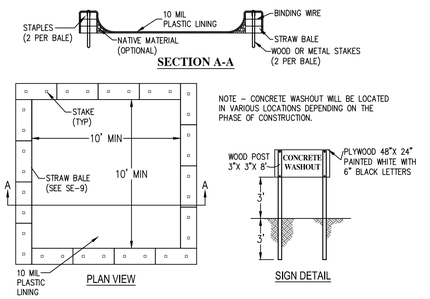
# EROSION & SEDIMENT CONTROL LEGEND

- PROPOSED DIRECTION OF SURFACE FLOW
- INSTALL INLET PROTECTION PER DETAIL 1 OR DETAIL 2 OR DETAIL 3 ON THIS DRAWING
- MS — PROPOSED MATERIAL DELIVERY AND STORAGE AREA
- MU — PROPOSED MATERIAL USE AREA
- SW — PROPOSED SOLID WASTE MANAGEMENT AREA
- ! — PROPOSED HAZARDOUS WASTE MANAGEMENT AREA, BMP OBJECTIVES
- CS — PROPOSED STOCKPILE MANAGEMENT AREA, BMP OBJECTIVES
- SS — PROPOSED PORTABLE RESTROOM LOCATION PER
- CW — DESIGNATES AN AREA WITH A 2 FOOT HIGH BERM ON ALL FOUR SIDES LINED WITH 10 MIL PLASTIC TO BE CONSTRUCTED BY THE CONTRACTOR PER DETAIL FOR WASHOUT OF CONCRETE TRUCKS LEAVING THE SITE. CONTRACTOR SHALL CLEANOUT RESIDUE ON A REGULAR BASIS AND MAINTAIN PERIMETER BERMS. IF NECESSARY FOR CONSTRUCTION PURPOSES, THE DESIGNATED AREA MAY BE RELOCATED TO OTHER AREAS AWAY FROM CONCENTRATED RUNOFF.
- INSTALL 8" ROUND "FIBER ROLL" OR SILT FENCE TO CONTROL AND FILTER SEDIMENT FROM STORM WATER RUNOFF. MAY BE REMOVED AFTER SITE HAS BEEN STABILIZED AND THERE IS NO POTENTIAL FOR CONSTRUCTION RELATED STORM WATER POLLUTION.
- INSTALL FIBER CHECK DAM PER DETAIL ON THIS DRAWING

# NOTES

1. NO SOIL DISTURBANCE SHALL OCCUR PRIOR TO OBTAINING A BUILDING OR GRADING PERMIT.
2. PERSON RESPONSIBLE FOR EROSION CONTROL: TBD
3. EROSION CONTROL MEASURES SHALL BE IN PLACE BETWEEN OCTOBER 15TH AND APRIL 15TH, OR WHEN RAIN IS FORECASTED.
4. SOILS TRACKED OFF SITE INTO STREETS SHALL BE CLEANED UP AT THE END OF EACH WORK DAY.
5. ALL STOCKPILE MATERIALS SHALL BE COVERED AND PROTECTED WITH A TEMPORARY PERIMETER SEDIMENT BARRIER WHEN NOT ACTIVELY BEING USED, AT THE END OF EACH DAY AND PRIOR TO THE ONSET OF PRECIPITATION.
6. THE EROSION CONTROL PLAN SHALL BE RE-EVALUATED AND ADJUSTED ACCORDINGLY AS THE SITE CHANGES AND AFTER RAIN EVENTS.
7. EROSION CONTROL MEASURES SHALL BE MAINTAINED.
8. RESIDUE FROM PORTLAND CEMENT CONCRETE OR ASPHALT CONCRETE GRINDING/SAWCUTTING OPERATIONS SHALL BE PICKED UP BY MEANS OF A VACUUM SYSTEM OR SWEEPING AND SHALL NOT BE ALLOWED TO FLOW INTO THE STORM DRAINAGE SYSTEM.
9. ONSITE VEHICLE AND EQUIPMENT MAINTENANCE, CLEANING, AND FUELING IS DISCOURAGED. WHEN ONE OF THESE ACTIVITIES MUST OCCUR ONSITE THE WORK SHALL TAKE PLACE WITHIN A BERMED AREA PROTECTED FROM RUNOFF AT LEAST 50 FEET FROM DRAINAGE FACILITIES. SPILL CLEAN-UP MATERIALS SHALL BE AVAILABLE PRIOR TO ANY OF THESE ACTIVITIES TAKING PLACE.
10. VEHICLES AND EQUIPMENT STORED ONSITE SHALL BE PLACED WITHIN A BERMED AREA PROTECTED FROM RUNOFF AT LEAST 50 FEET FROM DRAINAGE FACILITIES.
11. ALL MATERIAL EXCAVATED OR GRADED SHALL BE SUFFICIENTLY WATERED TO PREVENT EXCESSIVE AMOUNTS OF DUST. WATERING, WITH COMPLETE COVERAGE, SHALL OCCUR AS NECESSARY.
12. ACCESS TO THE SITE SHALL BE LIMITED TO ONE LOCATION. THE ACCESS POINT AND ADJACENT ROADWAY SHALL BE CLEANED DAILY TO PREVENT THE OFFSITE TRACKING OF SEDIMENT AND/OR MUD. THE CONTRACTOR SHALL CONSTRUCT A 12" THICK CRUSHED STONE (3"–6") DRIVEWAY ON GEOTEXTILE FABRIC AND TIRE WASH IF VEHICLES AND EQUIPMENT ARE ALLOWED TO ACCESS NON-PAVED AREAS. THE CONTRACTOR SHALL CLEAN AND/OR REPLACE THE DRIVEWAY AS NEEDED TO PREVENT THE OFFSITE TRACKING OF SEDIMENT AND/OR MUD.

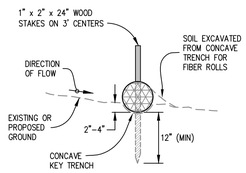



SECTION A-A

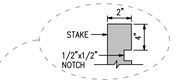
WM-8 CONCRETE WASHOUT

NO SCALE



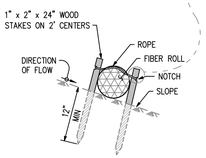

FIBER ROLL DETAIL (TYPE 1)

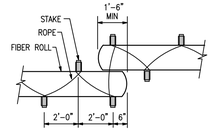
NO SCALE




STAKE NOTCH DETAIL

NO SCALE




FIBER ROLL DETAIL (TYPE 2)

NO SCALE

RAR
ROLLS ANDERSON & ROLLS
CIVIL ENGINEERS
RAR JOB NUMBER: 24155

REGISTERED PROFESSIONAL ENGINEER
LAUREN J. MCKAY
No. C 91210
CIVIL
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02/02/2026

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ROSSER ENTERPRISES, INC.

(530) 218-6352

# EROSION & SEDIMENT CONTROL PLAN

135x100 METAL BUILDING FOR LINCOLN SKYWAYS
1402 FLIGHTLINE DRIVE, LINCOLN, CA 95648

| REVISIONS: | |
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| DATE: | 02/02/26 |
| SCALE: | 1" = 10' |
| DRAWN BY: | ACJ |
| JOB NUMBER: | 25-108 |

C3

# ADDENDUM

## LINCOLN REGIONAL AIRPORT MASTER PLAN ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 2007062027

## Lincoln Skyways Hangar Development Project

August 2025



**Lead Agency:**

City of Lincoln
600 Sixth Street
Lincoln, CA 95648

**Prepared By:**

Acorn Environmental
5170 Golden Foothill Pkwy.
El Dorado Hills, CA 95762
(916) 235-8224
www.acorn-env.com

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Attachment A Project Plans
Attachment B Biological Resources Assessment Report

# Section 1 | Introduction

This Addendum to the Lincoln Regional Airport Master Plan Project (Approved Project) Final Environmental Impact Report (EIR), certified September 2008 (State Clearinghouse No. 2007062027) by the City of Lincoln (herein referred to as the Certified EIR), has been prepared in accordance with the California Environmental Quality Act (CEQA) for the Lincoln Regional Airport Lincoln Skyways Hangar Development Project (Proposed Project). The Proposed Project would result in the development of airplane hangars in an area of the Lincoln Regional Airport that was previously contemplated for the development of additional hangars as part of the Approved Project in the Certified EIR. In order to address the potential for environmental impacts under current circumstances and resulting from modifications to the configuration of the proposed hangars requested under this Design Review Application, the City of Lincoln (City) has determined that an Addendum should be prepared to the Certified EIR. The City, as CEQA Lead Agency, will consider this Addendum and the Certified EIR as part the application process for the Proposed Project.

## 1.1 CEQA REQUIREMENTS AND ADDENDUM PROCESS

CEQA Guidelines Section 15164(a) provides that the lead agency or a responsible agency shall prepare an Addendum to a previously certified EIR or Negative Declaration (ND) if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a Subsequent EIR or ND have occurred.

An Addendum need not be circulated for public review but can be included in or attached to the EIR (CEQA Guidelines Section 15164(c)). The decision-making body shall consider the Addendum with the EIR prior to making a decision on the project (CEQA Guidelines Section 15164(d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to Section 15162 (CEQA Guidelines Section 15164(e)).

Consequently, once an EIR or ND has been certified for a project, no subsequent EIR or ND is required under CEQA unless, based on substantial evidence:

1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

## 1.2 ENVIRONMENTAL ANALYSIS AND CONCLUSION

This Addendum addresses the environmental effects associated with the Proposed Project to determine if there are any new or increased environmental impacts due to implementation of the Proposed Project within the current regulatory and environmental setting. The conclusions of the analysis in this Addendum remain consistent with those made in the Certified EIR. Based upon the information provided in **Section 3** of this document, implementation of the Proposed Project will not result in new significant impacts or substantially increase the severity of impacts previously identified in the EIR, and there are no previously infeasible alternatives or mitigation measures that are now feasible, and have not been adopted. None of the other factors set forth in Section 15162(a)(3) are present. As such, an Addendum is appropriate, and this Addendum has been prepared to address the environmental effects of the Proposed Project.

This Addendum and attached documents constitute substantial evidence supporting the conclusion that preparation of a supplemental or subsequent EIR is not required prior to approval of the proposed entitlements, and provides the required documentation under CEQA.

## 1.3 INCORPORATION BY REFERENCE

In compliance with CEQA Guidelines Section 15150, this Addendum has incorporated by reference the Lincoln Regional Airport Master Plan Project Final EIR, certified September 2008 (State Clearinghouse No, 2007062027). Information from the Certified EIR incorporated by reference into this Addendum has been briefly summarized in the appropriate section(s) which follow, and the relationship between the incorporated part of the referenced document and this Addendum has been described.

# Section 2 | Project Description

## 2.1 LOCATION AND SETTING

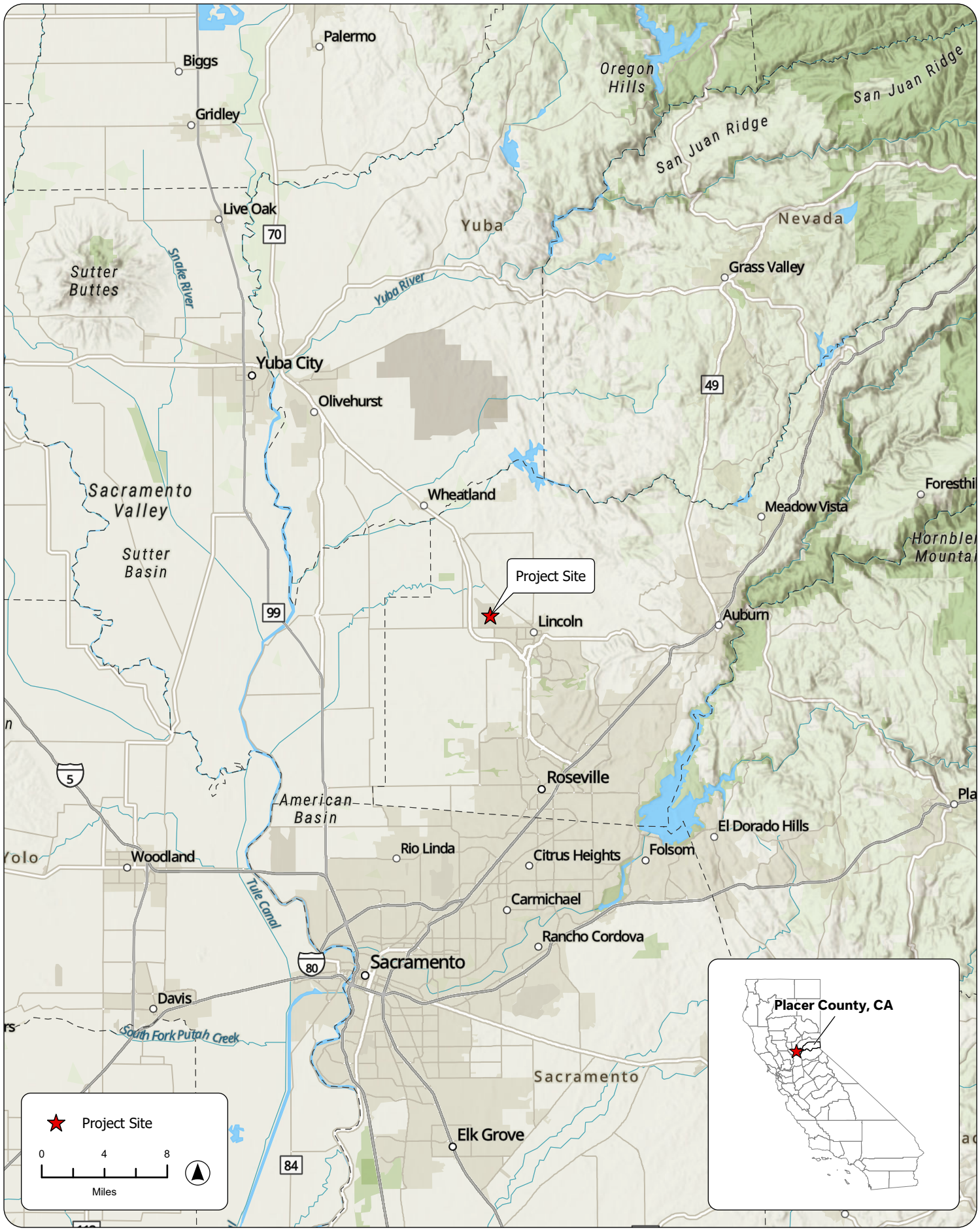
The Lincoln Regional Airport is located at 1480 Flightline Dr, Lincoln, California 95648 (**Figures 1** and **2**). The 725-acre airport is owned and operated by the City of Lincoln within Placer County. The airport includes one 100-foot by 6,001-foot runway with a parallel taxiway and five cross taxiways. The existing aircraft parking apron at the airport is approximately 321,000 square feet and has 165 aircraft parking positions. The 0.97-acre Project Site is located within the boundaries of Lincoln Regional Airport, in the southeast corner adjacent to the existing airplane hangars in the central portion of the airport (see **Figure 3**)**.** The Project Site has an average elevation of approximately 100 feet above mean sea level (amsl).

The Project Site is within Section 7 of Township 12 North, Range 6 East, Mount Diablo Baseline Principal Meridian, as depicted on the Lincoln, CA United States Geological Survey 7.5-minute topographic map. The centroid of the Project Site is 38°54'29.63"N, 121°20'40.34"W. An aerial photograph of the Project Site is shown in **Figure 3**.

## 2.2 BACKGROUND AND PREVIOUS ENVIRONMENTAL STUDIES

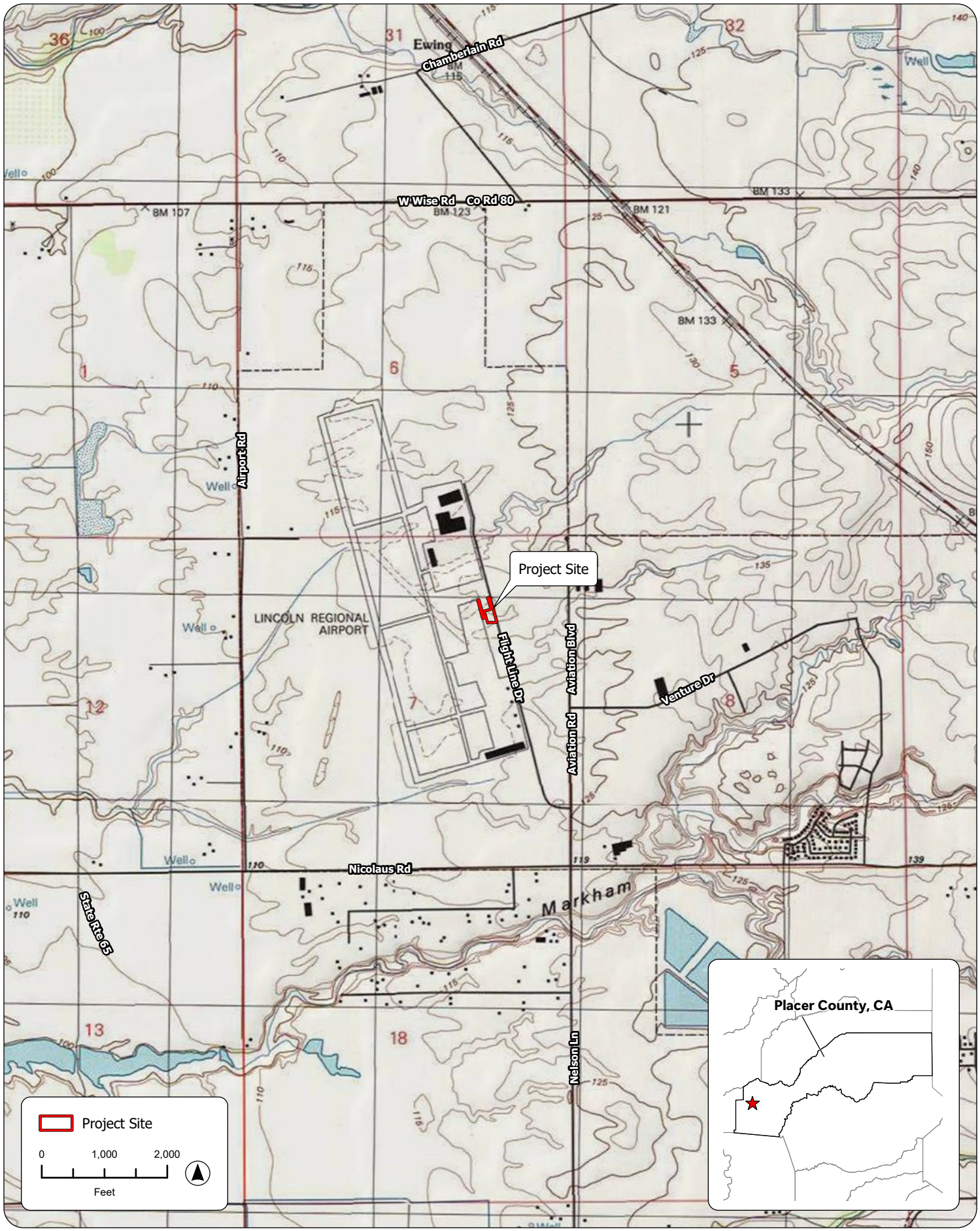
The Approved Project evaluated in the Certified EIR was full buildout of the 2008 Airport Master Plan, a brief summary of which is provided in **Section 2.3.1** below. The Approved Project included numerous development components within the Lincoln Regional Airport, including new runways, additional hangar space, support infrastructure, and other facilities that would increase the overall capacity and patronage of the airport. The Approved Project evaluated in the Certified EIR contemplated additional hangars in the area of the Project Site, but depicted these hangars in a slightly different configuration from the current Proposed Project. However, the current Project Site and vicinity were contemplated for hangars and supporting airport facilities in the Certified EIR. In 2020, the Lincoln Regional Airport updated Airport Layout Plan (June 1, 2020) was prepared and adopted by the Federal Aviation Administration (FAA) that depicts the current Proposed Project configuration. However, this updated Airport Layout Plan did not undergo CEQA review assessing the development components of the proposed infrastructure.

An updated Airport Land Use Compatibility Plan was prepared to ensure that policies and land use mapping to prevent land use conflicts outside of the airport within designated safety zones was prepared based on the 2020 Airport Layout Plan. This Airport Land Use Compatibility Plan underwent CEQA review and a Negative Declaration was adopted on September 30, 2021 (Placer County ALUC, 2021). However, this document states that the proposed Airport Land Use Compatibility Plan "is regulatory in nature, and neither the project – the adoption of the ALUCP – nor its subsequent implementation by local agencies will lead directly to development or to any physical change to the environment." It further states that "no airport development or any other physical change to the environment is associated with the [adoption of the ALUCP]" (Placer County ALUC, 2021). Therefore, the Certified EIR that analyzed the physical construction and operation of the implementation of the Airport Layout Use Plan (not the Airport Land Use Compatibility Plan) remains the most appropriate document to addend pursuant to CEQA Guidelines Section 15164.




SOURCE: ESRI, 2025; Acorn Environmental, 8/12/2025

**Figure 1**
Regional Location




SOURCE: "Lincoln, CA" USGS 7.5 Minute Topographic Quadrangle, T12N R06E, Section 7, Mt. Diablo Baseline & Meridian; ESRI, 2025; Acorn Environmental, 8/12/2025

**Figure 2**
Site and Vicinity




SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 6/27/2024; Acorn Environmental, 8/12/2025

**Figure 3**
Aerial Overview

# 2.3 PROJECT DESCRIPTION AND APPROVED PROJECT MODIFICATIONS

## 2.3.1 Approved Project Summary

The Certified EIR analyzed the entire 2008 Airport Layout Plan, and the Approved Project assessed therein included the following components:

1. Extend primary runway (15R-33L) 1,000 feet to the north for a total length of 7,001 feet;
2. Construct new runway safety area at north end of the extension of runway 15R-33L;
3. Extend existing taxiway 1,000 feet north and construct cross taxiway and aircraft holding area to service the extension of runway 15R-33L;
4. Construct a new runway (15L-33R, 3,350 feet long; 75 feet wide) parallel to existing runway (15R-33L);
5. Relocate the existing helipad;
6. Construct West Side Taxiway System;
7. Construct a new jet center, arrival and departure building and parking on the east side of the airport;
8. Construct new hangars and aircraft parking areas south of the existing airport offices and on east side of the existing taxiway;
9. Construct new roads, taxi-lanes, hangars and aircraft parking and infrastructure to serve the west side aviation requirements;
10. Construct new access road to service the west side aviation development; and
11. Construct extensions of the perimeter security fence.

The Certified EIR included the following description specific to the proposed hangars (item 8):

> "The existing aircraft parking apron on the east side of the airport is larger than is necessary to accommodate future transient and local tied-down aircraft. A portion of this apron will be abandoned and used for the development of aircraft storage hangars, a future jet center (maintenance and repair), and an arrival/departure building with associated automobile parking (40 spaces). Approximately 60 additional tee hangars will be developed on the existing aircraft parking apron and adjoining space. Additional tee hangars will be developed north and south of the existing south tee hangar. There will be approximately 250 total hangars in nested tee configuration." (Certified EIR page 2-7)

## 2.3.2 Proposed Project Description

The Proposed Project entails construction of a 13,500 square foot hangar building with two new airplane hangars on the airport property adjacent to existing hangars (see **Figure 4** and **Attachment A**). There will be a total of two airplane parking units. The hangar building would be located adjacent to the existing aircraft parking apron, representing a portion of what was anticipated in the Approved Project. The northernmost "box" hangar is in the same configuration as the Approved Project. As such, the current Proposed Project does not increase the airport hangar space or overall level of development beyond what was approved. The Approved Project would allow approximately 250 new hangars to be constructed within the airport, and the Proposed Project seeks to construct two of those hangars. The 0.97-acre

Project Site includes the entire area of disturbance associated with the proposed hangar building, supporting utility installation, and stormwater control installation described below.

The proposed hangar building would be approximately 135 feet long by 100 feet deep with a 22-foot eave height. The individual hangars within this building would be approximately 67.5 feet by 100 feet, and include 61-foot wide Schweiss hydro-swing doors. The hangars would be separated by a partition wall, and each hangar would have a bathroom. The building will include fire sprinklers with a dedicated fire service line connected to the existing fire suppression line to the north. An existing fire hydrant is located north of the proposed hangars, adjacent to the proposed paved sidewalk. The Proposed Project would include underground pipelines for sanitary sewer, water line extensions, and electrical work. Existing utilities, including water, sewer, and electrical transformer, are located adjacent to the Project Site at the existing building to the north.

The Proposed Project also includes grading and stormwater runoff control. The grading and drainage plan outlines the installation of two vegetated drainage swales – one south of the proposed hangars (Swale-A; 0.25 feet deep) and one east of the proposed hangars (Swale-C; 0.12 feet deep), both within the lease area. In addition, a valley gutter would be installed in the proposed asphalt on the north and west sides of the proposed building to route water into the vegetated swales. The vegetated swales would outlet at a proposed catch basin which would contain grouted cobble and filter fabric to slow and filter water before it exits the Project Site in an existing storm drain pipeline below Flightline Drive. An existing vegetated swale in the area would be graded out so that water is directed into the proposed swales and their stabilized outlet.

During construction, Project Site access will utilize an existing point of access north of the Project Site along Flightline Drive. Construction staging is proposed on the existing asphalt directly north of the Project Site. An Erosion Control Plan has been prepared that includes inlet protection for existing stormwater infrastructure in the area, fiber rolls, and additional construction best management practices (BMPs) as described on Sheet C3 in **Attachment A**.

Construction of the Proposed Project is conservatively assumed to commence in October 2025, with construction activities anticipated to occur over a period of between 6 to 8 months.

The proposed facilities would be constructed consistent with the California Building Code, local building codes, and FAA standards and guidelines.

Project Site
Proposed Lease Area
Staging Area
Proposed Electrical Line
Proposed Sanitary Sewer
Proposed Water Line
Proposed Valley Gutter
Existing Swale (To be Removed)
Proposed Catch Basin
Proposed Vegetated Swale
Proposed Hangar Building
Proposed Pavement
Proposed Concrete

0 15 30
Feet

SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 8/12/2024; Acorn Environmental, 8/12/2025

**Figure 4**
Site Plan

# Section 3 | Environmental Checklist

## 3.1 INTRODUCTION

### 3.1.1 Purpose

This environmental checklist, in which the relevant inquiries under CEQA Guidelines section 15162 are embedded, is intended to determine (i) whether the Proposed Project would result in new or substantially more severe significant environmental impacts not addressed in the Certified EIR, (ii) whether changes in circumstances would result in new or substantially more severe significant environmental impacts not addressed in the Certified EIR, or (iii) whether new information of substantial importance as defined in **Section 1.1** would otherwise trigger the preparation of a subsequent EIR. The questions within the checklist are derived from Appendix G of the CEQA Guidelines. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and Section 15162 of the CEQA Guidelines. A "no" response to a question doesn't necessarily imply the absence of potential impacts concerning the environmental category. Rather, it indicates that there has not been any change in the condition or status of the impact since it was initially analyzed and addressed with mitigation measures in the Certified EIR prepared for the project. Certain environmental categories may receive "no" responses in the CEQA Checklist if the Proposed Project or changes in circumstances do not introduce changes that would alter the conclusions of the Certified EIR.

Notably, a change in the regulatory setting may not constitute new information of substantial importance if the underlying impact being regulated is not a new issue. For example, in Citizens for Responsible Equitable Environmental Development v. City of San Diego (2011) 196 Cal.App.4th 515, 531-532, which involved a challenge to a 2008 addendum to a 1994 EIR, the court held that information about climate change was not "substantial new information" triggering the preparation of a subsequent or supplemental EIR, even though the 1994 EIR said nothing on the subject. The court explained that "the Federal Government began devoting serious attention" to increased carbon dioxide emissions as early as "the late 1970s," and that, as a result, "[t]he effect of greenhouse gas emissions on climate could have been raised in 1994 when the City considered the FEIR."

Note that since certification of the 2008 EIR, the CEQA Guidelines have undergone several changes, including a comprehensive update effective December 28, 2018. Although not necessarily required, the checklist categories in this Addendum follow the updated Appendix G of the CEQA Guidelines in a good-faith effort to provide the most updated information to decision makers.

### 3.1.2 Environmental Checklist Evaluation Topics

The purpose for each column in the environmental checklist for each issue area is described below:

**Certified EIR Conclusion:** This column provides a summary of the conclusion reached by the Certified EIR relative to the environmental issue listed under each topic.

**Does the Proposed Project Result in New or More Severe Significant Impacts?:** Pursuant to CEQA Guidelines Section 15162(a)(1), this column indicates whether the changes represented by the revised project will result in new significant environmental impacts not previously identified or mitigated by the

EIR, or whether the changes will result in a substantial increase in the severity of a previously identified significant impact.

**Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts?:** Pursuant to CEQA Guidelines Section 15162(a)(2), this column indicates where there have been substantial changes with respect to the circumstances under which the project is undertaken that will require major revisions to the EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Pursuant to CEQA Guidelines Section 15162(a)(3)(a-d), this column indicates whether new information of substantial importance exists, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete.

**Are Changes to EIR Mitigation Measures Warranted?:** Pursuant to CEQA Guidelines Section 15162(a)(3), this column indicates whether the EIR provides mitigation measures to address effects in the related impact category and whether changes to those mitigation measures are warranted to address new or more severe significant impacts.

### 3.1.3 Cumulative Setting

The City recently approved a hangar development on the Airport entitled Project Full Throttle (PLN24-00023), which requested the construction of five proposed hangar buildings with 66 airplane parking units, associated utility connections, and asphalt reconfiguration and upgrades around the proposed buildings and the adjacent taxiways. Project Full Throttle was also consistent with the 2020 Airport Layout Plan and was approved by the City and the FAA in 2025. Project Full Throttle hangars are proposed immediately south and west of the current Project Site, and construction began in summer 2025. As discussed in **Section 2.3.2**, the Approved Project would allow approximately 250 new hangars to be constructed within the airport. The Proposed Project, if approved, and Project Full Throttle together would result in the construction of 68 total hangars.

Planned growth in the immediate vicinity of an airport is subject to numerous guidance and planning documents to ensure the long-term viability, compatibility, and safety of the airport operations and surrounding developments. The areas surrounding the Lincoln Regional Airport fall under the jurisdiction of the County of Placer and the City of Lincoln, and have additional oversight by the Placer County Airport Land Use Commission (ALUC) which promotes the compatibility between the airport and future land use projects in the vicinity. The Lincoln Regional Airport Land Use Compatibility Plan was updated in 2021 by the Placer County ALUC who also prepared a Draft Initial Study assessing the impacts of the plan (Placer County ALUC, 2021).

While the City has not adopted a new General Plan update since preparation of the Certified EIR, it has released an updated Land Use and Circulation Diagram that accounts for several Specific Plans and General Development Plans that have been adopted in the vicinity, including the following:

- Village 5 Specific Plan and General Development Plan proposing mixed residential, commercial, and public facilities across an approximately 4,787-acre site south and west of the airport, outside of the City limits but within the City sphere of influence;
- Independence General Development Plan proposing 591 residential units and mixed commercial and open space on approximately 158.4 acres, south and east of the airport inside the City; and

- SUD-B Northeast Quadrant Specific Plan and General Development Plan which proposes a mixture of low-density residential, commercial, parks and recreation, and open space on an area south and east of the airport within the City sphere of influence (City of Lincoln, 2022).

Additionally, Placer County updated its General Plan in May 2013 subsequent to the Certified EIR (Placer County, 2013). These approved projects and projects that have been constructed since the Certified EIR reflect a growing community with sustainability and environmental concerns guiding the goals and policies of the growth.

# 3.2 AESTHETICS

Except as provided in Public Resources Code Section 21099:

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project have a substantial adverse effect on a scenic vista? | Less than Significant | **No**. The Proposed Project would not cause more severe effects to scenic vistas. | **No**. There are no new scenic vistas in the area. | No Mitigation, No Changes |
| b) Does the Proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | Less than Significant | **No**. The Proposed Project would not cause more severe effects to scenic resources. | **No**. There are no new scenic resources in the project area. | No Mitigation, No Changes |
| c) In nonurbanized areas, does the Proposed Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | Less than Significant | **No**. The Proposed Project would not cause more severe effects to visual character or quality of public views. | **No**. The surrounding visual character has not changed significantly. | No Mitigation, No Changes |
| d) Does the Proposed Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | Less than Significant | **No**. The Proposed Project would not cause a more severe source of substantial light or glare. | **No**. The surrounding land uses and their sources of light and glare have not changed significantly. | No Mitigation, No Changes |

## Discussion

a – d) The Certified EIR determined that under the Approved Project, the airport's operations and proposed projects aligned with the existing landscape and that it did not significantly alter the surrounding environment. The discussion of Aesthetic Resources is located in Section 3.11 "Effects not Found to be Significant" within the Certified EIR. The Proposed Project would result in development on the Project Site generally consistent with the overall density evaluated in the Certified EIR. Furthermore, there are no proposed modifications to the Approved Project or changes in circumstances that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to aesthetics.

## Certified EIR Mitigation Measures

There were no mitigation measures for aesthetic impacts in the Certified EIR and there are no new or more severe significant impacts that would require mitigation, and therefore no changes are warranted.

## Conclusion

The conclusions from the Certified EIR remain valid and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to aesthetics

# 3.3 AGRICULTURE AND FORESTRY RESOURCES

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | Less than Significant | **No**. The Proposed Project will not convert designated agricultural lands to non-agricultural uses. | **No**. No significant changes in land use onsite or in the vicinity of the Project Site. | No Mitigation, No Changes |
| b) Does the Proposed Project conflict with existing zoning for agricultural use, or a Williamson Act contract? | Less than Significant | **No**. The Proposed Project will not convert agricultural land to non-agricultural uses. | **No**. No significant changes in land use onsite or in the vicinity of the Project Site. | No Mitigation, No Changes |
| c) Does the Proposed Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by | Effect not described | **No**. The Proposed Project would not convert forestry or timberland land | **No**. No significant changes in land use onsite or in the vicinity of the Project Site. | N/A |

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | | into other land uses. | | |
| d) Does the Proposed Project result in the loss of forest land or conversion of forest land to non-forest use? | Effect not described | **No**. The Proposed Project would not convert forestry or timberland land into other land uses. | **No**. No significant changes in land use onsite or in the vicinity of the Project Site. | N/A |
| e) Does the Proposed Project 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? | Effect not described | **No**. The Proposed Project would not convert forestry or timberland land into other land uses. | **No**. No significant changes in land use onsite or in the vicinity of the Project Site. | N/A |

## Discussion

a – b) The Certified EIR determined less than significant impacts to agricultural resources because the onsite soil was not used for agriculture and existing regulations at the time discouraged agricultural land uses onsite. The discussion of Agricultural Resources is located in Section 3.11 "Effects not Found to be Significant" within the Certified EIR. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR and no agricultural land uses have been established within the Project Site since the Certified EIR. Furthermore, there are no proposed modifications to the Approved Project or changes in circumstances that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to agricultural resources.

c – e) The Certified EIR did not examine impacts to forestry resources because this environmental issue area was not present in the 2007 CEQA Guidelines in effect at the time of the Certified EIR publication. However, forest related topics were indirectly addressed in Section 3.2, Biological Resources, and Section 3.7, Land Use, of the Certified EIR. Neither of these sections determined there would be detrimental effects to current land uses or adverse effects to forestry habitats. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. There are no forestry resources or lands designed or zoned for forestry or timber on the Project Site or in the vicinity. Consequently, the Proposed Project would not influence forestry resources, or cause the conversion of forestry resources to non-forestry uses. Therefore, the Proposed Project would have no impact on forestry resources and would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to forestry resources.

## Certified EIR Mitigation Measures

There were no mitigation measures for agricultural and forestry resources impacts in the Certified EIR and there are no new or more severe significant impacts that would require mitigation, and therefore no changes are warranted.

## Conclusion

The conclusions from the Certified EIR remain valid and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to agricultural and forestry resources.

# 3.4 AIR QUALITY

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

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project conflict with or obstruct implementation of the applicable air quality plan? | Less than Significant | **No**. The Proposed Project would not cause the obstruction of an applicable air quality plan. | **No**. The regulatory environment has undergone changes, but no onsite conditions have changed and none of regulatory changes would result in the Proposed Project having a more severe impact. | No Mitigation, No Changes |
| b) Does the Proposed Project 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? | Less than Significant | **No**. The Proposed Project would not cause a more severe cumulatively considerable net increase of criteria air pollutants. | **No**. No environmental changes have occurred that would cause the Proposed Project to have a more severe impact, and it may result in lower emissions than analyzed in the Certified EIR due to the passage of time. | No Mitigation, No Changes |
| c) Does the Proposed Project expose sensitive receptors to substantial pollutant concentrations? | Less than Significant | **No**. The Proposed Project would not cause sensitive receptors to be exposed to more severe pollutant concentrations. | **No**. No environmental changes have occurred that would result in new or more severe impacts on sensitive receptors. | No Mitigation, No Changes |
| d) Does the Proposed Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | Effect not described | **No**. The Proposed Project would not cause more severe emissions that would adversely affect a substantial number of people. | **No**. The Proposed Project would not result in a new or substantially more severe impact associated with odors. | N/A |

## Changes in Background and Regulatory Conditions

As described in the Certified EIR, the Project Site is within the Sacramento Valley Air Basin within the boundaries of the Placer County Air Pollution Control District (APCD). At the time of the Certified EIR, the U.S. Environmental Protection Agency (USEPA) and/or California Air Resources Board (CARB) classified western Placer County as non-attainment for ozone, particulate matter 10 microns in size ($PM_{10}$), and particulate matter 2.5 microns in size ($PM_{2.5}$). For carbon monoxide (CO) and all other criteria air pollutants (CAPs), the area was in attainment or unclassified. Currently, the status of the air basin has improved, with the USEPA and/or CARB designating western Placer County as non-attainment for only ozone and $PM_{2.5}$ (USEPA, 2025).

Since publication of the Certified EIR, four updates to the Sacramento Metro Area Ozone Attainment Plan have been prepared, although the most recent 2023 Update has not yet been formally adopted by the USEPA. Therefore, the 2018 Updates to the California State Implementation Plan adopted on October 25, 2018, remains in effect which covers the Project Site and vicinity (CARB, 2018).

In 2016, Placer County APCD underwent a formal process to adopt thresholds of significance for CAPs and greenhouse gas (GHG) emissions for CEQA evaluations. The significance criteria for construction emissions remained unchanged. However, the operational significance criteria for reactive organic gas (ROG) and nitrogen oxides ($NO_X$) were lowered from 82 lbs/day (the levels in effect at the time of the Certified EIR) to 55 lbs/day. The operational significance criteria for $PM_{10}$ remained unchanged (Placer County APCD, 2016).

## Discussion

a – c) The Certified EIR compared construction and operational CAP emissions associated with the Approved Project to Placer County APCD thresholds in effect at the time, examined risk associated with naturally occurring asbestos, assessed aircraft emissions, and excessive CO exposure to sensitive receptors due to traffic. Overall, the assessments indicated that the Approved Project's emissions and air quality impacts were expected to be within acceptable limits, with no significant adverse effects identified.

**Construction.** As discussed in **Section 2.3**, the Approved Project included many improvements throughout the airport that would have resulted in much larger construction emissions and operational emissions due to the increase in airport operations possible after construction of additional runways, taxiways, and other improvements. The construction of the hangar buildings was assessed at a conservatively high density of three hangars per acre for the Certified EIR, while the Proposed Project is requesting a density of approximately two hangars per acre. Therefore, the modeling conducted for the Approved Project assumed a larger, and therefore more conservative, amount of construction than the current Proposed Project. Furthermore, air quality models include emissions factors that decrease over time as appropriate to account for assumed energy efficiencies, incorporation of renewable energy sources, and technological advancements (CAPCOA, 2016; CAPCOA, 2022). Therefore, because the current Proposed Project construction phase would occur at a much later date than that modeled within the Certified EIR, and technological advancements to equipment have occurred, the Certified EIR presents a more conservative assessment of potential CAP emissions from construction and operation. Based on a review of aerial photography, there are no new sensitive receptors in closer proximity to the airport and Project Site than existed at the time of the CO analysis conducted in the Certified EIR.

**Operation.** The operational emissions analysis within the Certified EIR assessed mobile source emissions, area source emissions, and aircraft emissions across the numerous project components within the 2008 Airport Layout Plan (summarized in **Section 2.3.1**). Operation of the Proposed Project does not have a significant mobile source or aircraft emission component as the hangars are for parking aircraft. Only the Area Source Emissions category (generally building heating and cooling) would pertain to the operation of the Proposed Project, which as discussed above is at a much lower density than authorized by the Certified EIR. Furthermore, as discussed in more detail **Section 3.7** "Energy" below, additional building efficiency standards have been enacted since the Certified EIR that would provide further reductions in building Area Source Emissions as compared to the Approved Project. Therefore, the Proposed Project operational emissions are a small component of the operational emissions analyzed for the larger Approved Project and are expected to be even lower due to the lower density and increased efficiency under the current Proposed Project.

**Summary.** The Certified EIR determined that the Approved Project would not have a significant impact on air quality. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR but at a reduced density. Furthermore, there are no changes to the Approved Project that would cause an increase in impacts beyond what was previously analyzed, and technological advancements to construction and operational equipment have occurred in accordance with regulatory specifications governing fuel and equipment efficiency; therefore, the emissions associated with the Proposed Project will likely be less than previously analyzed in the Certified EIR. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to air quality.

d) The Certified EIR did not examine whether the Approved Project would expose a significant number of people to odors. As described above, all air quality issues examined in the Certified EIR including exposure of sensitive receptors to criteria air pollutants, naturally occurring asbestos, and carbon monoxide, were determined to be less than significant. The Proposed Project is not expected to generate other emissions, such as objectionable odors, that would be noticeable or cause adverse effects to a substantial number of people. While construction activities may produce localized odors from diesel equipment and other materials, these odors would be confined primarily to the Project Site and would not be noticeable to offsite receptors. Based on review of aerial photography, no new sensitive receptors have been established in closer proximity to the airport and Project Site since the issuance of the Certified EIR. There are no new project construction or operational activities that would generate significant odors. Consequently, the Proposed Project would not expose a substantial number of people to emissions other than those from PCAQMD criteria pollutants, which were determined to be less than significant. Therefore, the Proposed Project would have a less than significant impact.

## Certified EIR Mitigation Measures

There were no mitigation measures for air quality impacts in the Certified EIR and there are no new or more severe significant impacts that would require mitigation, and therefore no changes are warranted.

## Conclusion

The conclusions from the Certified EIR remain valid, and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to air quality.

# 3.5 BIOLOGICAL RESOURCES

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project 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? | Less than Significant with Mitigation | **No**. The Proposed Project would not have a new or more severe impact on special status species, regional plans or policies, or habitats. There are no sensitive habitats within the Project Site, and therefore impacts will be less than anticipated in the Certified EIR. | **No**. The regulatory environmental has undergone changes, but no onsite conditions have changed and none of regulatory changes would result in the Proposed Project having a more severe impact. | Yes. Some changes are proposed to provide consistency with the recently adopted PCCP. |
| b) Does the Proposed Project 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 Wildlife or U.S. Fish and Wildlife Service? | Less than Significant with Mitigation | **No**. There are no riparian or sensitive habitats within the Project Site; therefore, the Proposed Project would not create a new or more severe impact on a riparian habitat or other sensitive natural community. | **No**. The regulatory environmental has undergone changes, but no onsite conditions have changed and none of the regulatory changes would result in the Proposed Project having a more severe impact. | No. The Project Site does not contain riparian or sensitive habitats, and therefore there is no impact. |
| c) Does the Proposed Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | Less than Significant with Mitigation | **No.** There are no wetlands within the Project Site; therefore, the Proposed Project would not create a new or more severe impact on protected wetland habitats. | **No**. The regulatory environmental has undergone changes, but no onsite conditions have changed and none of the regulatory changes would result in the Proposed Project having a more severe impact. | No. The Project Site does not contain protected wetlands, and therefore there is no impact. |
| d) Does the Proposed Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or | Less than Significant with Mitigation | **No.** The Proposed Project would not create new or more severe impact on an existing animal | **No**. No environmental changes have occurred that would cause the Proposed Project to have a more severe impact. | No |

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| migratory wildlife corridors, or impede the use of native wildlife nursery sites? | | movement and migration patterns. | | |
| e) Does the Proposed Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | Less than Significant with Mitigation | **No.** The Proposed Project would not create a new confliction with existing polices or ordinances nor would it worsen an existing one. | **No.** The regulatory environmental has undergone changes, but no onsite conditions have changed and none of the regulatory changes would result in the Proposed Project having a more severe impact. | No |
| f) Does the Proposed Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | Less than Significant with Mitigation | **No.** The Proposed Project would not create a new confliction with existing polices or ordinances nor would it worsen an existing one. | **No.** The regulatory environmental has undergone changes including the adoption of the Placer County Conservation Program (PCCP), but no onsite conditions have changed and none of the regulatory changes would result in the Proposed Project having a more severe impact. | Yes. Some changes are proposed to provide consistency with the recently adopted PCCP. |

## Changes to Background and Regulatory Conditions

In order to determine what biological resources are present on the Project Site, supplemental biological surveys were conducted in 2025 and a Biological Resources Assessment (BRA) Report was prepared to review the Project Site for changed conditions, new biological resources that may be present, and account for the passage of time since certification of the EIR in 2008 (**Attachment B**). The BRA was prepared in accordance with the Placer County Conservation Program (PCCP), which was adopted following the issuance of the Certified EIR in 2020 and covers the Project Site. The Project Site is within land designated as Potential Future Growth Area (PFG) and within the Valley Plan Area or Plan Area A (**Attachment B**). The Project Site contains two terrestrial land cover types (Urban/Suburban and Annual Grassland), consistent with the resources present within the Project Site from the Certified EIR. No special-status animal species were identified and focused botanical surveys did not identify any special-status plants within the Project Site. Refer to **Attachment B** for a complete description of the methodology and results of the updated biological surveys.

Since approval of the Certified EIR, Placer County has developed and adopted the PCCP to coordinate and streamline state and federal natural resources regulatory permitting processes. The City of Lincoln is a participating jurisdiction in the PCCP as a Permittee. The PCCP includes a Habitat Conservation Plan (HCP) pursuant to Section 10 of the Federal Endangered Species Act and a Natural Community Conservation Plan (NCCP) under the California Natural Community Conservation Planning Act. The PCCP also includes a County Aquatic Resources Program (CARP) to streamline the issuance of permits related to Section 404 of the Federal Clean Water Act and Streambed Alteration Agreements pursuant to the California Fish and Game Code. The PCCP is a landscape-level plan that will facilitate the issuance of

project-level permits based on how the project contributes to the County's natural, social, and economic conditions. Rather than the piecemeal approach of project-level mitigation, which often results in small blocks of avoided and preserved habitat both within project sites and at off-site mitigation areas, the PCCP focuses on configuring a large, contiguous reserve system.

## Discussion

a – d) The previously Certified EIR determined that the Approved Project would have a significant impact on biological resources without mitigation. Direct impacts of the Approved Project included loss or disturbance of annual grassland and vernal pool habitat and special-status species. The Approved Project would have caused the direct loss of grassland habitat and wetlands, including waters of the U.S. In addition, impacts to vernal pool fairy shrimp and western spadefoot toad would occur with the loss of wetland habitats. To reduce these impacts, several mitigation measures were adopted, including surveying for vernal pool fairy shrimp and western spadefoot toad and providing compensation for impacts to habitats, including waters of the U.S. (see below for additional details). With incorporation of these mitigation measures, impacts were reduced to less-than significant-levels.

The Proposed Project would result in development on the Project Site generally consistent with that analyzed in the Certified EIR. The supplemental biological surveys and BRA Report (**Attachment B**) determined that annual grassland and developed habitat types exist on the Project Site today as those described in the Certified EIR, although the Project Site does not include protected wetland habitat. Therefore, no impacts to sensitive habitats or to special-status species that rely upon wetland or vernal pool habitats would occur under the Proposed Project. Focused botanical surveys did not identify any special-status plants within the Project Site. More wildlife species are considered special-status today than were previously identified, but the habitat for special-status species remains largely unchanged. Given the Project Site location within an active airport and the high level of noise and landscape management, overall potential for special-status wildlife remains low. The Proposed Project would not result in modifications to the Approved Project that would cause an increase in impacts beyond what was previously analyzed.

Planned urban growth in the City's current General Plan, which includes the Project Site, is covered by the PCCP. Thus, the in-kind conservation or compensation for impacts to habitat, previously required by certain biological resources mitigation measures of the Certified EIR, would be satisfied through project participation in the PCCP and compliance with the requirements of the program, as required in Mitigation Measures BIO-1 and BIO-2.

Therefore, the Proposed Project impacts remain less than significant with mitigation and no new or substantially more severe impacts to biological resources have been identified. To ensure consistency with the PCCP, this Addendum recommends updates to mitigation measure language where appropriate to continue to reduce impacts to less than significant.

f) Following certification of the 2008 Certified EIR, the PCCP was adopted in 2020 and covers the Project Site. The Project Site is within land designated in the PCCP as PFG and within the Valley Plan Area or Plan Area A. A BRA Report was prepared for the Proposed Project and has been submitted in accordance with the PCCP. The BRA identifies best management practices (BMPs) and avoidance measures consistent with the PCCP requirements (**Attachment B**). While the PCCP

was not adopted at the time of preparation of the Certified EIR, with the proposed adjustments to mitigation measures described below, the Proposed Project would be consistent with the PCCP and therefore no new or more severe significant impacts associated with HCPS/NCCPs would occur.

## Certified EIR Mitigation Measures

The following mitigation measures were identified in the Certified EIR to mitigate significant impacts to biological resources. As described above, minor revisions and additions are necessary to address the current conditions of the Project Site and to ensure compliance with the recently adopted PCCP.

| Mitigation Measure (MM) | Proposed Revisions? | Explanation |
|---|---|---|
| MM 3.2-1a: Compensate for the Impacts on Swainson's Hawk Foraging Habitat | Replace with BIO-1 | MM BIO-1 for Special-Status Animal Protection incorporates the specific species conditions of the PCCP for Swainson's Hawk, Western Burrowing Owl, Tricolored Blackbird, and other Covered Species |
| MM 3.2-1b: Compensate for the Impacts on Swainson's Hawk Nesting Habitat | Replace with BIO-1 | MM BIO-1 for Special-Status Animal Protection incorporates the specific species conditions of the PCCP for Swainson's Hawk, Western Burrowing Owl, Tricolored Blackbird, and other Covered Species |
| MM 3.2-2: Complete Surveys for Special-Status Plants | None | Special-Status Plant Surveys were conducted for the BRA (**Attachment B**) |
| MM 3.2-3a: Complete Protocol Surveys for Vernal Pool Fairy | None | There are no vernal pools present within the Project Site and therefore surveys for Special-Status Vernal Pool Invertebrates are not necessary (**Attachment B**) |
| MM 3.2-3b: Compensate for the Impacts on Vernal Pool Fairy Shrimp | Replace with BIO-2 | No sensitive habitat types exist in this Project Site, however, MM BIO-2 for general habitats ensures that the appropriate PCCP fees are paid for habitat conversion |
| MM 3.2-4a: Complete Surveys for Western Spadefoot Toad | None | Biological surveys of the Project Site were conducted in 2025. The Project Site does not contain the requisite aquatic habitat for Western Spadefoot Toad and thus further surveys are not necessary (**Attachment B**). |
| MM 3.2-4b: Compensate for the Impacts on Western Spadefoot Toad Habitat | None | The Project Site does not contain the requisite aquatic habitat for Western Spadefoot Toad and thus habitat compensation is not necessary (**Attachment B**). |
| MM 3.2-5: Filling waters of the United States. | None | The Proposed Project does not involve the filling of waters of the United States. |
| MM 3.2-7: Biological Assessment and Wildlife Management Plan. | None | This Biological Assessment was completed in 2008 and has since been superseded by the adoption of the PCCP |

Proposed revisions to mitigation measures are shown in <u>underline</u> and text deletions from the adopted measure are shown in ~~strikeout~~:

- ~~**Mitigation Measure 3.2-1a: Compensate for the Impacts on Swainson's Hawk Foraging Habitat.** The annual grassland habitat on the airport may provide foraging habitat for Swainson's hawk. The project creates a loss of 99.81 acres of Swainson's hawk foraging habitat. To address the potential loss of Swainson's hawk foraging habitat, the City of Lincoln will compensate for the permanent loss of annual grassland at a ratio 1:1. Mitigation for the loss of Swainson's hawk foraging habitat would occur by the City of Lincoln, Lincoln Regional Airport, in one or more of the following ways:~~
  1. ~~Through setting aside grassland acreage on the Airport through establishment of a designated habitat conservation area or combination of conservation areas for Swainson's Hawk habitat; or,~~
  2. ~~Through establishment on City-owned or entitled property of a permanent Swainson's Hawk habitat conservation easement; or,~~
  3. ~~Through the payment of In-Lieu fees for Swainson's Hawk habitat conservation; or,~~
  4. ~~Through a combination of No. 1), 2) and/or 3) above.~~
- ~~**Mitigation Measure 3.2-1b: Compensate for the Impacts on Swainson's Hawk Nesting Habitat.** To address the loss of Swainson's hawk nesting habitat, the City of Lincoln will compensate for the permanent loss of riparian habitat at a ratio 1:1. Mitigation for the loss of Swainson's hawk riparian nesting habitat would occur by the City of Lincoln, Lincoln Regional Airport, in one or more of the following ways:~~
  1. ~~Through setting aside riparian acreage on the Airport through establishment of a designated nesting habitat conservation area or combination of conservation areas for Swainson's Hawk nesting habitat; or,~~
  2. ~~2. Through establishment on City-owned or entitled property of a permanent Swainson's Hawk nesting habitat conservation easement; or,~~
  3. ~~3. Through the payment of In-Lieu fees for Swainson's Hawk nesting habitat conservation; or,~~
  4. ~~4. Through a combination of No. 1), 2) and/or 3) above.~~
- **Mitigation Measure 3.2-2: Complete Surveys for Special-Status Plants.** Not more than three years prior to disturbance of undisturbed areas within the footprint of a proposed Project, surveys for special-status plants shall be conducted by a qualified biologist. The surveys shall follow the Department of Fish and Game's Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities (revised May 8, 2000). If the presence of special status plants is confirmed, the City would set aside and preserve areas within the airport to construct and manage conservation areas for special status plant species at a ratio of 1:1. Special status species, and CNPS List 3 and 4 plants, and sensitive habitats shall be shown on all plans for each future Airport Master Plan project. All construction or site activities that could result in disturbance to special status species (and CNPS List 3 and 4 plants) and sensitive habitats shall be shown on construction and development plans. A qualified biologist shall review plans and proposed construction activities for consistency with special status mapped locations.
- ~~**Mitigation Measure 3.2-3a: Complete Protocol Surveys for Vernal Pool Fairy Shrimp**. A qualified biologist with authorization from the USFWS will complete protocol-level surveys for special status fairy shrimp.~~
- ~~**Mitigation Measure 3.2-3b: Compensate for the Impacts on Vernal Pool Fairy Shrimp.** To compensate for the permanent loss of about 1.56 acres and the temporary disturbance of about 2.23 acres of non-native grasslands for the vernal pool fairy shrimp, the City, in coordination with the FAA, would set aside and preserve areas within the airport to construct and manage new vernal pool fairy shrimp habitat. To determine the mitigation acreage (mitigation ratio) the FAA~~

~~will prepare a Biological Assessment (BA) that includes mitigation and conservation measures in accordance with Section 7 of the U.S. Endangered Species Act. The FAA will submit the BA to the USFWS for consultation and to request a Biological Opinion. The final mitigation ratios and conservation measures would be determined through consultation between the FAA and USFWS. The City would construct and maintain habitat within the airport for vernal pool fairy shrimp.~~

- **Mitigation Measure 3.2-4a: Complete Surveys for Western Spadefoot Toad.** A qualified biologist will complete surveys for the special status Western spadefoot toad.
- **Mitigation Measure 3.2-4b: Compensate for the Impacts on Western Spadefoot Toad Habitat.** If the species are identified as occurring on the airport, to compensate for the permanent loss or temporary disturbance of habitat the City would set aside and preserve areas within the airport to construct and manage new toad habitat. It is likely, that toad habitat will correspond closely with fairy shrimp habitat and that habitat creation and maintenance could be combined. However, if necessary, the City will create and maintain additional toad habitat on the airport to replace the loss of habitat. This would reduce the impact to less-than significant.
- **Mitigation Measure 3.2-5: Filling waters of the United States.** The City of Lincoln shall obtain authorization from Corps for the placement of fill in Waters of the U.S., required to implement the proposed Project under any alternative (except the No Action Alternative). Depending on the total amount of fill, mitigation to offset impacts to waters of the U.S. may be attached to the Corps permit. The City shall abide by all conditions attached to the Section 404 permit. The City shall also obtain Water Quality Certification (or a waiver) from the Regional Water Quality Control Board (RWQCB), as it will be required to make the Corps permit valid. The need for mitigation to offset impacts to jurisdictional wetlands (if any) will be determined in consultation with Corps during the permitting process. If deemed necessary, mitigation would be attached as a condition of the 404 permit. The amount and type of mitigation will be largely dependent on the selected alternative and the extent of jurisdictional waters of the U.S. as determined by Corps when they verify the wetland delineation (North Fork Associates 2007) as the first step in the permitting process. Depending on the conditions of the permit, mitigation may be accomplished through onsite creation. By securing and abiding by the conditions of Section 404 of the Clean Water Act permit, including providing mitigation and obtaining Section 401 Water Quality Certification from the RWQCB, impacts to jurisdictional Waters of the U.S. and wetlands would be below the threshold of significance.
- ~~**Mitigation Measure 3.2-7: Biological Assessment and Wildlife Management Plan.** As part of the FAA review of the Lincoln Regional Airport Master Plan process the FAA is preparing a Biological Assessment to be used in formal consultation with the USFWS in accordance with Section 7 of the ESA. Included in the BA, and ultimately in the negotiated Biological Opinion between the two federal agencies, the FAA is including a Wildlife Hazard Management Plan (Plan). The Plan will include measures to manage bird strikes that protect the aviation and human safety in accordance with a federal multi-agency MOA. The Plan will take into account airport habitat and wildlife diversity, the reduction in grassland habitat due to project construction, wetland restoration and wildlife incursion prevention.~~

**Mitigation Measure BIO-1: Special Status Animal Protection.** The following PCCP Species Conditions shall be implemented:

*Swainson's Hawk*

- SWHA 1 Surveys: Conduct planning-level surveys within modeled habitat in the Valley of the project site and within 1,325 feet of project site well in advance of project

implementation. If the project cannot be designed to avoid active SWHA nest trees and the construction must occur during the nesting season (approximately February 1 to September 15), a preconstruction survey must be conducted no more than 15 days prior to ground disturbance.

- SWHA 2 Applicable Measure: During the nesting season, ground-disturbing activities within 1,320 feet of occupied nests or nests under construction shall be prohibited. See PCCP Section 6.3.5.6.2 for further details on minimizing disturbance and buffer waivers.
- SWHA 3 Applicable Measure: Active (within the last 5 years) SWHA nest trees on a project site shall not be removed during the nesting season.
- SWHA 4 Construction Monitoring: If an active nest is present within the project site or 1,320 feet of the project site, construction monitoring shall be conducted by a qualified biologist and focus on ensuring that activities do not occur within the buffer zone and that effects on SWHA are minimized.

*Western Burrowing Owl*

- BUOW 1 Surveys: Conduct preconstruction surveys within modeled habitat in the Valley, or as determined by a qualified biologist, of the project site and within a 250-foot accessible radius of project site. Two surveys must be conducted within 15 days prior to ground disturbance to establish the presence or absence of burrowing owls.
- BUOW 2 Applicable Measure: If BUOW or evidence of presence is found during the breeding season (approximately February 1 – August 31), the applicant shall avoid all nests that could be disturbed and establish a 250-foot non-disturbance buffer zone around nests. The buffer zone shall be flagged or otherwise clearly marked.
- BUOW 3 Applicable Measure: If BUOW or evidence of presence is found during the non-breeding season (approximately September 1 – January 31), the applicant shall establish a 160-foot non-disturbance buffer zone around active burrows. The buffer zone shall be flagged or otherwise clearly marked.
- BUOW 4 Applicable Measure: During the non-breeding season only, if a project cannot avoid occupied burrows after all alternative avoidance and minimization measures are exhausted, as confirmed by the Wildlife Agencies, a qualified biologist may passively exclude birds from those burrows. A burrowing owl exclusion plan must be developed by a qualified biologist consistent with the most recent guidelines from the Wildlife Agencies and submitted to and approved by the PCA and Wildlife Agencies.
- BUOW 5 Construction Monitoring: If a BUOW nest or active burrow is present within the project site, construction monitoring shall be conducted by a qualified biologist and focus on ensuring that activities do not occur within the buffer zone and that effects on BUOW are minimized.

*Tricolored Blackbird*

- Tricolored Blackbird 1 Surveys: Preconstruction planning-level surveys for nest colony sites must be conducted by a qualified biologist if the PCA-provided map indicates an active colony site occurs on the project site or within 1,300 feet of a colony site as well as those project sites located below 300 feet in elevation within modeled habitat. Surveys should be conducted at least twice with at least month between surveys during the nesting season 1 year prior to initial ground disturbance if feasible, and the year of ground disturbing for the Covered Activity (required). If Covered Activities will occur in the project

work area during the nesting season, three surveys shall be conducted within 15 days prior to the Covered Activity, with one of the surveys occurring within 5 days prior to the start of the Covered Activity.

- Tricolored Blackbird 2 Surveys: If an active colony site is within 3 miles of the project site, a qualified biologist shall conduct two surveys of foraging habitat within the project site and within a 1,300-foot radius around the project site to determine whether foraging habitat is being actively used by foraging tricolored blackbirds. The surveys will be conducted approximately one week apart, with the second survey occurring no more than 5 calendar days prior to ground-disturbing activities.
- Tricolored Blackbird 3 Applicable Measures: If a tricolored blackbird nesting colony is found, avoidance and minimization measures shall be applied as outlined in PCCP Section 6.3.5.9.2. These AMMs include prohibiting work during the nesting season (March 15 – July 31, or until chicks have fledged or the colony abandoned on its own) and establishing buffers.
- Tricolored Blackbird 4 Applicable Measures: If construction activity or other Covered Activities disturb foraging tricolored blackbirds, as determined by a qualified biologist, avoidance and minimization measures shall be applied as outlined in PCCP Section 6.3.5.9.2. These AMMs include prohibiting work during the nesting season (March 15 – July 31, or until chicks have fledged or the colony abandoned on its own) and establishing buffers.
- Tricolored Blackbird 5 Construction Monitoring: If a tricolored blackbird nesting colony is present within the project site, construction monitoring shall be conducted by a qualified biologist and will focus on ensuring that activities do not occur within the buffer zone and that effects on tricolored blackbird nesting are minimized.
- Tricolored Blackbird 6 Construction Monitoring: If actively used foraging habitat is present within the project site, construction monitoring shall be conducted by a qualified biologist and will focus on ensuring that activities do not occur within the buffer zone and that effects on tricolored blackbird foraging are minimized.

**Mitigation Measure BIO-2: Habitat Mitigation.** The following measures shall be implemented:

- PCCP General Condition 1, Watershed Hydrology and Water Quality (PCCP 6.3.1.1)
- PCCP General Condition 3, Land Conversion (PCCP 6.3.1.3) The applicant shall pay the current PCCP general land conversion fees for conversion of approximately 0.75 acres of Annual Grassland. Final acreages will be determined in coordination with the PCCP.
- PCCP General Condition 5, Conduct Worker Training (PCCP 6.3.1.5)

The Proposed Project would implement the mitigation measures listed above to reduce the potential for impacts to biological resources to less than significant as specified within the Certified EIR. No changes or additional mitigation measures are required.

## Conclusion

The conclusions from the Certified EIR remain valid and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to biological resources. As explained above, Mitigation Measures BIO-1 and BIO-2 recommended for consistency with the PCCP were not available at the time of Certified EIR preparation in 2008. The availability and implementation of these measures is not considered “new information of substantial importance” nor does it qualify as “major revisions,” as identified in Section 15162 of the CEQA Guidelines,

because it does not result in new or substantially more severe significant impacts. These measures function in the same, if not more effective, capacity as prior compensatory measures to mitigate impacts to biological resources and are therefore not considerably different from approved measures.

# 3.6 CULTURAL RESOURCES

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5? | Less than Significant with Mitigation | **No**. The Proposed Project would not cause a new or more severe impact to historical resources. | **No**. Historical resources that could be impacted by the Proposed Project have not been encountered in the Project Site area. | No |
| b) Does the Proposed Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | Less than Significant with Mitigation | **No**. The Proposed Project would not cause a new or more severe impact to archeological resources. | **No**. Archeological resources that could be impacted by the Proposed Project have not been encountered in the Project Site area. | No |
| c) Does the Proposed Project disturb any human remains, including those interred outside of dedicated cemeteries? | Less than Significant with Mitigation | **No**. The Proposed Project would not disturb human remains. | **No**. Human remains that could be impacted by the Proposed Project have not been encountered in the Project Site area. | No |

## Changes to Background Conditions

The entire Approved Project site was surveyed for the Certified EIR in 2007, including the Proposed Project site. Supplemental cultural resources surveys were conducted for the airport runway in 2021 and an updated Cultural Resources Assessment report was completed in 2024 for an adjacent site (Acorn Environmental, 2024). The Project Site was within the buffer area for the North Central Information Center record search. Geoarchaeological analysis indicated that the sensitivity for the presence of buried deposits of cultural resources for the area is low. The records search did not produce previously unrecorded cultural resources and no cultural resources eligible for the National Register of Historic Places (NRHP) were identified.

## Discussion

a – c The previously Certified EIR determined that the Approved Project development area may contain buried archaeological deposits, though the area was examined for cultural resources and none were found. However, the result determined that it was not possible to determine what underground resources were present, and a potentially significant impact could occur during ground disturbance activities. To reduce the impact to potential undiscovered resources, mitigation measures were included that specified procedures to be undertaken should a resource be discovered, thus ensuring its preservation (see below for additional details of these mitigation

measures). Supplemental cultural resources surveys were conducted in 2021 within the vicinity and an updated Section 106 report was completed in 2024, including the Project Site within the boundary of the records search. These reports were reviewed to determine any changed conditions for the Project Site, new cultural resources that may be present, and account for the passage of time since certification of the EIR in 2008. The Project Site is either paved with asphalt or contains disturbed annual grasslands that are subject to ongoing ground disturbance activities due to disking or mowing for vegetation control. No new cultural resources were identified and the same inadvertent resource discovery mitigation is recommended in the event that underground resources are uncovered during construction. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. Furthermore, there are no changes to the Project description that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to cultural resources.

## Certified EIR Mitigation Measures

The following mitigation measure was identified in the Certified EIR to mitigate significant impacts to cultural resources:

- **Mitigation Measure 3.3-1: Stop Work if Buried Cultural Deposits are Encountered during Construction Activities.** If any additional archaeological discoveries (human skeletal remains, culturally modified lithic materials, structural features, or historic artifacts) are encountered during ground disturbing activities, all such activities should halt within a 100-foot radius of the discovery, and a qualified archaeologist should be contacted to determine the nature of the find, evaluate its significance, and, if necessary, suggest preservation or mitigation measures. If human remains of Native American origin are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the NAHC (PRC 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
    - The County coroner has been informed and has determined that no investigation of the cause of death is required; and
    - If the remains are of Native American origin:
    - The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98; or
    - The NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the NAHC.

  According to the California Health and Safety Code (CHSC), six or more human burials at one location constitute a cemetery (CHSC 8100), and disturbance of Native American cemeteries is a felony (CHSC 7052). CHSC 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California NAHC.

The Proposed Project would implement the mitigation measure listed above to reduce the potential for impacts to cultural resources to less than significant as specified within the Certified EIR. No changes or additional mitigation measures are required.

## Conclusion

The conclusions from the Certified EIR remain valid and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to cultural resources.

# 3.7 ENERGY

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | N/A | **No**. The Proposed Project would not result in severe waste or inefficiency in energy use. | **No**. The regulatory environment has undergone changes, but none of the regulatory changes would result in the Proposed Project having a more severe impact. | N/A |
| b) Does the Proposed Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | N/A | **No**. The Proposed Project would not conflict with renewable energy plans. | **No**. The regulatory environment has undergone changes, but none of the regulatory changes would result in the Proposed Project having a more severe impact. | N/A |

## Changes to Regulatory Conditions

At the time of the Certified EIR, the Appendix G CEQA checklist questions pertaining to Energy were not part of the CEQA Guidelines; therefore, although construction and operation of the Approved Project would result in energy expenditure, these impacts were not specifically addressed in the Certified EIR. The Appendix G CEQA checklist was revised in 2019 to incorporate a new subdivision on energy impacts (Section 15126.2(b)), above. While Energy did not have its own section, the consideration of impacts relating to energy was not a new issue prior to the amendments to the CEQA Guidelines. This issue was previously assessed under the context of "Public Services and Utilities". The statute of limitations for challenging a certified CEQA document prevents requiring supplemental analysis of a previously certified CEQA document solely on the basis of this current addition to the CEQA Guidelines. Therefore, the new regulations do not constitute "new information" as defined in CEQA Guidelines Section 15162. However, an analysis is presented here to evaluate the Proposed Project in the context of the current regulatory environment.

## Federal

### *National Energy Conservation Policy Act*

The National Energy Conservation Policy Act (NECPA) serves as the underlying authority for federal energy management goals and requirements. Signed into law in 1978, it has been regularly updated and amended by subsequent laws and regulations. This act is the foundation of most federal energy requirements. NECPA established energy-efficiency standards for consumer projects and includes a residential program for low-income weatherization assistance, grants and loan guarantees for energy conservation in schools and hospitals, and energy-efficiency standards for new construction. Initiatives in these areas continue today.

### *Energy Independence and Security Act of 2007*

Signed into law in December 2007, this broad energy bill included an increase in auto mileage standards, and also addressed biofuels, conservation measures, and building efficiency. The U.S. Environmental Protection Agency (EPA) administers the Corporate Average Fuel Economy (CAFE) program, which determines vehicle manufacturers' compliance with existing fuel economy standards. The bill amended the CAFE standards to mandate significant improvements in fuel efficiency (i.e., average fleetwide fuel economy of 35 miles per gallon by 2020, versus the previous standard of 27.5 mpg for passenger cars and 22.2 mpg for light trucks). Another provision includes a mandate to increase the use of ethanol and other renewable fuels by 36 billion gallons by 2022, of which 21 million gallons is to include advanced biofuels, largely cellulosic ethanol, that have 50 to 60 percent lower GHG emissions. The bill also includes establishment of a new energy block grant program for use by local governments in implementing energy-efficiency initiatives, as well as a variety of green building incentives and programs, among other things.

### *Energy Star Program*

In 1992, the EPA introduced Energy Star as a voluntary labeling program designed to identify and promote energy-efficient products to reduce GHG emissions. The program applies to major household appliances, lighting, computers, and building components such as windows, doors, roofs, and heating and cooling systems. Under this program, appliances that meet specifications for maximum energy use established under the program are certified to display the Energy Star label. In 1996, EPA joined with the Energy Department to expand the program, which now also includes qualifying commercial and industrial buildings, and homes.

## State

### *Warren-Alquist Act*

The 1974 Warren-Alquist Act established the California Energy Commission. The Act established a State policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Legislature continues to amend the Act to address pressing energy needs and issues. The California Energy Commission publishes an updated version of the act every year.

### *State of California Integrated Energy Policy*

Senate Bill 1389 requires the California Energy Commission to adopt an Integrated Energy Policy Report (IEPR). The IEPR contains an assessment of major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors. The report provides policy recommendations to conserve

resources, protect the environment, ensure reliable, secure, and diverse energy supplies, enhance the state's economy, and protect public health and safety.

The IEPR calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the IEPR identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for Zero Emission Vehicles and their infrastructure needs, and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access. The Draft 2019 IEPR was submitted for public comment on November 8, 2019. The 2019 Integrated Energy Policy Report covers a broad range of topics, including decarbonizing buildings, integrating renewables, energy efficiency, energy equity, electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecast, and the California Energy Demand Forecast. The 2019 Integrated Energy Policy Report provides the results of the California Energy Commission's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, clean energy, air quality, and other environmental goals while maintaining reliability and controlling costs.

### *California Energy Efficiency Standards (Title 24)*

The Energy Efficiency Standards for Residential and Nonresidential Buildings specified in Title 24, Part 6 of the California Code of Regulations (CCR) were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow for consideration and possible incorporation of new energy-efficiency technologies and methods. The California Energy Commission's most recent standards were adopted in 2022 and took effect January 1, 2023.

The 2022 Energy Code focuses on four key areas in newly constructed businesses: 1) Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units. 2) Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and electric vehicle (EV) charging options whenever they choose to adopt those technologies. 3) Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available on-site and complement the state's progress toward a 100% clean electricity grid. 4) Strengthening ventilation standards to improve indoor air quality (CEC, 2021).

### *California Green Building Standards Code*

The California Green Building Standards Code (CalGreen Code), specified in CCR, Title 24, Part 11, is a statewide regulatory code for all buildings, including residential and commercial. The regulations are intended to encourage more sustainable and environmentally friendly building practices, require low-pollution emitting substances that cause less harm to the environment, conserve natural resources, and promote the use of energy-efficient materials and equipment. The standards require that all new residential and non-residential development implement various energy conservation measures, including ceiling, wall, and concrete slab insulation; vapor barriers; weather stripping on doors and windows; closeable doors on fireplaces; insulated heating and cooling ducts; water heater insulation blankets; and certified energy efficient appliances. The CalGreen Code is updated periodically.

### California Air Resources Board In-Use Off-Road Diesel-Fueled Fleets Regulation

The California Air Resources Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (CCR, Title 13, Section 2449 et seq.) became effective in 2008 and has since be amended several times. The Off-Road Regulation aims to reduce PM and $NO_X$ emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. The regulation is intended to accelerate the turnover of older, higher-emitting equipment and improve air quality and public health. In 2022, CARB approved amendments to the Off-Road Regulation, which became effective on October 1, 2023. These amendments aim to achieve additional $NO_X$ and PM reductions and enhance the enforceability of the Off-Road Regulation by including (1) expanded requirements for adding vehicles, (2) tier phase-out, (3) low-use designations, and (4) contracting and prime contracting requirements.

## Discussion

a – b) The Certified EIR did not examine whether the Approved Project would impact energy resources in a standalone section because this environmental issue area was not present in the 2007 CEQA Guidelines. However, Section 3.8, "Public Services and Utilities," of the Certified EIR did include energy related significance criteria for utilities, including whether the project would result in wasteful energy consumption or increase the City's demand on non-renewable sources. Impact 3.8-9 in the Certified EIR examined the impacts to energy resources in the utilities analysis. Due to the prevalence of energy related policies and measures in the City of Lincoln and Placer County General Plans promoting energy conservation, and the Proposed Project's compliance with California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24), it was determined that the Proposed Project would not result in wasteful energy consumption. The Proposed Project would be required to comply with the current CARB In-Use Off-Road Diesel-Fueled Fleets Regulation, which will result in additional energy efficiencies during project construction that would not have been required at the time of the Certified EIR. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. The Proposed Project would not result in wasteful energy consumption or encourage non-renewable energy consumption. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to energy.

## Certified EIR Mitigation Measures

There were no mitigation measures for energy impacts in the Certified EIR and there are no new or more severe significant impacts that would require mitigation, and therefore no changes are warranted.

## Conclusion

The Proposed Project would not cause wasteful or inefficient energy usage during construction or operation nor conflict with a renewable energy plan. The Proposed Project would not result in any new or substantially more severe significant impacts related to energy resources.

# 3.8 GEOLOGY AND SOILS

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | Less than Significant | **No**. Seismic conditions have not changed significantly and therefore the Proposed Project will not cause a new or more severe impact. | **No**. Seismic conditions have not changed significantly and there are no new circumstances that would result in a new or substantially more severe impact. | No Mitigation, No Changes |
| ii. Strong seismic ground shaking? | Less than Significant | **No**. Seismic conditions have not changed significantly and therefore the Proposed Project will not cause a new or more severe impact. | **No**. Seismic conditions have not changed significantly and there are no new circumstances that would result in a new or substantially more severe impact. | No Mitigation, No Changes |
| iii. Seismic-related ground failure, including liquefaction? | Less than Significant | **No**. Seismic and geological conditions have not changed significantly and therefore the Proposed Project will not cause a new or more severe impact. | **No**. Seismic and geological conditions have not changed significantly and there are no new circumstances that would result in a new or substantially more severe impact. | No Mitigation, No Changes |
| iv. Landslides? | Less than Significant | **No**. Seismic and geological conditions have not changed significantly and therefore the Proposed Project will not cause a new or more severe impact. | **No**. Seismic and geological conditions have not changed significantly and there are no new circumstances that would result in a new or substantially more severe impact. | No Mitigation, No Changes |
| b) Does the Proposed Project result in substantial soil erosion or the loss of topsoil? | Less than Significant | **No.** Geological conditions have not changed significantly and therefore the Proposed Project will not cause a new or more severe impact. | **No.** Geological conditions have not changed significantly and there are no new circumstances that would result in a new | No Mitigation, No Changes |

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| | | | or substantially more severe impact. | |
| c) Will the Proposed Project 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? | Less than Significant | **No.** Geological conditions have not changed significantly and therefore the Proposed Project will not cause a new or more severe impact. | **No.** Geological conditions have not changed significantly and there are no new circumstances that would result in a new or substantially more severe impact. | No Mitigation, No Changes |
| d) Will the Proposed Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | Less than Significant | **No.** Geological conditions have not changed significantly and therefore the Proposed Project will not cause a new or more severe impact. | **No.** Geological conditions have not changed significantly and there are no new circumstances that would result in a new or substantially more severe impact. | No Mitigation, No Changes |
| e) Does the Proposed Project 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? | Less than Significant | **No.** The Proposed Project will connect to City wastewater infrastructure and will not require onsite septic. | **No.** The Proposed Project will not have onsite septic. There are no new circumstances that would result in a new or substantially more severe impact. | No Mitigation, No Changes |
| f) Does the Proposed Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | Less than Significant with Mitigation | **No.** Paleontological conditions have not changed significantly and therefore the Proposed Project will not cause a new or more severe impact. | **No.** Paleontological conditions have not changed significantly and there are no new circumstances that would result in a new or substantially more severe impact. | No |

## Discussion

a – f) The Certified EIR determined that the effects of the Approved Project were not significant on geology and soils, with mitigation for impacts to paleontological resources. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. An erosion control plan would be implemented during construction (see **Attachment A** "Project Plans") that includes applicable BMPs to prevent erosion (see **Section 3.11** "Hydrology and Water Quality" for additional discussion). Furthermore, there are no changes to the Proposed Project that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a

substantial increase in the severity of a previously identified significant impact related to geology and soils.

## Certified EIR Mitigation Measures

The following mitigation measure was identified in the Certified EIR to mitigate significant impacts geology and soils:

- **Mitigation Measure 3.4-5: Stop Work if Substantial Fossil Remains are Encountered During Construction.** If substantial fossil remains (particularly vertebrate remains) are discovered during earth disturbing activities on the airport, activities will stop immediately until a state-registered professional geologist or qualified professional paleontologist can assess the nature and importance of the find and a qualified professional paleontologist can recommend appropriate treatment. The City will be responsible for ensuring that recommendations regarding treatment and reporting are implemented.

The Proposed Project would implement the mitigation measure listed above to reduce the potential for impacts to geology and soils to less than significant as specified within the Certified EIR. No changes or additional mitigation measures are required.

## Conclusion

The conclusions from the Certified EIR remain valid, and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to geology and soils.

# 3.9 GREENHOUSE GAS EMISSIONS

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | N/A | **No**. The Proposed Project would not result in more severe greenhouse gas emissions. | **No**. The regulatory environment has undergone changes, but none of the regulatory changes would result in the Proposed Project having a more severe impact. | N/A |
| b) Does the Proposed Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | N/A | **No**. The Proposed Project would not conflict with an applicable greenhouse gas plan, regulation, or policy. | **No**. The regulatory environment has undergone changes, but none of the regulatory changes would result in the Proposed Project having a more severe impact. | N/A |

## Changes to Regulatory Conditions

At the time of the Certified EIR, the Appendix G CEQA checklist questions pertaining to Greenhouse Gas (GHG) emissions were not part of the CEQA Guidelines; therefore, although construction and operation of the Approved Project would result in GHG emissions, these impacts were not specifically addressed in the Certified EIR. As discussed below, Senate Bill (SB) 97 signed by the governor in August 2007, directed the California Natural Resources Agency to amend the State CEQA Guidelines to address a project's GHG emissions and impact on climate change. The Natural Resources Agency subsequently amended the State CEQA Guidelines and Appendix G to incorporate GHG emissions and climate change into the CEQA process. As determined by the Court of Appeal of California, in Citizens for Responsible Equitable Environmental Development v. City of San Diego (2011), GHGs were not a new issue prior to the incorporation of GHG significance criteria within the CEQA Guidelines and the statute of limitations for challenging a certified CEQA document prevents requiring supplemental analysis of a previously certified CEQA document solely on the basis of this current addition to the CEQA Guidelines. Therefore, the new regulations do not constitute "new information" as defined in CEQA Guidelines Section 15162.

### State

California has established some of the most stringent greenhouse gas emissions regulations in the United States. The state operates under the California Global Warming Solutions Act of 2006 (AB 32), which mandates a reduction of greenhouse gas emissions to 1990 levels by 2020, and further aims to cut emissions to 40% below 1990 levels by 2030. The California Air Resources Board (CARB) plays a central role in implementing these regulations, employing a cap-and-trade program, stricter vehicle emissions standards, and renewable energy mandates. CARB's strategies also include advancing zero-emission vehicle (ZEV) adoption, improving energy efficiency, and supporting carbon capture and storage initiatives. Key regulations and policies are briefly described below.

#### *2022 Scoping Plan for Achieving Carbon Neutrality*

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), which builds on the 2017 Scoping Plan that was in effect at the time of the 2020 EIR, as well as the requirements set forth by AB 1279, which directs the State to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The 2022 Scoping Plan creates a sector-by-sector roadmap for California that deploys "a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor" (CARB, 2022).

#### *Senate Bill (SB) 1020: Clean Electricity*

SB 1020 codifies into law a state policy that eligible renewable energy resources and zero-carbon resources supply: 1) 90% of all retail sales of electricity to California end-use customers by December 31, 2035, 95% by December 31, 2040, and 100% by December 31, 2045; and 2) 100% of electricity procured to serve all State agencies by December 31, 2035. To achieve these objectives, SB 1020 requires that CARB and the California Energy Commission (CEC) use unspecified programs authorized under existing statutes and employ measures to ensure that implementation of the policy does not cause increases in GHG emissions elsewhere, a concept also known as leakage.

### *Building Energy Standards*

The **2022 Title 24 Standards** improve upon the 2019 standards for new construction, additions, and alterations to residential and nonresidential buildings. The CEC adopted the 2022 Title 24 Energy Code in August 2021, and the California Building Standards Commission approved incorporating the updated code into the California Building Standards Code (CALGreen) in December 2021. The 2022 Energy Code went into effect on January 1, 2023. The 2022 Energy Code focuses on four key areas in newly constructed businesses: 1) Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units. 2) Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and electric vehicle (EV) charging options whenever they choose to adopt those technologies. 3) Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available on-site and complement the state's progress toward a 100% clean electricity grid. 4) Strengthening ventilation standards to improve indoor air quality.

**Title 24, Part 11.** In 2008, the California Building Standards Commission adopted the nation's first green building standards; the California Green Building Standards Code (CALGreen; Part 11 of Title 24) establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CEC updates the Title 24 Energy Code every 3 years, and the 2022 Title 24 Energy Code was adopted in August 2021 and went into effect on January 1, 2023. When compared to the 2019 Title 24 Standards, the 2022 amendments include measures that will further reduce energy use in nonresidential buildings, through the following strategies:

- New standards for electric heat pumps for space conditioning and water heating, as appropriate for the various climate zones in California,
- Require PV and battery storage systems for newly constructed multifamily and selected nonresidential buildings,
- Updated efficiency measures for lighting, building envelope, HVAC, and
- Improvements to reduce the energy loads of certain equipment covered by (i.e., subject to the requirements of) the Energy Code that perform a commercial process that is not related to the occupant needs in the building (such as refrigeration equipment in refrigerated warehouses, or air conditioning for computer equipment in data processing centers).

## Local

### *2020 MTP/SCS*

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the Sacramento region is required to be a 20-year multimodal transportation plan that is financially feasible, achieves health standards for clean air, and addresses statewide climate goals. The MTP/SCS is intended to reduce greenhouse gas emissions from passenger vehicles, which account for roughly 30 percent of greenhouse gas emissions in California. Under SB 375, the California Air Resources Board (CARB) is responsible for issuing greenhouse gas targets to MPOs that aim to reduce vehicle emissions, consistent with state climate goals, by 2035 as compared to a 2005 baseline. For the 2020 MTP/SCS, CARB assigned SACOG a target of 19 percent per capita greenhouse gas reduction. At the regional level, the MTP/SCS is a plan adopted for the purpose of reducing GHGs. The Project Site is within the SACOG planning area.

*Placer County APCD*

In 2016, Placer County APCD underwent a formal process to adopt thresholds of significance for CAPs and greenhouse gas (GHG) emissions for CEQA evaluations. The significance thresholds for GHGs include a bright-line threshold and an efficiency matrix. The bright-line threshold, set at 10,000 metric tons of carbon dioxide equivalent ($CO_2e$) per year, establishes a clear limit for emissions during construction and operational phases of land use and stationary source projects. The efficiency matrix evaluates the effectiveness of operational phase land use development projects in mitigating greenhouse gas emissions when they exceed the *de minimis* level (Placer County APCD, 2016).

## Discussion

a – b) The Certified EIR did not examine whether the Approved Project would impact greenhouse gas emissions directly because this environmental issue area was not present in the 2007 CEQA Guidelines. Similar to the Approved Project analyzed in the Certified EIR, development of the Proposed Project would result in short-term GHG emissions associated with construction and long-term GHG emissions primarily associated with vehicular traffic and power usage. Like many EIRs prepared and certified before the effective date of SB 97, the Certified EIR did not contain a separate assessment of the GHG impacts associated with the Approved Project. However, the potential effects of GHG emissions on climate change have been known since as early as the 1970s and thus do not constitute new information or new circumstances not known at the time the EIR was certified.

As explained in **Section 3.4** above, air quality models include emissions factors that decrease over time as appropriate to account for assumed energy efficiencies, incorporation of renewable energy sources, and technological advancements (CAPCOA, 2016; CAPCOA, 2022). Therefore, because the current Proposed Project construction phase would occur at a much later date than what was assumed within the Certified EIR and technological advancements to equipment have since occurred, the passage of time will result in additional energy efficiencies and lower equipment emissions. The Proposed Project would be required to comply with the current Building Energy Standards and CALGreen Code, which will result in additional operational building efficiencies that would not have been required at the time of the Certified EIR. The Proposed Project is intended to allow build-out of a portion of the Approved Project as analyzed in the Certified EIR, consistent with the 2020 Airport Layout Plan update (see **Section 2.2**). As described in the Certified EIR, the current hangar space and supporting infrastructure at the airport is insufficient to meet regional demand for aircraft storage, leading to additional flights and transportation as users of the regional airport store their airplanes elsewhere. The development of the Proposed Project will provide two additional hangar spaces at the airport to reduce vehicular travel for the purpose of parking and storing aircraft, leading to additional operational efficiencies. The level of development under the Proposed Project would be consistent with and slightly lower density than that evaluated in the Certified EIR for the Project Site. The Proposed Project would be constructed with more efficient equipment and would not result in additional GHG emissions beyond those that would occur as a result of the Approved Project.

Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as the MTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The Project Site is located within the existing airport property and would establish airport serving uses in close proximity to airport activities, potentially encouraging fewer vehicle

miles traveled. Therefore, the Proposed Project would not conflict with the GHG reduction-related actions and strategies contained in the City's General Plan and the 2020 MTP/SCS.

No new circumstances have occurred, nor has any substantially new information been found that demonstrates that new or substantially more severe significant impacts would occur. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to GHG emissions.

### Certified EIR Mitigation Measures

There were no mitigation measures for GHG emissions in the Certified EIR and there are no new or more severe significant impacts that would require mitigation, and therefore no changes are warranted.

### Conclusion

The Proposed Project would not result in GHG emissions that would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. The Proposed Project would not result in any new or substantially more severe significant impacts related to greenhouse gas emissions.

## 3.10 HAZARDS AND HAZARDOUS MATERIALS

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | Less than Significant with Mitigation | **No**. The Proposed Project would not create a more severe or new hazardous material impact through routine transport, use, or disposal. | **No**. The use of hazardous materials has not changed significantly and there are no new circumstances that would result in a new or substantially more severe impact. | No |
| b) Does the Proposed Project 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? | Less than Significant with Mitigation | **No.** The Proposed Project would not create a more severe or new impact to the public or environment through unforeseen conditions or accidents. | **No**. The potential for accidental discharge has not changed significantly and there are no new circumstances that would result in a new or substantially more severe impact. | No |
| c) Does the Proposed Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter | No Impact | **No**. The Proposed Project would not emit or handle hazardous materials within one-quarter mile of an existing or proposed school. | **No**. There are no existing or proposed schools within one-quarter mile and there are no circumstances that would result in a new or | No Mitigation, No Changes |

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| mile of an existing or proposed school? | | | substantially more severe impact. | |
| d) Will the Proposed Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | Less than Significant with Mitigation | **No.** The Proposed Project would not create a more severe or new hazard to the public or environment due to its location near hazardous materials sites. | **No**. There are no new circumstances or information that would result in new or substantially more severe impacts. | No |
| 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 Proposed Project result in a safety hazard or excessive noise for people residing or working in the project area? | Less than Significant | **No.** The Proposed Project would not create a new or more severe impact to the airport land use plan or airport. | **No.** There are no new circumstances or information that would result in new or substantially more severe impacts to the airport. | No Mitigation, No Changes |
| f) Does the Proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | Less than Significant | **No.** The Proposed Project would not create a new or more severe impact relating to adopted emergency response plans or evacuation plans. | **No.** The regulatory environment has undergone changes, but none of the regulatory changes would result in the Proposed Project having a more severe impact. | No Mitigation, No Changes |
| g) Does the Proposed Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | Less than Significant with Mitigation | **No.** The Proposed Project would not create a new or more severe significant impact associated with wildland fires. | **No.** The regulatory environmental has undergone changes, but none of the regulatory changes would result in the Proposed Project having a more severe impact. | No |

## Discussion

a – b) The Certified EIR determined that the effect of the Approved Project would be significant due to hazardous materials use and transport, and provided mitigation measures to reduce impacts to less-than-significant levels. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. Furthermore, the Proposed Project

would not result in modifications to the Approved Project that would cause an increase in hazardous materials use, transport, or storage beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to transport, use, or disposal of hazardous materials, or reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

c) At the time of the Certified EIR, there were no schools within 1.0 mile of the airport and therefore there would be no impact due to the emission or handling of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. An updated search was conducted and there are still no schools within 1.0 mile of the Project Site; therefore, there are no new circumstances or information and the Proposed Project would not result in new significant impacts or a substantial increase in the severity of a previously identified significant impact beyond those described in the Certified EIR.

d) The Certified EIR determined that construction and operation of the Proposed Project near a known hazardous material site could be a significant impact, and provided mitigation measures to reduce the impact to less-than-significant levels. An updated search of the State of California's EnviroStor Database was conducted which revealed no new hazardous materials sites within the Project Site or the surrounding radius search (California Department of Toxic Substances Control, 2025). Therefore, there are no new hazardous sites that would lead to a new or more severe significant impact. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. Furthermore, there are no changes to the Project description that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to hazardous materials with inclusion of mitigation measures.

f – g) The Certified EIR examined the potential impacts due to safety hazards near the airport and determined there would not be a detrimental effect due to hazards near the airport. Wildfire-related topics were also addressed in Section 3.8, Public Services and Utilities, of the Certified EIR. The Proposed Project does not include any off-site uses or components that would impair or physically interfere with the implementation of an adopted emergency plan. The potential risk of igniting a wildfire during construction was considered a potentially significant impact and mitigation was provided to reduce the impact to less-than-significant levels. There have been no significant changes in vegetation on the Project Site that would increase the severity of this impact (refer to **Section 3.5**). The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. There are no changes to the Project description that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to hazardous materials with inclusion of mitigation.

## Certified EIR Mitigation Measures

The following mitigation measures were identified in the Certified EIR to mitigate significant impacts to hazardous materials:

- **Mitigation Measure 3.5-1: Prepare and Implement a Hazardous Materials Spill Prevention Control and Countermeasure Plan During Construction.** As part of compliance with the NPDES Construction General Permit, a Hazardous Material Spill Prevention Control and Countermeasure Plan will be prepared for the use of construction equipment for the proposed Project and will minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and identifies the parties responsible for monitoring and spill response. The measures and monitoring procedures required under the Construction General Permit will minimize the potential for the release of hazardous materials to the environment. The City will review and approve the Hazardous Materials Spill Prevention Control and Countermeasure Plan before allowing construction to begin.

  The City will routinely inspect active portions of the Project Area to verify that the BMPs specified in the plan are properly implemented and maintained, and will immediately notify the contractor if there is a noncompliance issue and will require compliance. The federal reportable spill quantity for petroleum products, as defined in the EPA's CFR (40 CFR 110) is any oil spill that: (1) violates applicable water quality standards; (2) causes a film or sheen upon or discoloration of the water surface or adjoining shoreline; or (3) causes a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines.

  If a spill is reportable, the contractor's superintendent will immediately notify the City of Lincoln, Placer County Department of Environmental Health and the DTSC, which have spill response and cleanup ordinances to govern emergency spill response. A written description of reportable releases will be submitted to the SVRWQCB. This submittal will include a description of the release, including the type of material and an estimate of the amount spilled, the date of the release, an explanation of why the spill occurred, and a description of the steps taken to prevent and control future releases. The releases will be documented on a spill report form.

  If a reportable spill has occurred, and results determine that project activities have adversely affected surface or groundwater quality in excess of water quality standards, a detailed analysis shall be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City and its contractors will select and implement measures to control contamination, with a performance standard that water quality will be returned to baseline conditions. These measures will be subject to approval by the Placer County Department of Environmental Health and DTSC.

- **Mitigation Measure 3.5-2: Prepare a Health and Safety Plan (HSP) for Construction Activities on Known Hazardous Materials Sites.** If construction is anticipated to take place on a known hazardous materials site, as required by Cal-OSHA standards, a hazardous operation site-specific HSP for construction activities that take place on this site will be prepared and implemented. The site-specific HSP will be developed, as necessary, by an environmental contractor before any investigation or cleanup activities or construction activities begin in the area. Workers who could directly contact soil, vapors, or groundwater containing hazardous levels of constituents will perform all activities in accordance with the HSP.

- **Mitigation Measure 3.5-3: Stop Work and Implement Hazardous Materials Investigations/Remediation.** Prior to the onset of construction, all construction workers will be

trained in the identification of potentially contaminated soil and water, including information on the characteristics of potential contamination, such as discolored soil, oils or sheens on water, and unusual odors. In the event that hazardous materials are encountered during construction, all construction activities in the area of the discovery will stop, and the project owner will conduct hazardous materials investigations to identify the nature and extent of contamination and evaluate potential impacts on project construction. If necessary, the City will implement remediation measures consistent with all applicable local, state, and federal codes and regulations. Construction will not resume until remediation is complete.

If waste disposal is necessary, the City will ensure that all hazardous materials removed during construction are handled and disposed of by a licensed waste-disposal contractor and transported by a licensed hauler to an appropriately licensed and permitted disposal or recycling facility, in accordance with local, state, and federal requirements.

The Proposed Project would implement the mitigation measures listed above to reduce the potential for impacts to hazardous materials to less than significant as specified within the Certified EIR. No changes or additional mitigation measures are required.

## Conclusion

The conclusions from the Certified EIR remain valid and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to hazardous materials.

# 3.11 HYDROLOGY AND WATER QUALITY

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | Less than Significant with Mitigation | **No**. The Proposed Project would not cause a violation of water quality standards or discharge requirements. | **No.** The regulatory environment has undergone changes, but none of the regulatory changes would result in the Proposed Project having a more severe impact. | No |
| b) Does the Proposed Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | Less than Significant | **No**. The Proposed Project would not cause a more severe or new impact to groundwater. | **No**. While changes have occurred in the environment, these changes will not result in the Proposed Project having a more severe impact. | No Mitigation, No Changes |
| c) Does the Proposed Project substantially alter the existing drainage pattern of the site or area, | | | | |

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | |
| i. Result in a substantial erosion or siltation on- or off-site | Less than Significant with Mitigation | **No**. The Proposed Project would not cause new or more severe erosion impacts offsite. | **No**. Offsite and onsite environmental conditions have not changed significantly enough to cause the Proposed Project to have more severe impacts. | **No** |
| ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | Less than Significant with Mitigation | **No**. The Proposed Project would not cause a greater increase in surface runoff that could result in flooding. | **No**. Offsite and onsite environmental conditions have not changed significantly enough to cause the Proposed Project to have more severe impacts. | No |
| iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | Less than Significant with Mitigation | **No**. The Proposed Project would not cause a greater increase in surface runoff that would exceed existing stormwater systems or pollution. | **No**. Offsite and onsite environmental conditions have not changed significantly enough to cause the Proposed Project to have more severe impacts. | No |
| iv. Impede or redirect flood flows? | Less than Significant with Mitigation | **No**. The Proposed Project would not affect flood flows in a more severe or new way. | **No**. Offsite and onsite environmental conditions have not changed significantly enough to cause the Proposed Project to have more severe impacts. | No |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | Less than Significant with Mitigation | **No**. The Proposed Project would not affect flood flows in a more severe or new way. | **No**. Conditions related to inundation and flooding have not changed significantly enough for the Proposed Project to create a more severe impact. | No |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | Less than Significant with Mitigation | **No.** The Proposed Project would not cause the obstruction of an applicable water quality plan or groundwater management plan. | **No**. The regulatory environment has undergone changes, but none of the regulatory changes would result in the Proposed Project having a more severe impact. | No |

## Discussion

a – e) The previously Certified EIR determined that the effects of the Approved Project on hydrology and water quality would not be significant with the incorporation of mitigation. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR, although the hangars would be slightly reconfigured. Similar levels of impervious surfaces would be created, and an erosion and sediment control plan would be implemented. The Project Site is 0.97 acre and would disturb less than one acre of soil; therefore, coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit is not required. However, to maintain consistency with the Certified EIR and ensure continued protection of water quality, the Proposed Project would implement applicable BMPs as outlined in the erosion and sediment control plan (**Attachment A**), consistent with the intent of Mitigation Measure 3.6-1. There are no changes to the Proposed Project description that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to water resources.

## Certified EIR Mitigation Measures

The following mitigation measures were identified in the Certified EIR to mitigate significant impacts on water resources:

- **Mitigation Measure 3.6-1: Comply with National Pollutant Discharge Elimination System General Construction Permit.** All construction activities will comply with the NPDES Construction General Permit, which contains standards to ensure that water quality is not degraded. As part of this permit, standard erosion control measures and BMPs will be identified in a Storm Water Pollution Prevention Plan (SWPPP) and will be implemented during construction to reduce sedimentation of waterways and loss of topsoil. As a performance standard, BMPs to be selected will represent the best available technology (BAT) that is economically achievable and the best conventional pollutant control technology (BCT) to reduce pollutants.

  Commonly practiced BMPs may consist of a wide variety of measures taken to reduce pollutants in storm water and other non-point-source runoff. Measures range from source control to treatment of polluted runoff. BMPs can include watering active construction areas to control dust generation during earthmoving activities; using water sweepers to sweep streets and haul routes; and installing erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, and sandbag dykes) to prevent silt runoff to public roadways, storm drains or waterways. Topsoil will be stockpiled and replaced at the conclusion of construction activities. If appropriate for the development site, disturbed soil will be revegetated as soon as possible with the appropriate selection and schedule of plants. No disturbed surfaces will be left without erosion control measures in place between the rainy season, which generally occurs between October 15 and April 15.
- **Mitigation Measure 3.6-2: Construct the Proposed Stormwater Detention Swale Between Runway 15R-33L and Runway 15L 33R Prior to Significantly Increasing the Amount of Impermeable Surfaces.** In consideration of the Project buildout scenario, the addition of the stormwater swale between Runway 15R-33L (existing) and Runway 15L-33R (proposed) will help to detain storm water flows from flowing unimpeded into Dutch Ravine and Markham Ravine. The swale will be constructed, and the vegetation established as erosion protection, before

significantly increasing the amount of impermeable surfaces so that the detention swale can effectively detain runoff in such as way that they can match the pre-project runoff conditions.

- **Mitigation Measure 3.6-3a: Develop Hazardous Material Spill Prevention Control and Countermeasure Plan for Construction**. The Project applicants or their contractors will prepare a Hazardous Material Spill Prevention Control and Countermeasure Plan as part of the NPDES Construction General Permit to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and identify the parties responsible for monitoring and spill response. Routine inspections and monitoring of BMPs by the City will ensure that minimal impacts to the environment occur. Commonly practiced BMPs include the use of containment devices for hazardous materials, the training of construction staff regarding safety practices to reduce the chance for spills or accidents, and the use of nontoxic substances where feasible. The plan also will describe actions required if a reportable spill occurs, such as which authorities to notify and the proper cleanup procedures. The Hazardous Material Spill Prevention Control and Countermeasure Plan will contain standards considered sufficiently protective such that significant adverse impacts on surface and groundwater quality will be avoided.
- **Mitigation Measure 3.6-3b: Implement Measures to Maintain Groundwater or Surface Water Quality**. If an appreciable spill has occurred, and results determine that Project activities have adversely affected surface water or groundwater quality, the City shall be responsible for ensuring that a detailed analysis will be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City, its contractors, and applicants for specific development projects within the airport will select and implement measures to control contamination, with a performance standard that surface water or groundwater quality must be returned to baseline conditions. These measures will be subject to approval by the City.

The Proposed Project is not subject to the NPDES Construction General Permit due to its small size, but would implement an erosion and sediment control plan consistent with the intent of the NPDES Construction General Permit and Mitigation Measure 3.6-1. Therefore, the Proposed Project would implement all applicable mitigation measures listed above to reduce the potential for impacts on hydrology and water quality to less than significant as specified within the Certified EIR. No changes or additional mitigation measures are required.

## Conclusion

The conclusions from the Certified EIR remain valid, and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to hydrology and water quality.

# 3.12 LAND USE AND PLANNING

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project physically divide an established community? | Less than Significant | **No**. No nearby communities would be divided by the Proposed Project since it is located on an existing airport. | **No**. There are no new communities near enough to the Project Site to be affected. | No Mitigation, No Changes |
| b) Does the Proposed Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | Less than Significant | **No**. The Proposed Project would be consistent with the existing airport land use that the Project Site is located within. | **No**. There are no significant enough changes to existing land use plans or new land use plans that would cause the Proposed Project to have a more severe impact. | No Mitigation, No Changes |

## Discussion

a – b) The previously Certified EIR determined there were no significant effects of the Approved Project on land use. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. There have been no changes in land use on or in the immediate vicinity of the Project Site that would result in new or more significant impacts. Furthermore, there are no changes to the Proposed Project description that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to land use.

## Certified EIR Mitigation Measures

There were no mitigation measures for land use impacts in the Certified EIR and there are no new or more severe significant impacts that would require mitigation, and therefore no changes are warranted.

## Conclusion

The conclusions from the Certified EIR remain valid and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to land use and planning.

# 3.13 MINERAL RESOURCES

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state? | Less than Significant | **No**. The Proposed Project would not cause more severe impacts to mineral resources to occur. | **No**. There are no new mineral resources on the Project Site that could be affected by the Project Site. | No Mitigation, No Changes |
| b) Does the Proposed Project 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? | Less than Significant | **No**. The Proposed Project would not cause more severe impacts to mineral resources to occur. | **No**. There are no new mineral resources on the Project Site that could be affected by the Project Site. | No Mitigation, No Changes |

## Discussion

a – b) The previously Certified EIR determined that the effect of the Approved Project would be less than significant on mineral resources. The discussion of Mineral Resources is located in Section 3.11 "Effects not Found to be Significant" within the Certified EIR. The Proposed Project would result in development on the Project Site generally consistent with that stated in the Certified EIR. There have been no changes to known mineral resources on or in the immediate vicinity of the Project Site that would result in new or more significant impacts. Furthermore, there are no changes to the Proposed Project description that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to mineral resources.

## Certified EIR Mitigation Measures

There were no mitigation measures for mineral resource impacts in the Certified EIR and there are no new or more severe significant impacts that would require mitigation, and therefore no changes are warranted.

## Conclusion

The conclusions from the Certified EIR remain valid and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to mineral resources.

# 3.14 NOISE

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | Less than Significant with Mitigation | **No**. the Proposed Project would not generate new or more severe noise during construction or operation. | **No.** The regulatory environment and ambient noise environment have undergone changes, but none of the changes would result in the Proposed Project having a more severe impact. | No |
| b) Does the Proposed Project generate excessive groundborne vibration or groundborne noise levels? | Effect not described | **No**. The Proposed Project would generate similar levels of vibration and no new or more severe significant impacts are anticipated. | **No**. There are no new circumstances or information that would result in new or substantially more severe impacts associated with groundborne vibration. | N/A |
| c) For a project located within the vicinity of a private airstrip or 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 Proposed Project expose people residing or working in the project area to excessive noise levels? | Less than Significant with Mitigation | **No**. The Proposed Project is an extension of an existing airport land use, and it would not create a new source or more severe source of noise in conjunction with the existing airport. | **No.** The regulatory environmental has undergone changes in addition to the ambient noise environment, but none of the changes would result in the Proposed Project having a more severe impact. | No |

## Discussion

a, c) The previously Certified EIR determined that the effect of the Approved Project on the ambient noise environment would be significant, and mitigation measures were provided to reduce impacts to less-than-significant levels. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. Furthermore, there are no changes to the Project description that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to noise.

b) The Certified EIR did not examine whether the Approved Project would impact groundborne vibration but did indirectly analyze this in the discussion of noise impacts. The analysis determined

there would be potentially significant effects due to construction and operational noise and provided mitigation measures to lessen these impacts. Like many EIRs prepared and certified at that time, the Certified EIR did not contain a separate assessment of groundborne vibration impacts associated with the Proposed Project. However, the potential effects of vibration have been known since as early as the 1970s when the first vibration regulations were enacted (for blasting activities), and thus do not constitute new information or new circumstances not known at the time the EIR was certified. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. The Proposed Project would be constructed in accordance with the mitigation measures for noise which would also serve to lessen vibration impacts. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to both vibration and groundborne vibration.

## Certified EIR Mitigation Measures

The following mitigation measures were identified in the Certified EIR to mitigate significant impacts to noise:

- **Mitigation Measure 3.9-1: Implement Airport Land Use Compatibility Guidelines.** Placer County Airport Land Use Compatibility Plan establishes land use practices within the CNEL 60 dBA contour, the approach and departure zones, to reduce impacts of noise on sensitive receptors:
  - Locate new structures a maximum distance from the extended runway centerlines;
  - As necessary, construct new residential units with minimum noise limit reduction of 20 dBA; and
  - Do not allow construction of schools, day care centers, libraries, hospitals, nursing homes or outdoor theaters.
- **Mitigation Measure 3.9-2a: Limit Hours of Construction**. Construction activities will be prohibited on Sundays, or anytime on City-observed holidays. Construction activities will be permitted between the hours of 7 a.m. and 7 p.m. Monday through Friday. The City, with prior approval, may allow construction activities on Saturdays.
- **Mitigation Measure 3.9-2b: Employ Noise-Reducing Construction Practices.** The construction contractor will employ noise-reducing construction practices such that City noise ordinance standards are not exceeded. Measures that will be used to limit noise include:
  - Locating equipment as far as practical from noise-sensitive uses;
  - Not using equipment that is louder than standard equipment;
  - Selecting haul routes that affect the fewest number of people;
  - Using noise-reducing enclosures around noise-generating equipment; and
  - Constructing barriers between noise sources and noise sensitive land uses to block sound transmission.
- **Mitigation Measure 3.9-2c: Prepare a Noise Control Plan.** The construction contractor will prepare a detailed noise control plan based on the construction methods proposed. This plan will identify specific measures that will be taken to ensure compliance with the noise limits specified above. The noise control plan will be reviewed and approved by City staff before any noise-generating construction activity begins.

The Proposed Project would implement the mitigation measure listed above to reduce the potential for impacts to noise to less than significant as specified within the Certified EIR. No changes or additional mitigation measures are required.

## Conclusion

The conclusions from the Certified EIR remain valid and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to noise.

# 3.15 POPULATION AND HOUSING

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | Less than Significant | **No**. The Proposed Project does not include housing components or components that would stimulate growth to the point of create a new or more severe impact. | **No**. While environmental changes have occurred, these would not cause the Proposed Project to have a more severe impact. | No Mitigation, No Changes |
| b) Does the Proposed Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | Less than Significant | **No**. The Proposed Project does not include housing components or components that would stimulate growth to the point of create a new or more severe impact. | **No**. While environmental changes have occurred, these would not cause the Proposed Project to have a more severe impact. | No Mitigation, No Changes |

## Discussion

a – b) The previously Certified EIR determined that the effects of the Approved Project would not be significant on population and housing. The discussion of Population and Housing is located within Section 3.11 "Effects not Found to be Significant" within the Certified EIR. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. Furthermore, there are no changes to the Proposed Project description that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to population and housing.

## Certified EIR Mitigation Measures

There were no mitigation measures for population and housing impacts in the Certified EIR and there are no new or more severe significant impacts that would require mitigation; therefore, no changes are warranted.

## Conclusion

The conclusions from the Certified EIR remain valid, and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to population and housing.

# 3.16 PUBLIC SERVICES

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed 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: | | | | |
| Fire protection? | Less than Significant with Mitigation | **No**. The Proposed Project would not cause a new or more severe impact to fire protection services. | **No**. Fire protection services or the environment in the vicinity of the Project Site has not changed in a way to cause the Proposed Project to have more severe impacts. | No |
| Police protection? | Less than Significant | **No**. The Proposed Project would not cause a more severe or new impact to police protection services. | **No**. Police protection services or the environment in the vicinity of the Project Site has not changed in a way to cause the Proposed Project to have more severe impacts. | No Mitigation, No Changes |
| Schools? | Less than Significant | **No**. The Proposed Project would not cause a more severe or new impact to schools. | **No**. Schools or the environment in the vicinity of the Project Site has not changed in a way to cause the Proposed | No Mitigation, No Changes |

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| | | | Project to have more severe impacts. | |
| Parks? | Less than Significant | **No**. The Proposed Project would not cause a more severe or new impact to parks. | **No**. Parks or the environment in the vicinity of the Project Site has not changed in a way to cause the Proposed Project to have more severe impacts. | No Mitigation, No Changes |
| Other public facilities? | Less than Significant | **No**. The Proposed Project would not cause a more severe or new impact to other public facilities. | **No**. Other public services or the environment in the vicinity of the Project Site has not changed in a way to cause the Proposed Project to have more severe impacts. | No Mitigation, No Changes |

## Discussion

a) The previously Certified EIR determined that the effects of the Approved Project would not be significant on public services. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. There have been no changes in public services on or in the immediate vicinity of the Project Site that would result in new or more significant impacts. Furthermore, there are no changes to the Proposed Project description that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to public services.

## Certified EIR Mitigation Measures

The following mitigation measure was identified in the Certified EIR to mitigate significant impacts to public services:

- **Mitigation Measure 3.8-2: Implement Procedures to Reduce Fire Risk During Construction.** During construction, all staging areas or areas slated for development using spark-producing equipment will be cleared of dried vegetation or other materials that could serve as fire fuel. Any construction equipment that normally includes a spark arrester will be equipped with an arrester in good working order. In addition, during construction, adequate water will be made available for fire protection.

The Proposed Project would implement the mitigation measure listed above to reduce the potential for impacts to public services to less than significant as specified within the Certified EIR. No changes or additional mitigation measures are required.

## Conclusion

The conclusions from the Certified EIR remain valid and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to public services.

# 3.17 RECREATION

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Would the Proposed 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? | Less than Significant | **No**. The Proposed Project would not cause a new or more severe impact to parks or recreational services. | **No**. Recreational facilities or the environment in the vicinity of the Project Site have not changed in a way to cause the Proposed Project to have more severe impacts. | No Mitigation, No Changes |
| b) Does the Proposed Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | Less than Significant | **No**. The Proposed Project would not cause a new or more severe impact to recreation services. | **No**. Recreational facilities or the environment in the vicinity of the Project Site has not changed in a way to cause the Proposed Project to have more severe impacts. | No Mitigation, No Changes |

## Discussion

a – b) The previously Certified EIR determined that the effect of the Approved Project would not be significant on recreational resources. The discussion of Recreation Resources is located in Section 3.11 "Effects not Found to be Significant" within the Certified EIR. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. There have been no changes in recreational facilities on or in the immediate vicinity of the Project Site that would result in new or more significant impacts. Furthermore, there are no changes to the Proposed Project description that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to recreational resources.

## Certified EIR Mitigation Measures

There were no mitigation measures for recreational impacts in the Certified EIR and there are no new or more severe significant impacts that would require mitigation, and therefore no changes are warranted.

## Conclusion

The conclusions from the Certified EIR remain valid and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to recreation.

# 3.18 TRANSPORATION

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | Less than Significant with Mitigation | **No**. The Proposed Project would not create new conflicts with an established plan, ordinance, or policy, nor would it worsen an identified impact. | **No**. Changes in the surrounding circulation and transportation system have occurred, but these changes would not cause the Proposed Project to have a more severe impact. | **No** |
| b) Does the Proposed Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)? | Effect not described | **No**. The Proposed Project would not result in increases in VMT that would result in a new or more severe significant impact. | **No**. The regulatory environment has undergone changes, but none of the regulatory changes would result in the Proposed Project having a more severe impact. | N/A |
| c) Does the Proposed Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | Less than Significant | **No**. The Proposed Project would not result in any hazards or incompatible uses. | **No**. There are no new circumstances or information that would result in new or substantially more severe impacts. | No Mitigation, No Changes |
| d) Does the Proposed Project result in inadequate emergency access? | Effect not described | **No**. The Proposed Project would not result in new or more severe significant impacts associated with emergency access. | **No**. The regulatory environment has undergone changes, but none of the regulatory changes would result in the Proposed Project having a more severe impact. | N/A |

## Discussion

a – b) The Certified EIR determined that the Approved Project would have a temporary significant impact on traffic and transportation until a bypass over State Route 65 was opened, which has since occurred. At the time of the Certified EIR, traffic impacts were analyzed using the level of service (LOS) methodology, which has since been replaced by the Vehicle Miles Traveled (VMT)

analysis (question b). The effects of VMT were not a new issue prior to the incorporation of related amendments into the CEQA Guidelines, and the statute of limitations for challenging a certified CEQA document prevents requiring supplemental analysis of a previously certified CEQA document solely on the basis of this current addition to the CEQA Guidelines. Therefore, the new VMT regulations do not constitute "new information" as defined in CEQA Guidelines Section 15162.

As discussed in **Section 2.3**, the Approved Project included many improvements throughout the airport that would have resulted in larger volumes of construction traffic and operational traffic due to the increase in airport operations possible after construction of additional runways, taxiways, and other improvements. The construction of the hangar buildings was assessed at a conservatively high density of three hangars per acre for the Certified EIR, while the Proposed Project is requesting a density of approximately two hangars per acre. Therefore, the analysis of construction traffic conducted for the Approved Project assumed a larger, and therefore more conservative, amount of construction than the current Proposed Project. Because development on the Project Site would be generally consistent with that evaluated in the Certified EIR, construction traffic would not result in a new or substantially more severe significant impact related to traffic.

As discussed in **Section 3.9** "Greenhouse Gas Emissions" above, the current hangar space and supporting infrastructure at the Lincoln Regional Airport is insufficient to meet regional demand, leading to additional vehicular transportation from users of the airport storing their airplanes elsewhere.. The development of the Proposed Project will provide two additional hangar spaces at the airport that are anticipated to reduce additional vehicular travel for the purpose of parking and storing aircraft, which would result in a beneficial impact on VMT. The Proposed Project would not result in a modification to the Approved Project that would cause an increase in impacts beyond what was previously analyzed. Mitigation Measure 3.10-1 has since been implemented. Therefore, the Proposed Project would not result in any new or significant impacts or a substantial increase in the severity of a previously identified significant impact related to traffic.

c – d) The Certified EIR did not describe circulation network impacts due to hazards from geometric design features, incompatible uses, or inadequate emergency access within the Transportation section. However, safety-related topics and hazards were addressed in Section 3.5, Hazards and Hazardous Waste, of the Certified EIR. This section determined that the Approved Project would not result in detrimental effects related to hazards near the airport. The Proposed Project does not include any off-site uses that could increase hazards, incompatible uses, or result in inadequate emergency access. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. There are no changes to the Project description that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to traffic safety.

## Certified EIR Mitigation Measures

The following mitigation measure was identified in the Certified EIR to mitigate significant impacts to transportation:

- **Mitigation Measure 3.10-1: Impact would be Temporary in Nature Until the Bypass is Opened**. Construction of the approved and funded State Route 65 Lincoln Bypass would divert much of the traffic currently using State Route 65 from downtown Lincoln to the Bypass. This would improve the level of service at this intersection to "D" or better. Therefore, this impact would be temporary in nature until the Bypass is opened and less than significant.

As noted above, since issuance of the Certified EIR, the Highway 65 Bypass Project was constructed, so Mitigation Measure 3.10-1 is no longer applicable. No additional changes or mitigation measures are required.

## Conclusion

The conclusions from the Certified EIR remain valid, and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to transportation.

# 3.19 TRIBAL CULTURAL RESOURCES

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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: | | | | |
| i. 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 | Less than Significant with Mitigation | **No**. The Proposed Project would not cause a new or more severe impact to tribal cultural resources. | **No**. Tribal cultural resources that could be impacted by the Proposed Project have not been encountered onsite in the Project Site area. | N/A |
| i. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant | Less than Significant with Mitigation | **No**. The Proposed Project would not cause a new or more severe impact to tribal cultural resources. | **No**. Tribal cultural resources that could be impacted by the Proposed Project have not been encountered | N/A |

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe | | | onsite in the Project Site area. | |

## Changes to Regulatory Conditions

At the time of the Certified EIR, the Appendix G CEQA checklist questions pertaining to Tribal Cultural Resources were not part of the CEQA Guidelines. Therefore, these impacts were not specifically addressed in the Certified EIR. The Appendix G CEQA checklist was revised in 2017 to incorporate a new subdivision on Tribal Cultural Resources as defined in Public Resources Code section 21074, in compliance with Assembly Bill 52 (AB 52). While Tribal Cultural Resources did not have their own section, the consideration of these resources was not a new issue prior to the incorporation of the significance criteria within the CEQA Guidelines and these resources were previously assessed in the Cultural Resources analysis. The statute of limitations for challenging a certified CEQA document prevents requiring supplemental analysis of a previously certified CEQA document solely on the basis of this current addition to the CEQA Guidelines. Therefore, the new regulations do not constitute "new information" as defined in CEQA Guidelines Section 15162. However, an analysis is presented here to evaluate the Proposed Project in the context of the current regulatory environment.

## Discussion

a) The Certified EIR did not examine whether the Approved Project would impact tribal cultural resources directly because this environmental issue area was not present in the 2007 CEQA Guidelines. However, Section 3.3, Cultural Resources, of the Certified EIR included an analysis of impacts to cultural resources via Impacts 3.3.-1 and 3.3-2 that included impacts to resources that could be culturally significant to tribes. The Certified EIR determined that the effect of the Proposed Project would not be significant on cultural resources. Supplemental surveys for cultural and tribal cultural resources have occurred in the vicinity along with updated database searches that include the Project Site; refer to **Section 3.6** for a complete description. The Proposed Project would result in the development on the Project Site generally consistent with that evaluated in the Certified EIR. Furthermore, the Proposed Project would not result in modifications to the Approved Project that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to tribal cultural resources.

## Certified EIR Mitigation Measures

The Proposed Project would implement Mitigation Measure 3.3-1 (**Section 3.6**) to reduce the potential for impacts to tribal cultural resources to less than significant as specified within the Certified EIR. No additional changes or mitigation measures are required.

## Conclusion

The Proposed Project would not result in any new or substantially more severe significant impacts related to tribal cultural resources.

# 3.20 UTILITIES AND SERVICE SYSTEMS

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | Less than Significant with Mitigation | **No**. The Proposed Project would not cause a new impact or cause a more severe impact to public utilities to require the relocation or construction of new/expanded serves. | **No**. Environmental changes to utilities have occurred, but none of these changes would cause the Proposed Project to have a more severe or new impact. | No |
| b) Does the Proposed Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | Less than Significant | **No**. The Proposed Project would not cause a new impact or cause a more severe impact to water supplies to cause insufficient supplies. | **No**. Environmental changes to utilities have occurred, but none of these changes would cause the Proposed Project to have a more severe or new impact. | No Mitigation, No Changes |
| c) Does the Proposed Project result in a determination by the waste water 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? | Less than Significant | **No**. The Proposed Project would not cause a new impact or cause a more severe impact or cause inadequate wastewater treatment capacity. | **No**. Environmental changes to utilities have occurred, but none of these changes would cause the Proposed Project to have a more severe or new impact. | No Mitigation, No Changes |
| d) Does the Proposed Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or | Less than Significant | **No**. The Proposed Project would not cause a new impact or cause a more severe impact to solid waste | **No**. Environmental changes to utilities have occurred, but none of these changes would cause the | No Mitigation, No Changes |

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| otherwise impair the attainment of solid waste reduction goals? | | facilities that would cause an exceedance of existing facilities capacity and standards. | Proposed Project to have a more severe or new impact. | |
| e) Does the Proposed Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | Less than Significant | **No**. The Proposed Project would not cause a new impact or cause a more severe impact to solid waste as to not comply with federal, state, and local management and regulations. | **No**. Environmental changes to utilities have occurred, but none of these changes would cause the Proposed Project to have a more severe or new impact. | No Mitigation, No Changes |

## Discussion

a – e) The Certified EIR determined that the effect of the Approved Project would not be significant on demand for utilities, generation of solid waste, and wastewater. A mitigation measure was provided to ensure that utilities are not temporarily impacted by trenching during construction activities. As discussed in **Section 2**, the Proposed Project would connect to existing utilities on the airport. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. There have been no changes in utility availability on or in the immediate vicinity of the Project Site that would result in new or more significant impacts. Furthermore, there are no changes to the Proposed Project description that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to utilities and service systems.

## Certified EIR Mitigation Measures

The following mitigation measure was identified in the Certified EIR to mitigate significant impacts to utilities and service systems:

- **Mitigation Measure 3.8-5: Conduct an Investigation of Utility Line Locations and Maintain Utility Services.** A detailed study identifying the locations of utilities along the proposed Project alignment will be conducted during the design phase of the Project. For areas with the potential for adverse impacts on utility services, the following measures will be implemented.
    - Utility excavation or encroachment permits will be required from the appropriate agencies. These permits include measures to minimize utility disruption. The City and its contractors will comply with permit conditions. Such conditions will be included in construction contract specifications.
    - Utility locations will be verified through a field survey (potholing) and use of the Underground Service Alert services.

- Detailed specifications will be prepared as part of the design plans to include procedures for the excavation, support, and fill of areas around utility cables and pipelines. All affected utility services will be notified of the City's construction plans and schedule. Arrangements will be made with these entities regarding the protection, relocation, or temporary disconnection of services.
- Residents and businesses in the Project Area will be notified of planned utility service disruption 2 to 4 days in advance, in conformance with County and state standards. Disconnected cables and lines will be reconnected promptly.
- The City will observe California Department of Health Services (DHS) standards, which require:
  - A 10-foot horizontal separation between parallel sewer and water mains, and
  - A 1-foot vertical separation between perpendicular water and sewer line crossings. In the event that separation requirements cannot be maintained, the City will obtain a DHS variance through provisions of water encasement or other means deemed suitable by the department.

The Proposed Project would implement the mitigation measure listed above to reduce the potential for impacts to utilities and service systems to less than significant as specified within the Certified EIR. No changes or additional mitigation measures are required.

### Conclusion

The conclusions from the Certified EIR remain valid and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to utilities and service systems.

## 3.21 WILDFIRE

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

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| a) Does the Proposed Project substantially impair an adopted emergency response plan or emergency evacuation plan? | N/A | **No.** The Proposed Project would not create a new or more severe impact relating to adopted emergency response plans or evacuation plans. | **No.** The regulatory environment has undergone changes, but none of the regulatory changes would result in the Proposed Project having a more severe impact. | No Mitigation, No Changes |
| b) Does the Proposed Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a | N/A | **No.** The Proposed Project would not create a new or more severe significant impact associated with wildland fires. | **No.** The regulatory environment has undergone changes, but none of the regulatory changes would result in the Proposed Project | No Mitigation, No Changes |

| Environmental Issue Area | Certified EIR Conclusion | Does the Proposed Project Result in New or More Severe Significant Impacts? | Are There New Circumstances or Information that Result in New or Substantially More Severe Impacts? | Are Changes to EIR Mitigation Measures Warranted? |
|---|---|---|---|---|
| wildfire or the uncontrolled spread of a wildfire? | | | having a more severe impact. | |
| c) Does the Proposed Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | N/A | **No**. The Proposed Project would not create a new or more severe impact through the installation or maintenance of infrastructure. | **No**. Environmental and regulatory changes have occurred, but none of these would cause the Proposed Project to have a more severe impact. | No Mitigation, No Changes |
| d) Does the Proposed Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | N/A | **No.** The Proposed Project would not cause people or structures to be exposed to more severe risks. | **No.** The regulatory environment has undergone changes, but none of the regulatory changes would result in the Proposed Project having a more severe impact. | No Mitigation, No Changes |

## Changes to Background and Regulatory Conditions

The Project Site is not located in a State Responsibility Area (SRA), but the nearest SRA boundary is approximately 1 mile east on the opposite side of Lincoln Boulevard and extending east away from the Project Site. This SRA has been mapped as a Moderate Fire Hazard Severity Zone (FHSZ) along the boundary of Lincoln Boulevard and then transitions to High FHSZ further from the Project Site. The Project Site is not within a designated FHSZ (Cal Fire, 2024). The Lincoln Fire Department provides fire protection services within the city limits, including the Project Site, and has expanded its staffing and capabilities since the Certified EIR.

At the time of the Certified EIR, the Appendix G CEQA checklist questions pertaining to Wildfire were not part of the CEQA Guidelines. Therefore, these impacts were not specifically addressed in the Certified EIR. The Appendix G CEQA checklist was revised in 2019 to incorporate a new subdivision for Wildfire. While Wildfire did not have its own section, the consideration of impacts relating to wildfire was not a new issue prior to the amendments to the CEQA Guidelines. This issue was previously assessed under the context of Hazards and Hazardous Materials. The statute of limitations for challenging a certified CEQA document prevents requiring supplemental analysis of a previously certified CEQA document solely on the basis of this current addition to the CEQA Guidelines. Therefore, the new regulations do not constitute "new

information" as defined in CEQA Guidelines Section 15162. However, an analysis is presented here to evaluate the Proposed Project in the context of the current regulatory environment.

## Discussion

a – d) At the time of the Certified EIR, the Appendix G CEQA checklist questions pertaining to Wildfire were not part of the CEQA Guidelines; therefore, although construction and operation of the Approved Project could result in wildfire risk, these impacts were not addressed in a standalone section of the Certified EIR. However, wildfire-related topics were addressed in Section 3.5, "Hazards and Hazardous Materials", and Section 3.8, "Public Services and Utilities", of the Certified EIR. Impact 3.8-2 of the Certified EIR determined that there could be an increased risk of wildfire during construction activities that may generate sparks, and therefore mitigation measures were provided to reduce the risk to less-than-significant levels (refer to **Section 3.16**, above). The Proposed Project includes a fire suppression utility line to connect to an existing hydrant, which would further reduce fire risk during project operations. The Proposed Project would result in development on the Project Site generally consistent with that evaluated in the Certified EIR. There remains the potential for wildfire risk during construction, but there are no changes to the Project description that would cause an increase in impacts beyond what was previously analyzed. Therefore, the Proposed Project would not result in any new significant impacts or substantial increase in the severity of a previously identified significant impact related to wildfire.

## Certified EIR Mitigation Measures

The Proposed Project would implement Mitigation Measure 3.8-2 to reduce potential wildfire impacts to less than significant as specified within the Certified EIR. No additional changes or mitigation measures are required.

## Conclusion

The conclusions from the Certified EIR remain valid, and the Proposed Project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to wildfire.

# Section 4 | References


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# Section 5 | Preparers

## ACORN ENVIRONMENTAL

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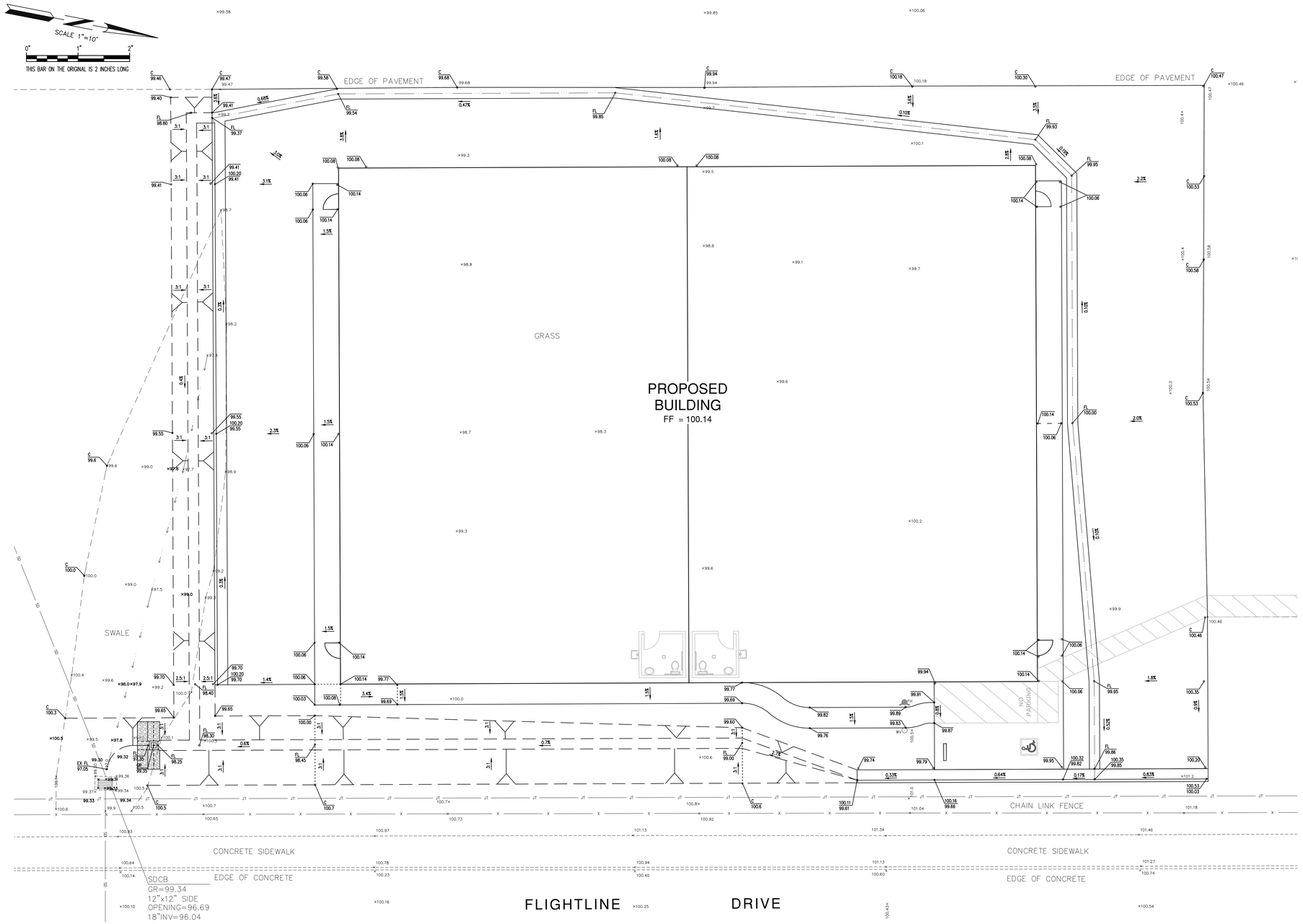
Geo Graening ..... Senior Biologist

Emma Miller ..... Environmental Analyst

Katie Francisco ..... Environmental Analyst

Attachment A

# Project Plans




## GENERAL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF LINCOLN IMPROVEMENT STANDARDS AND SPECIFICATIONS, AND APPLICABLE PORTIONS OF THE 2018 STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS.
2. LOCATIONS AND DEPTHS OF EXISTING UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXISTENCE, LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING SITE CONSTRUCTION. THE CONTRACTOR SHALL CONTACT "UNDERGROUND SERVICE ALERT" 48 HOURS BEFORE ANY EXCAVATION. ANY AREAS NOT MARKED WITH WHITE PAINT WILL NOT BE INCLUDED IN THE USA, AND THESE AREAS WILL NOT BE EXCAVATED. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE RESULTING FROM EXCAVATION IN UNMARKED AREAS. THE APPLICANT REQUESTING THE USA MARKINGS WILL BE RESPONSIBLE FOR THE REMOVAL OF THE USA MARKINGS UPON COMPLETION OF THE WORK.
3. ALL MATERIAL REMOVED FROM A PROJECT WILL BE DISPOSED OF PROPERLY. SPECIAL ATTENTION WILL BE GIVEN TO PLANNING FOR RECYCLING THE MATERIAL, AND TO THE ACTUAL RECYCLING PROCESS. THE WRITTEN RECYCLING PLAN WILL BE PROVIDED TO THE CITY ENGINEER AT THE PRE-CONSTRUCTION MEETING.
4. ALL AGGREGATE BASED MATERIAL PLACED SHALL COMPACTED TO MINIMUM RELATIVE COMPACTION OF 95% BASED UPON ASTM TEST PROCEDURE D15157.
5. ASPHALT CONCRETE SHALL BE TYPE "A" OR "B", 1/2" MAXIMUM SIZE, MEDIUM GRADING CONFORMING TO THE REQUIREMENTS OF SECTION 39 OF THE STATE STANDARD SPECIFICATIONS. AGGREGATE BASE SHALL BE CLASS II, 3/4" MAXIMUM, CONFORMING TO THE REQUIREMENTS OF SECTION 26 OF THE STATE STANDARD SPECIFICATIONS.
6. LANDINGS AT BUILDING DOORWAYS SHALL NOT EXCEED 1.8% SLOPE. SIDEWALK SLOPES SHALL NOT EXCEED 1:20 (4.8%). SIDEWALK CROSS SLOPE SHALL NOT EXCEED 1.8%. PAVEMENT SLOPES WITHIN THE ACCESSIBLE PARKING STALLS AND UNLOADING AREA SHALL NOT EXCEED 1.8% IN ANY DIRECTION. ALL ADA STANDARDS SHALL BE MAINTAINED FOR ALL IMPROVEMENTS. CURB RAMPS SHALL BE LENGTHENED OR SHORTENED TO ENSURE THAT RAMP SLOPES DO NOT EXCEED 8.0%.
7. ACCESSIBLE PARKING STALLS AND ACCESSIBLE ROUTE OF TRAVEL SHALL BE MARKED AND SIGNED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE ARCHITECTURAL PLANS.
8. THE CONTRACTOR SHALL PROVIDE EROSION CONTROL IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES TO PREVENT THE DISCHARGE OF POLLUTANTS FROM THE CONSTRUCTION SITE.
9. ALL CUT AND FILL SLOPES SHALL BE COVERED WITH A SUITABLE MULCH MATERIAL (STRAW, BARK, ETC.) UNTIL NATIVE VEGETATION IS RESTORED OR LANDSCAPE PLANTING IS ESTABLISHED. GRADED AREAS DRAINING TOWARD THE ADJACENT ROADS AND PARCELS SHALL USE INTERCEPTOR DITCHES, SILT FENCES, FIBER ROLLS, ETC. TO PREVENT OFFSITE DISCHARGE OF SEDIMENT LADEN RUNOFF.
10. ALL CONSTRUCTION WITH IN RIGHT-OF-WAY SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE CITY OF LINCOLN.
11. A GEOTECHNICAL ENGINEER SHALL BE CONSULTED IF ANY SOFT/LOOSE SOILS ARE ENCOUNTERED DURING CONSTRUCTION TO PROVIDE A PROFESSIONAL OPINION OF SOIL CONDITIONS AND TO PROVIDE ADDITIONAL SOIL RECOMMENDATIONS.
12. THE CONTRACTOR SHALL GRADE BEYOND THE PROPOSED IMPROVEMENTS AND CUT OR FILL AS NECESSARY TO ADJACENT SOIL AREAS TO CONFORM TO IMPROVEMENTS.
13. PER CBC SECTION 1804.3, IMPERVIOUS SURFACES WITHIN 10 FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF 2% AWAY FROM THE BUILDING. PER CBC SECTION 11B-403.3, THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20. THE CROSS SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:48.
14. THIS TOPOGRAPHIC SURVEY DOES NOT INCLUDE THE EXISTING LANDSCAPE IRRIGATION SYSTEM.
15. PAINTED TRAFFIC STRIPES AND PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 84 OF THE STATE STANDARD SPECIFICATIONS.
16. ANY PAVEMENT MARKINGS AND STRIPING DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE REPLACED IN KIND WITH PAINT CONFORMING TO THE REQUIREMENTS OF SECTION 84 OF THE STATE STANDARD SPECIFICATIONS OR OWNER REQUIREMENTS.
17. THE CONTRACTOR SHALL ADJUST ALL UTILITY LIDS, SHOWN WITHIN THESE PLANS AND ANY OTHERS FOUND DURING CONSTRUCTION, TO PROPOSED GRADE WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL REPLACE ANY UTILITY LIDS NOT MEETING CURRENT FEDERAL, STATE AND LOCAL CODES AND ORDINANCES FOR PEDESTRIAN USE OR DO NOT HAVE A NON-SLIP SURFACE.
18. UTILITY INFRASTRUCTURE WITHIN ACCESSIBLE AREAS, SUCH AS LIDS, FRAMES, GRATES, ETC, SHALL MEET ADA AND CBC ACCESSIBILITY REQUIREMENTS, HAVE VERTICAL OFFSETS OF LESS THAN 1/4", MEET SLOPE REQUIREMENTS AND HAVE A NON-SLIP SURFACE.
19. ALL ASPHALT CONCRETE, CONCRETE, AGGREGATE BASE AND OTHER EXCESS MATERIALS SHALL BE DISPOSED OF OFFSITE BY THE CONTRACTOR UNLESS OTHERWISE APPROVED BY THE OWNER.
20. ALL EXISTING IMPROVEMENTS, INCLUDING STORM DRAINAGE, WATER INFRASTRUCTURE, CURBS, SIDEWALKS, PAVEMENT, LIGHTS, FENCING, GATES, SIGNS, ETC. DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED/REPLACED BY THE CONTRACTOR AT NO COST TO THE OWNER.
21. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SAFETY ON THE PROJECT. THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN AT ALL TIMES SUBSTANTIAL BARRICADES, FENCES, SIGNS OR OTHER ADEQUATE PROTECTION.
22. THE PROJECT SITE SHALL BE FREQUENTLY CLEANED OF CONSTRUCTION DEBRIS AND PAVED AREAS SWEPT TO REMOVE EXCESSIVE ACCUMULATIONS OF SILT AND/OR MUD. PRIOR TO FINAL COMPLETION OF THE PROJECT, THE SITE MUST BE CLEANED AND ALL CONSTRUCTION DEBRIS REMOVED FROM THE SITE.
23. WORK DAYS AND HOURS OF OPERATIONS SHALL BE APPROVED BY THE OWNER PRIOR TO THE START OF CONSTRUCTION.
24. ALL FOUND UNDERGROUND UTILITY PIPELINES THAT ARE ABANDONED SHALL BE REMOVED AND DISPOSED OF. UTILITY PIPELINES WHICH EXTEND BEYOND THE LIMITS OF THE PROPOSED CONSTRUCTION AND THAT WILL BE ABANDONED IN PLACE SHALL BE PLUGGED WITH NOT LESS THAN 12" THICK PLUG OF CEMENT GROUT.
25. MATERIAL SUBMITTALS FOR INFRASTRUCTURE IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE SUBMITTED TO THE CITY OF LINCOLN PUBLIC WORKS-ENGINEERING DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION, IN ACCORDANCE WITH SECTION 5, "CONTROL OF WORK", OF THE CALTRANS STANDARD SPECIFICATIONS.
26. ALL EXISTING MONUMENTS AND/OR OTHER SURVEY MARKERS WILL BE PROTECTED, AND THE CONTRACTOR WILL NOTIFY THE CITY ENGINEER OF ANY DAMAGED OR REMOVED PRIVATE, CITY, COUNTY, STATE, OR BUREAU OF LAND MANAGEMENT MONUMENTS.
27. TRENCHING IN EXISTING SURFACED AREAS, THE PAVEMENT WILL BE SAWED OR SCORED AND BROKEN AHEAD OF THE TRENCHING OPERATIONS. THE PAVEMENT WILL BE CUT ACCURATELY ON NEAT AND PARALLEL LINES. BEFORE THE FINAL ASPHALT CONCRETE PATCH IS PLACED, THE EDGED OF THE ASPHALT CONCRETE WILL BE RE-SAWCUT AT LEAST ONE-FOOT WIDER THAN THE WIDTH OF THE TRENCH ("I" TRENCH) TO CREATE SMOOTH PARALLEL EDGES. ALL CUTS IN PORTLAND CEMENT CONCRETE PAVEMENTS WILL BE SAWCUT WITH APPROVED EQUIPMENT. REFER TO STANDARD DETAIL H-25.

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| | EXISTING BUILDING | HB | EXISTING HOSE BIB | C | PROPOSED CONFORM |
| | EXISTING EDGE OF CONCRETE | SDCB | EXISTING STORM DRAIN CATCH BASIN | FL | PROPOSED FLOWLINE |
| | EXISTING EDGE OF PAVEMENT | SDDI | EXISTING STORM DRAIN DROP INLET | FF | PROPOSED FINISHED FLOOR GRADE |
| X | EXISTING FENCE WITH TYPE | SSCO | EXISTING SANITARY SEWER CLEAN OUT | GR | PROPOSED GRATE |
| SS | EXISTING SANITARY SEWER PIPE | TMH | EXISTING TELEPHONE MANHOLE | | PROPOSED SEWER PIPE |
| SD | EXISTING STORM DRAIN PIPE | UTB | EXISTING UTILITY BOX | | PROPOSED WATER LINE |
| W | EXISTING WATER LINE | WB | EXISTING WATER BOX | JT | PROPOSED UTILITY LINE |
| JT | EXISTING UTILITY LINE | WV | EXISTING WATER VALVE | | |
| | EXISTING TOP OF SLOPE | | EXISTING BUMPER | | |
| | EXISTING FLOWLINE | XX"DT | EXISTING TREE WITH SIZE AND TYPE | | |
| | EXISTING STRIPING | DT | EXISTING DECIDUOUS TREE | | |
| DS | EXISTING DOWNSPOUT | SP | EXISTING SIGN | | |
| DW | EXISTING DRIVEWAY | 45.00 | PROPOSED FINISHED GRADE (ADD 100.00) | | |
| EB | EXISTING ELECTRIC BOX | 45.00 | PROPOSED TOP OF CURB GRADE (ADD 100.00) | | |
| FES | EXISTING FLARED END SECTION | | PROPOSED GRADE BREAK | | |
| FH | EXISTING FIRE HYDRANT | | PROPOSED DIRECTION OF SURFACE FLOW | | |
| GP | EXISTING GATE POST | | | | |

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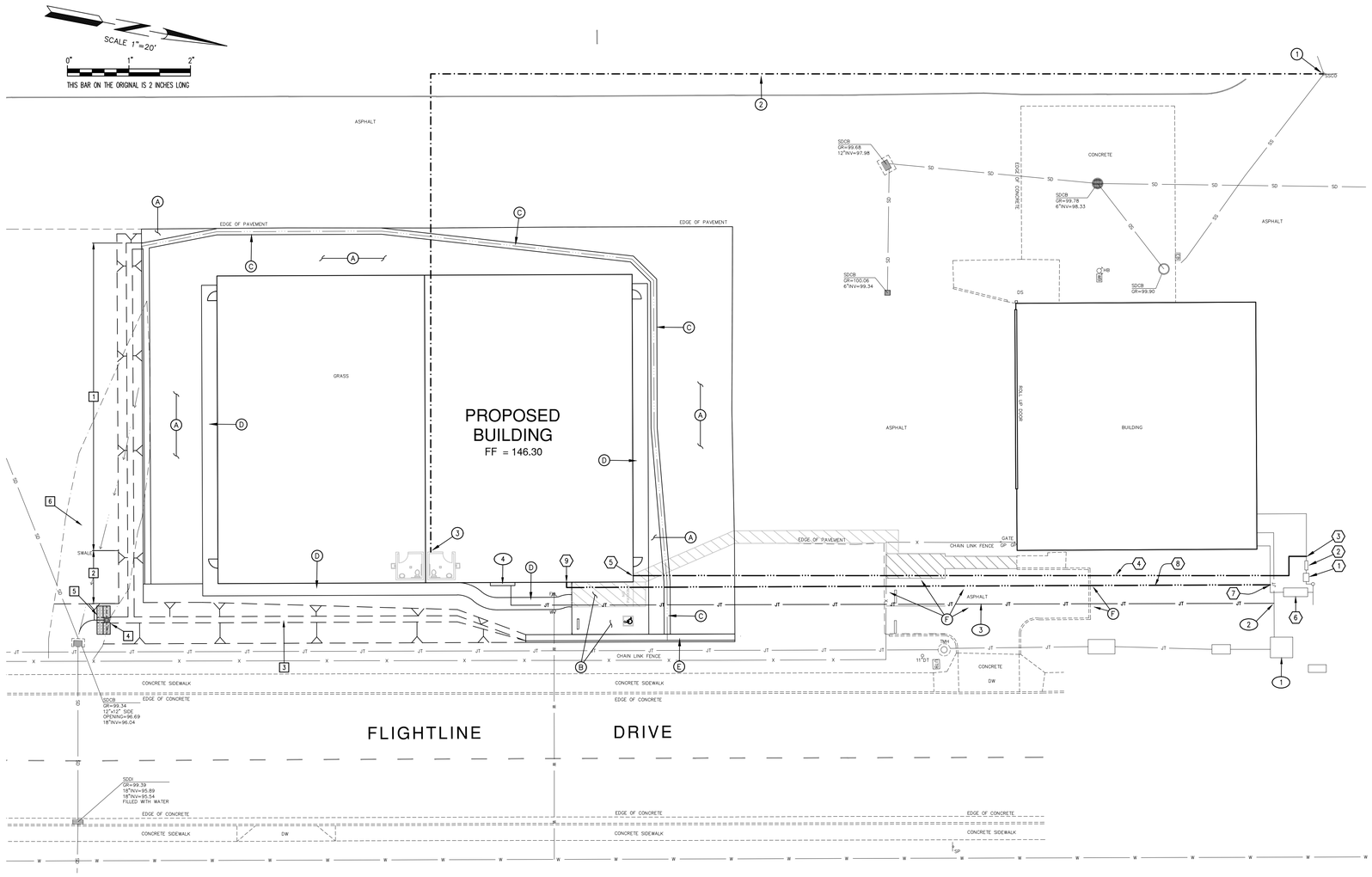
# GRADING PLAN

135x100 METAL BUILDING FOR LINCOLN SKYWAYS
1402 FLIGHTLINE DRIVE, LINCOLN, CA 95648

REVISIONS:

DATE: 07/11/25
SCALE: 1" = 10'
DRAWN BY: ACJ
JOB NUMBER: 25-108

C1




## STORM DRAIN CONSTRUCTION NOTES

1. INSTALL VEGETATED DRAINAGE SWALE–A PER DETAIL ON THIS DRAWING
2. INSTALL VEGETATED DRAINAGE SWALE–B PER DETAIL ON THIS DRAWING
3. INSTALL VEGETATED DRAINAGE SWALE–C PER DETAIL ON THIS DRAWING
4. INSTALL JENSEN PRECAST 12" X 12" CATCH BASIN OR APPROVED EQUAL WITH 4"–6" GROUTED COBBLE DAM PER DETAIL ON THIS DRAWING, GR=99.35, TOP DAM=99.40, 3.2" DIA. ORIFICE OPENING=98.25, 10" DIA. OPENING OUT=97.35
5. INSTALL 4"–6" GROUTED COBBLE FOR STORM WATER DISSIPATION AREA OVER FILTER FABRIC
6. PORTION OF EXISTING DRAINAGE SWALE TO BE FILLED–IN AND GRADED TO DRAIN

## SANITARY SEWER CONSTRUCTION NOTES

1. POINT OF CONNECTION TO EXISTING SEWER CLEANOUT, CONTRACTOR SHALL VERIFY IF CONNECTION IS ALLOWED AND VERIFY DEPTH AND SIZE PRIOR TO ORDERING MATERIALS OR STARTING CONSTRUCTION
2. INSTALL ±446 L.F. 4" DIA. SANITARY SEWER PIPE, MINIMUM SLOPE=0.0100 FT/FT
3. POINT OF CONNECTION TO BUILDING

## WATER CONSTRUCTION NOTES

1. EXISTING DOMESTIC WATER METER
2. EXISTING REDUCED PRESSURE PRINCIPAL ASSEMBLY
3. POINT OF CONNECTION TO EXISTING DOMESTIC WATER LINE
4. INSTALL ±225 L.F. DOMESTIC WATER LINE SERVICE
5. POINT OF CONNECTION TO BUILDING, SEE PLUMBING PLANS FOR INFORMATION
6. EXISTING FIRE SUPPRESSION REDUCED PRESSURE DETECTOR ASSEMBLY
7. POINT OF CONNECTION TO EXISTING FIRE SUPPRESSION LINE
8. INSTALL ±230 L.F. FIRE SUPPRESSION LINE, PIPE SIZE SHALL MATCH EXISTING PIPE SIZE
9. POINT OF CONNECTION TO BUILDING, SEE FIRE SUPPRESSION CONTRACTOR PLANS FOR INFORMATION

NOTE: EXISTING WATER LINES SHOWN ARE CONCEPTUAL AND UNKNOWN, CONTRACTOR TO VERIFY LOCATION, DEPTH AND SIZE BEFORE ORDERING MATERIALS OR COMMENCING WORK

## UTILITY CONSTRUCTION NOTES

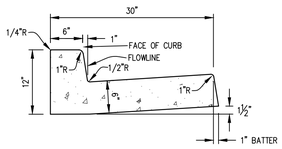
1. EXISTING TRANSFORMER
2. POINT OF CONNECTION TO EXISTING UTILITY LINE
3. INSTALL ±255 L.F. JOINT TRENCH
3. INSTALL UTILITY PANEL WITH UNDERGROUND PULL SECTION, 100A MTB 1ø METER W/MAIN, AND 200A MTB224 1ø METER WITH MAIN

NOTE: ALL DRY UTILITY DESIGN IS CONCEPTUAL ONLY AND NOT DESIGNED PER THESE PLANS.

## CONSTRUCTION NOTES

- (A) INSTALL ASPHALT CONCRETE OVER AGGREGATE BASE COMPACTED TO 95% R.C. OVER 12" SUBBASE COMPACTED TO 95% R.C., THE STRUCTURAL SECTION SHALL MATCH THE EXISTING PAVEMENT
- (B) INSTALL 6" THICK CONCRETE WITH #4 REBAR ON 18" CENTERS BOTH WAYS OVER 6" CLASS 2 AGGREGATE BASE, OVER 12" SUBGRADE COMPACTED TO 95% R.C.
- (C) INSTALL VALLEY GUTTER PER DETAIL ON DRAWING C4
- (D) INSTALL SIDEWALK PER CITY OF LINCOLN STANDARD H–2
- (E) INSTALL VERTICAL CURB AND GUTTER PER CITY OF LINCOLN STANDARD H–2
- (F) REPLACE EXISTING PARKING LOT ASPHALT CONCRETE, CURBS AND STRIPING REMOVED DURING TRENCHING

NOTE: SEE STRUCTURAL ENGINEERING PLANS FOR ADA PARKING STRIPING, SIGNAGE, TRUNCATED DOMES AND PARKING BUMPERS

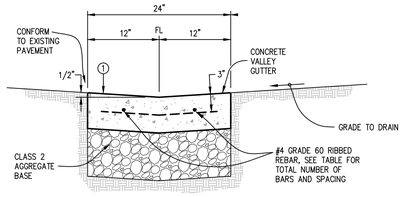



VERTICAL CURB AND GUTTER DETAIL

NO SCALE

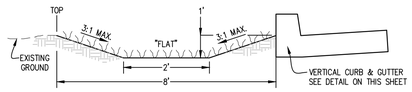
VALLEY GUTTER CONSTRUCTION NOTES

(1) 6" THICK 3,500 PSI CONCRETE OVER 6" CLASS 2 AGGREGATE BASE COMPACTED TO 95% RELATIVE COMPACTION OVER THE TOP 12" OF SUBGRADE COMPACTED TO 95% RELATIVE COMPACTION. CONCRETE SHALL HAVE #4 RIBBED STEEL GRADE 60 REBAR ON 12" CENTERS LATERALLY AND AS SHOWN ON THE TABLE LONGITUDINALLY. PROVIDE 1/4" WIDE EXPANSION JOINTS AT 48' MAXIMUM INTERVALS AND 1/8" SCORED CONTROL JOINTS AT 10' MAXIMUM INTERVALS.



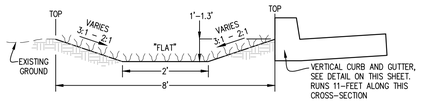

CONCRETE VALLEY GUTTER DETAIL

NO SCALE



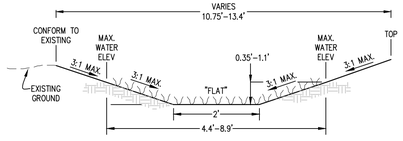

VEGETATED SWALE 'A' TYPICAL SECTION

NO SCALE



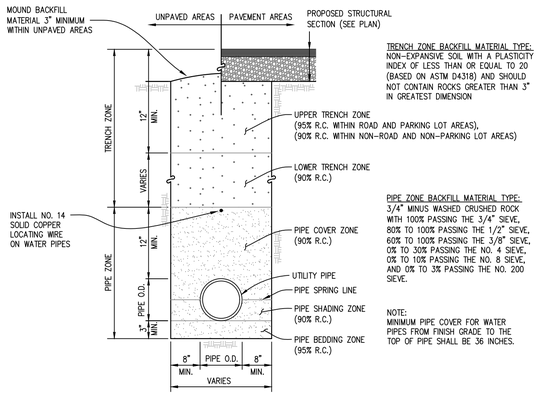

VEGETATED SWALE 'B' TYPICAL SECTION

NO SCALE




VEGETATED SWALE 'C' TYPICAL SECTION

NO SCALE



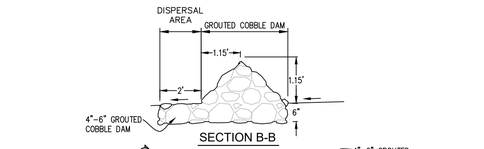

TRENCH ZONE BACKFILL MATERIAL TYPE:
NON–EXPANSIVE SOIL WITH A PLASTICITY INDEX OF LESS THAN OR EQUAL TO 20 (BASED ON ASTM D4318) AND SHOULD NOT CONTAIN ROCKS GREATER THAN 3" IN GREATEST DIMENSION

PIPE ZONE BACKFILL MATERIAL TYPE:
3/4" MINUS WASHED CRUSHED ROCK WITH 100% PASSING THE 3/4" SIEVE, 80% TO 100% PASSING THE 1/2" SIEVE, 60% TO 100% PASSING THE 3/8" SIEVE, 0% TO 30% PASSING THE NO. 4 SIEVE, 0% TO 10% PASSING THE NO. 8 SIEVE, AND 0% TO 3% PASSING THE NO. 200 SIEVE.

NOTE:
MINIMUM PIPE COVER FOR WATER PIPES FROM FINISH GRADE TO THE TOP OF PIPE SHALL BE 36 INCHES.

UTILITY PIPE TYPICAL TRENCH SECTION

NO SCALE




CATCH BASIN AND COBBLE DAM DETAIL

NO SCALE

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# UTILITY AND SITE PLAN

135x100 METAL BUILDING FOR LINCOLN SKYWAYS
1402 FLIGHTLINE DRIVE, LINCOLN, CA 95648

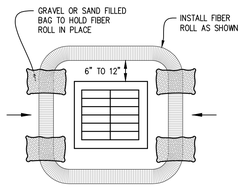
| REVISIONS: | |
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| | |
| | |
| DATE: | 03/06/25 |
| SCALE: | 1" = 10' |
| DRAWN BY: | ACJ |
| JOB NUMBER: | 25-108 |

C2

SCALE 1"=10'

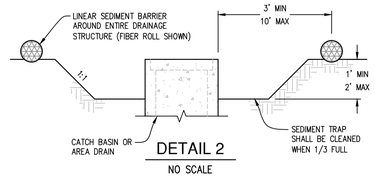
0" 1" 2"

THIS BAR ON THE ORIGINAL IS 2 INCHES LONG



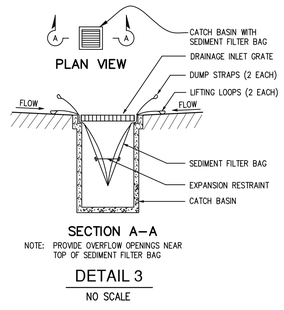

DETAIL 1

NO SCALE




DETAIL 2

NO SCALE

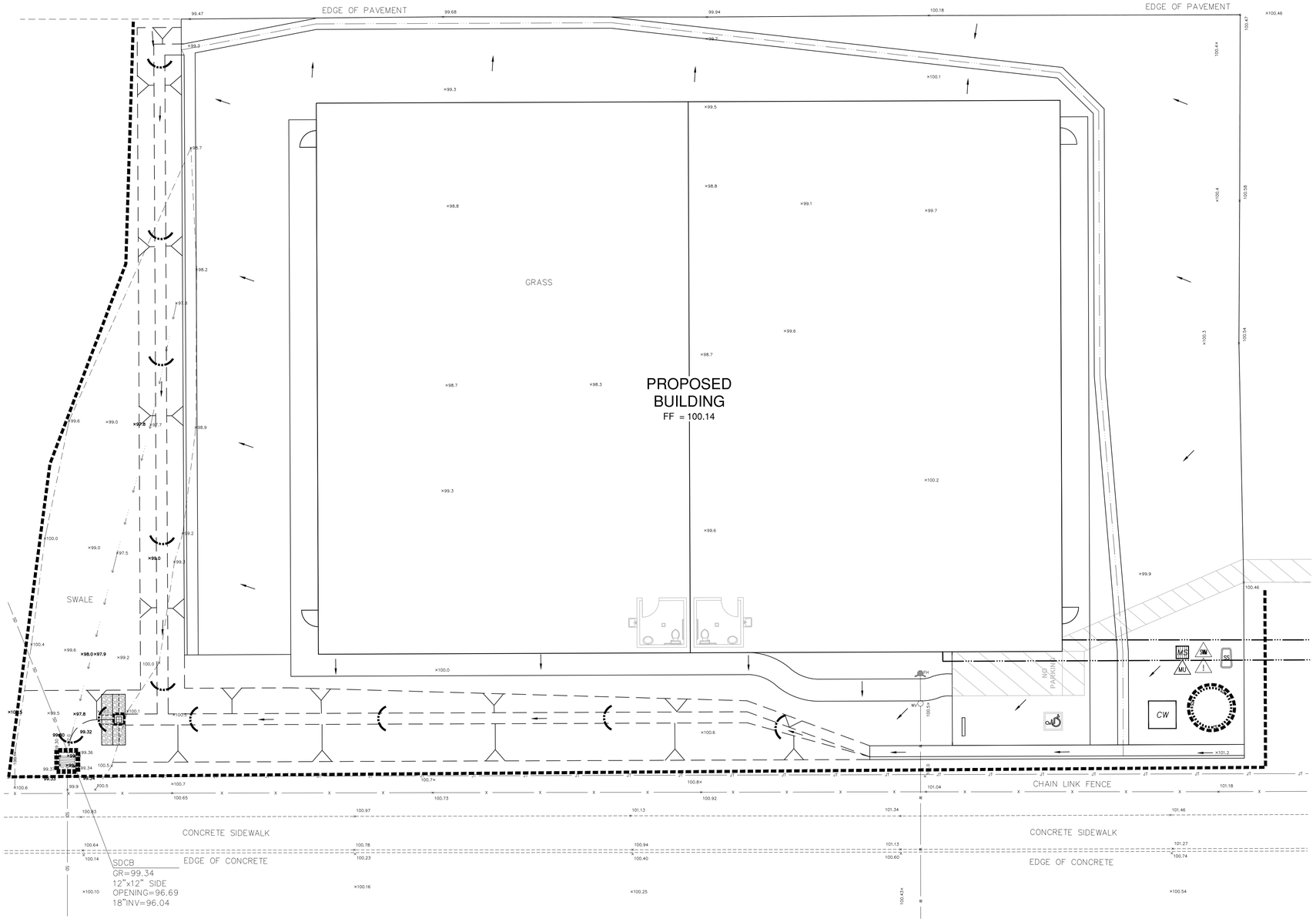



SECTION A–A

NOTE: PROVIDE OVERFLOW OPENINGS NEAR TOP OF SEDIMENT FILTER BAG

DETAIL 3

NO SCALE

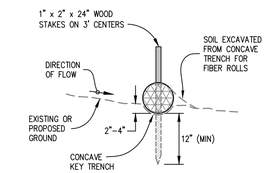



# EROSION & SEDIMENT CONTROL LEGEND

| | |
|---|---|
| | PROPOSED DIRECTION OF SURFACE FLOW |
| | INSTALL INLET PROTECTION PER DETAIL 1 OR DETAIL 2 OR DETAIL 3 ON THIS DRAWING |
| MS | PROPOSED MATERIAL DELIVERY AND STORAGE AREA, BMP OBJECTIVES PER WM-1 |
| MU | PROPOSED MATERIAL USE AREA, BMP OBJECTIVES PER WM-2 |
| SW | PROPOSED SOLID WASTE MANAGEMENT AREA, BMP OBJECTIVES PER WM-5 |
| ! | PROPOSED HAZARDOUS WASTE MANAGEMENT AREA, BMP OBJECTIVES PER WM-6 |
| CS | PROPOSED STOCKPILE MANAGEMENT AREA, BMP OBJECTIVES PER WM-3 |
| SS | PROPOSED PORTABLE RESTROOM LOCATION PER WM-9 |
| CW | DESIGNATES AN AREA WITH A 2 FOOT HIGH BERM ON ALL FOUR SIDES LINED WITH 10 MIL PLASTIC TO BE CONSTRUCTED BY THE CONTRACTOR PER DETAIL WM-8 (SEE SWPPP) FOR WASHOUT OF CONCRETE TRUCKS LEAVING THE SITE. CONTRACTOR SHALL CLEANOUT RESIDUE ON A REGULAR BASIS AND MAINTAIN PERIMETER BERMS. IF NECESSARY FOR CONSTRUCTION PURPOSES, THE DESIGNATED AREA MAY BE RELOCATED TO OTHER AREAS AWAY FROM CONCENTRATED RUNOFF. |
| | INSTALL 8" ROUND "FIBER ROLL" OR SILT FENCE TO CONTROL AND FILTER SEDIMENT FROM STORM WATER RUNOFF. MAY BE REMOVED AFTER SITE HAS BEEN STABILIZED AND THERE IS NO POTENTIAL FOR CONSTRUCTION RELATED STORM WATER POLLUTION. |
| | INSTALL FIBER CHECK DAM PER DETAIL ON THIS DRAWING |

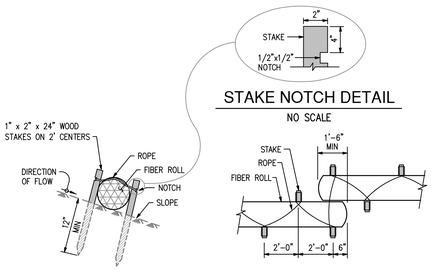
# NOTES

1. NO SOIL DISTURBANCE SHALL OCCUR PRIOR TO OBTAINING A BUILDING OR GRADING PERMIT.
2. PERSON RESPONSIBLE FOR EROSION CONTROL: TBD
3. EROSION CONTROL MEASURES SHALL BE IN PLACE BETWEEN OCTOBER 15TH AND APRIL 15TH, OR WHEN RAIN IS FORECASTED.
4. SOILS TRACKED OFF SITE INTO STREETS SHALL BE CLEANED UP AT THE END OF EACH WORK DAY.
5. ALL STOCKPILE MATERIALS SHALL BE COVERED AND PROTECTED WITH A TEMPORARY PERIMETER SEDIMENT BARRIER WHEN NOT ACTIVELY BEING USED, AT THE END OF EACH DAY AND PRIOR TO THE ONSET OF PRECIPITATION.
6. THE EROSION CONTROL PLAN SHALL BE RE-EVALUATED AND ADJUSTED ACCORDINGLY AS THE SITE CHANGES AND AFTER RAIN EVENTS.
7. EROSION CONTROL MEASURES SHALL BE MAINTAINED.
8. RESIDUE FROM PORTLAND CEMENT CONCRETE OR ASPHALT CONCRETE GRINDING/SAWCUTTING OPERATIONS SHALL BE PICKED UP BY MEANS OF A VACUUM SYSTEM OR SWEEPING AND SHALL NOT BE ALLOWED TO FLOW INTO THE STORM DRAINAGE SYSTEM.
9. ONSITE VEHICLE AND EQUIPMENT MAINTENANCE, CLEANING, AND FUELING IS DISCOURAGED. WHEN ONE OF THESE ACTIVITIES MUST OCCUR ONSITE THE WORK SHALL TAKE PLACE WITHIN A BERMED AREA PROTECTED FROM RUNOFF AT LEAST 50 FEET FROM DRAINAGE FACILITIES. SPILL CLEAN-UP MATERIALS SHALL BE AVAILABLE PRIOR TO ANY OF THESE ACTIVITIES TAKING PLACE.
10. VEHICLES AND EQUIPMENT STORED ONSITE SHALL BE PLACED WITHIN A BERMED AREA PROTECTED FROM RUNOFF AT LEAST 50 FEET FROM DRAINAGE FACILITIES.
11. ALL MATERIAL EXCAVATED OR GRADED SHALL BE SUFFICIENTLY WATERED TO PREVENT EXCESSIVE AMOUNTS OF DUST. WATERING, WITH COMPLETE COVERAGE, SHALL OCCUR AS NECESSARY.
12. ACCESS TO THE SITE SHALL BE LIMITED TO ONE LOCATION. THE ACCESS POINT AND ADJACENT ROADWAY SHALL BE CLEANED DAILY TO PREVENT THE OFFSITE TRACKING OF SEDIMENT AND/OR MUD. THE CONTRACTOR SHALL CONSTRUCT A 12" THICK CRUSHED STONE (3"-6") DRIVEWAY ON GEOTEXTILE FABRIC AND TIRE WASH IF VEHICLES AND EQUIPMENT ARE ALLOWED TO ACCESS NON-PAVED AREAS. THE CONTRACTOR SHALL CLEAN AND/OR REPLACE THE DRIVEWAY AS NEEDED TO PREVENT THE OFFSITE TRACKING OF SEDIMENT AND/OR MUD.




FIBER ROLL DETAIL (TYPE 1)

NO SCALE




STAKE NOTCH DETAIL

NO SCALE

FIBER ROLL DETAIL (TYPE 2)

NO SCALE

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# EROSION & SEDIMENT CONTROL PLAN

135x100 METAL BUILDING FOR LINCOLN SKYWAYS
1402 FLIGHTLINE DRIVE, LINCOLN, CA 95648

| | |
|---|---|
| REVISIONS: | |
| | |
| | |
| | |
| DATE: | 03/06/25 |
| SCALE: | 1" = 10' |
| DRAWN BY: | ACJ |
| JOB NUMBER: | 25-108 |

C3

Attachment B

# Biological Resources Assessment Report

# BIOLOGICAL RESOURCES ASSESSMENT



## Lincoln Skyways Hangar Development Project

Placer County, CA | August 2025

# BIOLOGICAL RESOURCES ASSESSMENT

## Lincoln Skyways Hangar Development Project

Placer County, CA | August 2025

**Prepared For:**

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**Prepared By:**

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# Section 1 | Introduction

## 1.1 OVERVIEW

This Biological Resources Assessment has been prepared to assess the potential impacts of the Lincoln Skyways Hangar Development Project (Proposed Project) on potentially occurring sensitive biological resources. The Proposed Project is located within the Lincoln Regional Airport in Lincoln (City), California. This document has been prepared in accordance with the Placer County Conservation Program (PCCP) and regulatory framework discussed in **Section 2**.

## 1.2 PROJECT LOCATION

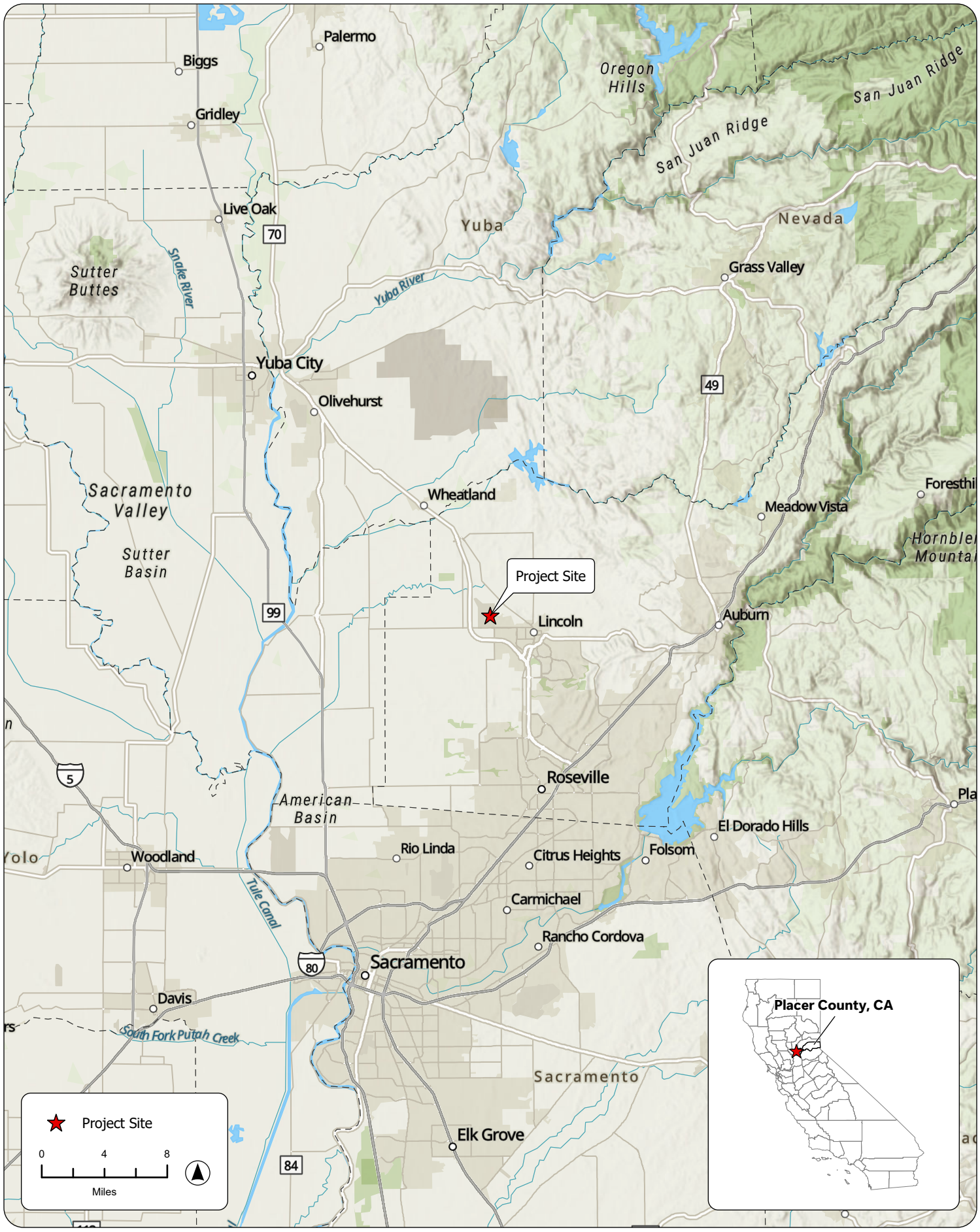
The approximately 1.09-acre Study Area is located within the Lincoln Regional Airport in Lincoln, California within the Sacramento Valley (**Figure 1** and **2**). The airport is located at 1480 Flightline Drive, Lincoln, California. The 725-acre airport is owned and operated by the City of Lincoln within Placer County. The airport consists of one 100-foot by 6,001-foot runway with a parallel taxiway and five cross taxiways. The existing aircraft parking apron at the airport is approximately 321,000 square feet and has 165 aircraft parking positions. The Study Area has an average elevation of 37 meters above mean sea level.

The Study Area is within a portion of Section 7 of Township 12 North, Range 6 East, Mount Diablo Baseline and Meridian, on the Lincoln, CA United States Geological Survey 7.5-minute topographic map. The coordinates of the center of the PCCP Analysis Area are 38.908309° N, -121.344593° W.

## 1.3 PROJECT DESCRIPTION

All proposed facilities, including utility and stormwater improvements, are located within the 0.97-acre Project Site boundary. The Study Area includes an additional 0.12-acre temporary staging area that would be located on the existing airport tarmac immediately north of the Project Site. The Project Site includes all areas of construction and ground disturbance, while the slightly larger Study Area includes the temporary staging area. An aerial photograph of the Study Area and Project Site is shown in **Figure 3**. A site plan of the Proposed Project is shown in **Figure 4**.

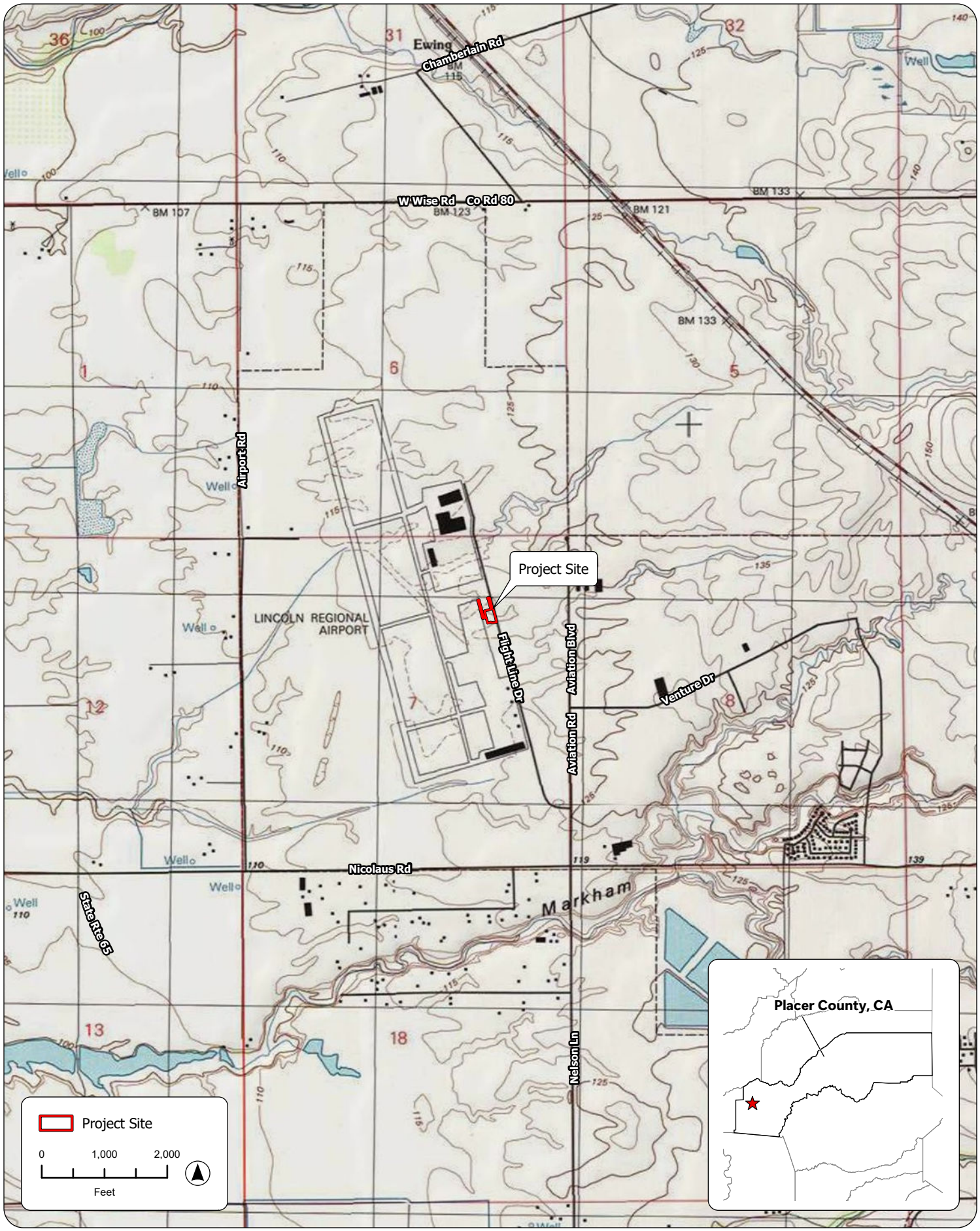
The Proposed Project consists of the construction of one 35-foot long by 100-foot wide building (13,500 square feet) with two proposed hangars. The hangars would be separated by a partition wall, and each hangar would have a bathroom. The building will include fire sprinklers with a dedicated fire service line connected to the existing fire suppression line to the north. The Proposed Project would include underground pipelines for sanitary sewer, water line extensions, and electrical work. Existing utilities, including water, sewer, and electrical transformer, are located adjacent to the Project Site at the existing building to the north. The Proposed Project also includes grading and stormwater runoff control. The grading and drainage plan outlines the installation of two vegetated drainage swales. In addition, a valley gutter would be installed in the proposed asphalt to route water around the proposed building and into the vegetated swales. The vegetated swales would outlet at a proposed catch basin which would contain grouted cobble and filter fabric to slow and filter water before it exits the Project Site in an existing storm drain pipeline below Flightline Drive. An existing vegetated swale in the area would be graded out so that water is directed into the proposed swales and their stabilized outlet.




SOURCE: ESRI, 2025; Acorn Environmental, 8/12/2025

**Figure 1**

Regional Locatic




SOURCE: "Lincoln, CA" USGS 7.5 Minute Topographic Quadrangle, T12N R06E, Section 7, Mt. Diablo Baseline & Meridian; ESRI, 2025; Acorn Environmental, 8/12/2025

**Figure 2**
Site and Vicini




SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 6/27/2024; Acorn Environmental, 8/12/2025

**Figure 3**

Aerial Overvie

Project Site
Study Area
Staging Area
Proposed Electrical Line
Proposed Sanitary Sewer
Proposed Water Line
Proposed Valley Gutter
Existing Swale (To be Removed)
Proposed Catch Basin
Proposed Vegetated Swale
Proposed Hangar Building
Proposed Pavement
Proposed Concrete

0 15 30
Feet

SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 8/12/2024; Acorn Environmental, 8/12/2025

**Figure 4**
Site Pl

# Section 2 | Regulatory Framework

## 2.1 FEDERAL

### 2.1.1 Federal Endangered Species Act

The Federal Endangered Species Act (FESA) protects species that are at risk of extinction and provides for the conservation of the ecosystems on which they depend. The U.S. Fish & Wildlife Service (USFWS) and the National Oceanic and Atmosphere Administration, Fisheries Service (NOAA Fisheries) share responsibility for implementing FESA. Generally, USFWS manages terrestrial and freshwater species, while NOAA Fisheries is responsible for marine and anadromous species. Threatened and endangered species on the federal list (50 CFR Sections 17.11 and 17.12) are protected from take, which is defined as direct or indirect harm. If "take" of a listed species is incidental to an otherwise lawful activity, this triggers the need for consultation under Section 7 of the FESA for federal agencies. Under the FESA, habitat loss is considered an impact to the species. In addition, an agency is required to determine whether a project is likely to jeopardize the continued existence of any species proposed for listing under the FESA or would result in the destruction or adverse modification of designated or proposed critical habitat (16 USC Section 1536[3][4]).

### 2.1.2 Magnuson-Stevens Act and Sustainable Fisheries Act

The Magnuson–Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act) is the primary law that governs marine fisheries management in U.S. federal waters. First passed in 1976, the Magnuson-Stevens Act fosters the long-term biological and economic sustainability of marine fisheries. The Sustainable Fisheries Act of 1996 (Public Law 104-297) amended the Magnuson-Stevens Act to establish new requirements for fishery management councils to identify and describe Essential Fish Habitat (EFH) and to protect, conserve, and enhance EFH for the benefit of fisheries. EFH is defined as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity. An adverse effect includes direct or indirect physical, chemical, or biological alternations to waters or substrate, species and their habitat, quality and/or quantity of EFH, or other ecosystem components.

### 2.1.3 Migratory Bird Treaty Act

Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered take under federal law. As such, project-related disturbances must be reduced or eliminated during the nesting season.

### 2.1.4 Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act was originally enacted in 1940 to protect bald eagles and was later amended to include golden eagles (16 USC Subsection 668-668). This act prohibits take, possession, and commerce of bald and golden eagles and associated parts, feathers, nests, or eggs with limited

exceptions. The definition of take is the same as the definition under the FESA. Critical habitat for bald and golden eagles was not designated as part of the Pacific Recovery Plan created under FESA. Likewise, critical habitat was not designated by regulation under FESA. In 2007, the bald eagle was federally delisted under FESA. However, the provisions of the act remain in place for protection of bald and golden eagles.

### 2.1.5 Clean Water Act

#### Section 401

Under Section 401 of the Clean Water Act (CWA), every applicant for a federal permit or license for any activity that may result in a discharge to a water body must obtain certification that the proposed activity will comply with State water quality standards. The applicable Regional Water Quality Control Board must certify that a U.S. Army Corps of Engineers (USACE) Section 404 Permit action meets state water quality objectives by issuing a Water Quality Certification. California Department of Fish and Wildlife (CDFW) provides comment on USACE permit actions under the Fish and Wildlife Coordination Act.

#### Section 402

Under CWA Section 402, any construction project that disturbs at least one acre of land requires enrollment in the State's construction general permitting program under the National Pollutant Discharge Elimination System (NPDES) and implementation of a storm water pollution prevention plan.

#### Section 404

Any project that involves discharge of dredged or fill material into jurisdictional Waters of the U.S. must first obtain authorization from the USACE under Section 404 of the CWA. Effective September 8, 2023, the U.S. Environmental Protection Agency (USEPA) and the USACE have issued a new final rule in the Code of Federal Regulations to conform the definition of 'waters of the United States' to the 2023 Supreme Court's May 25, 2023, decision in Sackett vs. EPA. Under the new final rule, tributaries and wetlands must have a continuous surface connection to navigable waterways to be considered jurisdictional under the CWA. Only those relatively permanent, standing, or continuously flowing bodies of water meet the current definition. In certain states where litigation regarding this definition is ongoing, the pre-2015 definition of waters of the U.S. is in effect. California is not one of these states and currently operates under the definition as promulgated under the new final rule. The CWA also prohibits sediment and erosion discharge into navigable waters of the United States and establishes water quality goals. The USEPA/USACE will decide jurisdiction on a case-by-case basis for non-navigable tributaries that do not have relatively permanent flow, and adjacent wetlands, based upon significant nexus criteria (Kennedy Test, Scalia Test). The agencies generally will not assert jurisdiction over ditches, swales or other erosional features, or isolated wetlands.

### 2.1.6 Rivers and Harbors Act

Any person, firm, or agency planning to alter of work in navigable waterbodies, including the discharge of dredged or fill material, must first obtain authorization from USACE. Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) prohibits the obstruction or alteration of navigable waters of the US without a permit from USACE. Section 301 of the Federal Water Pollution Control Act, as amended ("Clean Water Act") prohibits the discharge of pollutants, including dredged or fill material, into waters of the US without a Section 404 permit from USACE (33 USC 1344).

If the proposed project involves species (or their habitat) listed under FESA, USACE must initiate consultation with USFWS or National Marine Fisheries Service (NMFS) pursuant to Section 7 (16 USC 1536; 40 CFR Part 402). Wetland features that exhibit vernal pool characteristics may be protected under the FESA or California Endangered Species Act as several crustaceans listed as threatened or endangered are dependent on vernal pool habitat.

# 2.2 STATE

## 2.2.1 California Endangered Species Act

The California Endangered Species Act (CESA) declares that certain plant or animal species will be given protection by the state because they are of ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the State. The CESA established that it is State policy to conserve, protect, restore, and enhance state-listed species and their habitats. Under State law, plant and animal species may be formally listed by the California Fish and Game Commission. Under CESA, those species that are listed are protected from take. CESA authorizes take that is ancillary to an otherwise lawful activity provided that one of the following occurs:

- For federally and state-listed species, a federal incidental take permit is issued in accordance with Section 10 of the FESA and CDFW certifies the incidental take statement.
- For state-listed species that are not federally listed, an incidental take permit is acquired from CDFW consistent with CESA.

## 2.2.2 California Fish and Game Code

The California Fish and Game Code (CFGC) defines "take" (Section 86) and prohibits take of a species listed under the CESA (CFGC § 2080), or otherwise special status (CFGC §§ 3511, 4700, and 5050). Section 2081(b) and (c) of the CESA allows CDFW to issue an incidental take permit for a State-listed species if specific criteria outlined in Title 14 CCR §§ 783.4(a), (b) and CDFW Code § 2081(b) are met. The CDFW Code § 3503 states that it is unlawful to take, possess, or needlessly destroy any birds or the nests or eggs of any bird in the taxonomic order Falconiformes or Strigiformes (birds of prey). Section 3513 states that it is unlawful to take or possess any migratory non-game bird as designated in the MBTA or any part of such migratory non-game bird except as provided by rules and regulations adopted by the U.S. Secretary of the Interior under provisions of the MBTA. CDFW cannot provide take authorization under the CESA for impacts to migratory birds.

## 2.2.3 Native Plant Protection Act of 1977

The Native Plant Protection Act of 1977 and implementing regulations in Section 1900 et seq. of the CFGC designate special-status plant species and provide specific protection measures for identified populations. CDFW administers the Native Plant Protection Act.

## 2.2.4 Rare Plant Ranking System

The California Native Plant Society (CNPS) maintains the Rare Plant Ranking System (CRPR) for plant species native to California with low population numbers, limited distribution, or that are otherwise threatened to go extinct. The CRPR includes the following definitions for rare plants:

- Rank 1A: Presumed extinct in California and rare or extinct elsewhere;

- Rank 1B: Rare, threatened, or endangered in California and elsewhere;
- Rank 2A: Presumed extirpated in California but common elsewhere;
- Rank 2B: Rare, threatened, or endangered in California but more common elsewhere;
- Rank 3: Plants that require more information – a review list; and
- Rank 4: Plants of limited distribution – a watch list

Potential impacts to CRPR-ranked plants receive consideration under the California Environmental Quality Act (CEQA). Plants ranked 1 or 2 are considered to meet CEQA Guidelines Section 15380 criteria.

### 2.2.5 California Water Quality Certification Program

Waters of the State are defined as surface waters or groundwater, including saline waters, within California. The California Water Quality Certification (WQC) Program was initiated in 1990 by the State Water Resources Control Board (SWRCB) under requirements of Section 401 of the CWA. Actions that require a CWA Section 404 permit must also obtain a WQC. Section 401 of the CWA recognizes that states have the primary authority and responsibility for establishing water quality standards. In California, the SWRCB and Regional Water Quality Control Boards (RWQCB) are the authorities under Section 401 that ensure issuance of a federal license or permit does not violate State water quality.

### 2.2.6 Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act requires the SWRCB and RWQCBs to adopt and periodically update water quality control plans or basin plans in which beneficial uses, water quality objectives, and implementation programs are established for each of the nine regions in California. The act also requires notification to RWQCBs of discharges of pollutants or dredged or fill material by filing Reports of Waste Discharge and authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements, NPDES permits, and CWA Section 401 WQCs.

### 2.2.7 California Environmental Quality Act

Under CEQA, impacts to biological resources would be considered significant if a project were to:

- 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 CDFW or USFWS;
- 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 CDFW or USFWS;
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and
- Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan.

# 2.3 LOCAL

## 2.3.1 Placer County Conservation Program

The Study Area is located within the Placer County Conservation Program (PCCP) (Placer County, 2020). The PCCP covers approximately 201,000 acres in the western portion of Placer County as well as areas within the City of Lincoln, and addresses 14 covered species and several covered natural communities. The PCCP contains the following components:

- HCP under the FESA and NCCP under the California Natural Community Conservation Planning Act;
- County Aquatic Resources Program (CARP) to fulfill the requirements of the federal Clean Water Act and state laws and regulations; and
- In-Lieu Fee Program to fulfill CWA Sections 401/404 compensatory mitigation requirements for impacts to aquatic resources.

The PCCP allows streamlined CWA permits for impacts to wetlands provided appropriate surveys for rare and endangered species are conducted and appropriate mitigation is provided. Projects that occur within the PCCP Plan Area are subject to applicable avoidance and minimization measures set forth in PCCP Chapter 6 (Program Participation and Conditions on Covered Activities), which are intended to ensure that adverse effects on covered species and natural communities are avoided and minimized. Any conversion of natural or semi-natural land, including oak woodland, grassland, and wetlands are subject to the applicable PCCP state and federal permits and impact fees. During the local impact authorization process, impact fees including Land Conversion fees and Aquatic/Wetland Special Habitat fees are calculated utilizing land cover data.

## 2.3.2 Placer County Oak Woodland Management Plan

The Placer County Oak Woodland Management Plan includes policies related to the following: projects subject to CEQA compliance; projects subject to the Placer County Tree Ordinance, and; conservation projects associated with the Placer Legacy Program. The goal of the Oak Woodland Management Plan is to mitigate impacts on oak woodlands and provide guidance on oak woodland conservation.

# Section 3 | Methodology

## 3.1 LITERATURE REVIEW

Prior to conducting the surveys, the following information sources were reviewed:

- Previous documents and biological resource studies pertaining to the Study Area and vicinity;
- Aerial photography of the Study Area;
- United States Geological Survey (USGS) 7.5 degree-minute topographic quadrangles of the Study Area and vicinity;
- USFWS National Wetlands Inventory (NWI) mapper;
- USFWS IPaC species list (**Attachment A**);
- A spatial query of the California Natural Diversity Database (CNDDB); and CNPS Inventory of Rare and Endangered Plants of California (**Attachment A**)

In addition, the Lincoln Regional Airport - Karl Harder Field has been subject to several environmental surveys, and these two studies contained some information relevant to the Study Area.

- A Biological Assessment conducted for the Lincoln Regional Airport Master Plan (City of Lincoln 2008).
- Madrone Ecological Consulting conducted an aquatic resources delineation and sampling for vernal pool crustaceans in 2021 and 2022 (Madrone Ecological Consulting 2022).
- Acorn Environmental prepared a Biological Resources Assessment report in 2024 for an adjacent hangar development project located south and west of the current Proposed Project, as well as preconstruction surveys for the same project.

## 3.2 FIELD SURVEYS

Consulting biologist Dr. Geo Graening conducted a wildlife survey and preliminary aquatic resources delineation on May 23, 2025. Additional wildlife surveys were conducted by Dr Graening as follows:

- May 23, 2025. conditions were warm (80s $^{o}$F), sunny, with open areas recently mowed
- May 29, 2025: conditions were 60s $^{o}$F, cool to warming, breezy, sunny
- July 18, 2025: conditions were upper 60s $^{o}$F, cool to warming, slight breeze, sunny
- July 21, 2025: conditions were lower 60s $^{o}$F, breezy, sunny

### 3.2.1 Species and Habitat Classifications

Visible fauna and flora observed were recorded in a field notebook and identified to the lowest possible taxon. Locations of species' occurrences and vegetation communities were mapped with a hand-held GPS receivers. Species' habitat requirements and life histories were identified using the following sources: Baldwin et al. (2012); CNPS (2025), Calflora (2025); CDFW (2025a,b,c); and University of California at Berkeley (2025a,b). Geographic analyses were performed using geographical information system software (ArcGIS 11, ESRI, Inc.). Vegetation communities were classified using the PCCP land cover types.

### 3.2.2 Aquatic Resources Delineation

The Study Area was also preliminarily assessed for the presence of potentially jurisdictional water features; aquatic resources delineation methods followed an abbreviated version of the methodology in the USACE Wetlands Delineation Manual (Environmental Laboratory, 1987). There are no water resources within the Study Area. One stormwater swale is present, but this is a grass-lined upland feature.

### 3.2.3 Special-Status Species Assessment

Survey efforts emphasized the search for any special-status species or suitable habitat for such species that had documented occurrences within the vicinity of the Study Area as well as those species on the species lists in **Attachment A**. Special-status plant and animal species with no potential to occur were excluded based on factors such as lack of suitable habitat, species range, or unsuitable conditions. **Attachment B** assigns a potential to occur for each species, in consideration of the following criteria:

**No potential to occur:** No suitable habitat to support the species was identified in the Study Area.

**Low potential to occur:** Portions of the Study Area contain marginally suitable habitat to support the species. However key habitat features are lacking or habitat is only suitable for portions of the life history of the species. Habitat quality may not be ideal but does not wholly exclude a species from occurring.

**Potential to occur**: Potentially suitable habitat was identified in the Study Area.

**Present:** This species was observed or has been recorded in the Study Area within the last five years.

# Section 4 | Results

## 4.1 ENVIRONMENTAL SETTING

The Study Area is within the Sacramento Valley subregion of California. The Sacramento Valley subregion is a component of the larger Great Central Valley geographic region, which occurs within the California Floristic Province (Baldwin et al., 2012). This region has a Mediterranean-type climate and the Study Area is in a thermal belt. The Study Area and vicinity is in Climate Zone 9 - California's Central Valley, defined by hot summers and mild but pronounced winters without severe winter cold or high humidity; thick fogs may be present and hard frosts are possible (Sunset, 2025). The topography of the Study Area is flat, and consists of a portion of the floor of the Sacramento Valley. The elevation ranges from approximately 119 feet to 121 feet above mean sea level. Drainage runs eastward, and either infiltrates into the ground or collects in a grass-lined swale, which then flows to a pipe culvert below Flightline Drive. The land uses of the Study Area are airplane hangars, paved tie-down areas, and mowed grass buffer areas between these facilities. Surrounding land uses are airport buffer zones, pasture for grazing animals, row crop agriculture, rural residential estates and denser suburban housing, and industrial parks.

### 4.1.1 Flora and Fauna

A list of plant species observed during the botanical survey is provided in **Table 1**. Vegetation communities were mapped (**Figure 5**) and only two exist: urban and annual grassland.

**Table 1: Plants Observed in Study Area**

| Common Name | Scientific Name |
|---|---|
| Blow wives | *Achyrachaena mollis* |
| Spanish clover | *Acmispon americanus* |
| Wild oat | *Avena fatua* |
| Harvest brodiaea | *Brodiaea elegans* |
| Soft chess | *Bromus hordeaceus* |
| Italian thistle | *Carduus pycnocephalus* |
| Yellow star thistle | *Centaurea solstitialis* |
| Bindweed | *Convolvulus arvensis* |
| Dove weed | *Croton setiger* |
| Broad leaved filaree | *Erodium botrys* |
| Wall barley | *Hordeum murinum* |
| Smooth cat's-ear | *Hypochaeris glabra* |
| Hawkbit | *Leontodon saxatilis* |
| Dwarf plantain | *Plantago erecta* |
| Jointed charlock | *Raphanus sativus* |
| Dandelion | *Taraxacum officinale* |
| Vinegar weed | *Trichostema lanceolatum* |
| Rose clover | *Trifolium hirtum* |
| Winter vetch | *Vicia villosa* |




SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 6/27/2024; Acorn Environmental, 8/12/2025

**Figure 5**

Land Cover Type

Wildlife activity was subdued during the surveys due to the constant noise and disturbance of air and ground traffic, but these animals were present: ants (Formicidae); American crow (*Corvus brachyrhynchos*); rock dove (*Columbia livia*); finches (*Spinus*); and small mammal burrows (probably *Thomomys*).

### 4.1.2 Soil Types

The NRCS Custom Soil Resource Report identifies one soil type in the Study Area: 142 - Cometa-Ramona sandy loam, 1 to 5 percent slopes, well drained, non-hydric. The Study Area is designated by the PCCP as containing alluvium/sandstone (Figure 3-2 in Placer County, 2020).

## 4.2 SPECIAL-STATUS SPECIES

For the purposes of this assessment, "special-status" is defined as species that are of management concern to state or federal natural resource agencies, including species that are:

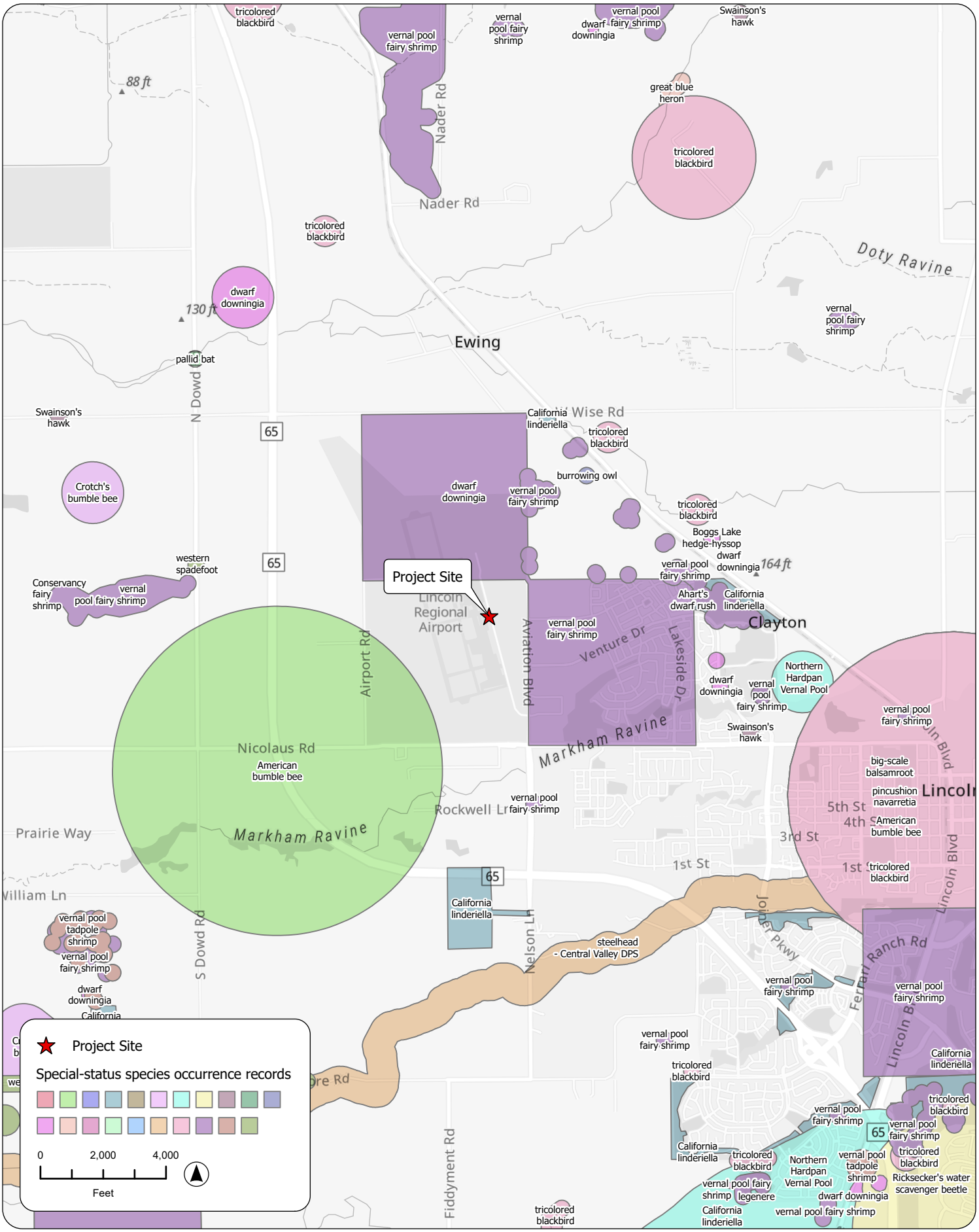
- Listed as endangered, threatened, proposed, or candidate for listing under the FESA;
- Listed as endangered, threatened, rare, or proposed for listing under the CESA;
- Designated as endangered or rare pursuant to CFGC (§1901);
- Designated as fully protected pursuant to CFGC (§3511, §4700, or §5050);
- Designated as a species of special concern by CDFW; or
- Plants considered rare, threatened or endangered in California by the CNPS; this consists of species on lists 1A, 1B, and 2 of the CRPR

The CNDDB was queried and any reported occurrences of special-status species were plotted in relation to the Study Area boundary using GIS software (**Figure 6**). The CNDDB reported no special-status species occurrences within the Study Area. However, there are two occurrences within the surrounding airport property: vernal pool fairy shrimp (*Branchinecta lynchi*), detected in vernal pools in surveys conducted in 1993 and 2005; and dwarf downingia, detected in 1991 in vernal swales near the northeastern boundary of the airport. Within 2 miles of the Study Area, there are numerous occurrence records of vernal pool fairy shrimp, as well as records of California linderiella, tricolored blackbird, burrowing owl, western spadefoot, and Ahart's dwarf rush.

Based on the results of the database queries and literature review, a table of regionally-occurring special-status species was compiled and analyzed for their potential to occur within the Study Area (**Attachment B**). The biological surveys did not detect any special-status species in the Study Area.

### 4.2.1 Special-Status Plants

No special-status plant species were determined to have the potential to occur within the Study Area. Most of these species require specialized soils, vernal pools, or seasonal marsh habitat, but the Study Area does not contain these habitats. Furthermore, the biological surveys occurred in March and July, during the observable bloom period of the various special-status plant species known to occur in the area and none of the special-status plants were identified. Therefore, these special-status plant species are very unlikely to occur in the Study Area. Additional information is included in **Attachment B**.




SOURCE: CNDDB, 6/2025; ESRI, 2025; Acorn Environmental, 8/12/2025

**Figure 6**

CNDDB Occurrenc

### 4.2.2 Special-Status Wildlife

Regionally occurring special-status animal species were analyzed for their potential to occur within the Study Area. Additional information is included in **Attachment B**. The following summarizes the species' potential to occur by functional group.

#### Vernal Pool Invertebrates

The Study area lacks the necessary aquatic habitat to support vernal pool invertebrates, although other portions of the airport provide suitable habitat for these species.

#### Birds

**Swainson's hawk**. The Study Area occurs within PCCP modeled habitat for this species because annual grassland habitat occurs within the Study Area (Placer County, 2020). The Study Area lacks trees for nesting and is within a highly disturbed and dangerous area that presents a risk of plane or vehicular collisions. Airport operational noise and maintenance activities generally discourage wildlife; however, a hawk was seen in flight during a field survey of an adjacent property in the summer of 2024 and thus the Study Area is presumed to contain marginal habitat for foraging.

**California black rail.** The Study Area lacks freshwater emergent marsh and is not located within 250 feet of the requisite habitat (freshwater emergent marsh). Additionally, the Study Area is within a highly disturbed and dangerous area that is not suitable for wading birds. This species does not have a significant probability of occurring within the Study Area.

**Western burrowing owl.** The CNDDB has reported occurrences of burrowing owl within two miles of the Study Area, but not within the Study Area or surrounding airport boundary. Dr. Graening (Acorn Environmental) did detect burrowing owls in the winter of 2024 near the taxiway approximately 800 feet west of the Study Area. However, the field surveys determined that there are no burrows or ground squirrel colonies within the Study Area itself, and the Study Area is within a highly disturbed area that is often mowed. This species does not have a significant probability of occurring within the Study Area.

**Tricolored blackbird.** The CNDDB has reported occurrences of tricolored blackbird within two miles of the Study Area, but not within the Study Area or surrounding airport boundary. The Study Area does not contain open water and is not within 1,640 feet of open water. There are areas of the airport that contain suitable habitat, but these areas are greater than 1,640 feet from the Study Area. Additionally, the Study Area is within a highly disturbed area. This species does not have a significant probability of occurring within the Study Area.

**Other Bird Species.** Many bird species have the potential to occur in other areas of the airport that are farther away from hangars and runways, such as great blue heron (*Ardea herodias*); Willow flycatcher (*Empidonax traillii*); bank swallow (*Riparia riparia*); song sparrow (*Melospiza melodia*); and Redhead (*Aythya americana*). The Study Area lacks the natural habitats that these birds require, such as riparian habitats. Similarly, birds of prey are not expected to occur in the Study Area due to the lack of trees and large foraging areas with abundant rodent populations and due to the noise and presence of airplanes.

### Aquatic Animals

Species that are fully aquatic cannot survive in the Study Area because there is no permanent water source onsite and because the Study Area does not have direct hydrologic connectivity with streams in the vicinity. Thus, the following aquatic species are not expected to occur in the Study Area: Western spadefoot (*Spea hammondii*); Ricksecker's water scavenger beetle (*Hydrochara rickseckeri*); Northwestern pond turtle (*Actinemys marmorata*); Foothill yellow-legged frog (*Rana boylii*); California red-legged frog (*Rana draytonii*); Giant Garter Snake (*Thamnophis gigas*); and Steelhead - Central Valley DPS (*Oncorhynchus mykiss irideus pop. 11*).

### Mammals

Bat species, such as Townsend's big-eared bat (*Corynorhinus townsendii*), are not expected to occur in the Study Area due to the lack of trees, bluffs, and abandoned buildings, as well as presence of significant airport noise and vibration.

### Terrestrial Invertebrates

There are no elderberry shrubs in the Study Area, which are requisite habitat for valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*).

## 4.2.1 Critical Habitat and Essential Fish Habitat

No designated critical habitat occurs in the Study Area (**Attachment A**). However, there is designated critical habitat for vernal pool fairy shrimp in two areas within two miles of the Study Area. No essential fish habitat occurs in the Study Area (**Attachment A**). The Study Area does not contain any permanent water resources that could sustain a fishery.

# 4.3 TERRESTRIAL LAND COVER

Terrestrial habitat types (referred to as land covers in the PCCP) are shown on **Figure 5**. Representative site photos of the Study Area are presented in **Attachment C**.

## 4.3.1 Urban/Suburban

The Project Site contains 0.22 acre of Urban/Suburban habitat, while the Study Area includes an additional 0.12 acre for the temporary staging area. These areas include paved surfaces (asphalt or concrete). Areas that are not paved are subject to intensive vegetation control, including mowing, trimming, and the application of herbicides at the edges of paved surfaces. These areas are in a ruderal state and lack any natural community structure. Vegetation within this habitat type consists of weedy and invasive species.

## 4.3.2 Annual Grassland

The Project Site contains 0.75 acre of Annual Grassland. This habitat type consists of highly managed/disturbed annual grasslands with simplified diversity and structure. The non-native annual grassland habitat consists of non-native European annual grasses and weedy forbs. The primary grasses observed during the survey include slender wild oat (*Avena barbata*), Rattail sixweeks grass (*Festuca myuros*), Medusa head (*Elymus caput-medusae*), and Bermudagrass (*Cynodon dactylon*). The most common weedy forbs were filarees (*Erodium* spp.), prickly lettuce (*Lactuca serriola*), long-beaked hawkbit

(*Leontodon saxatilis*), yellow starthistle (*Centaurea solstitialis*), vetch (*Vicia villosa*), and wild radish (*Raphanus sativus*). There were a few native species visible, such as fiddleneck (*Amsinckia* sp.). No vernal pool plant indicator plants are present (such as *Navarretia*, *Eryngium*, or *Eleocharis*).

# 4.4 AQUATIC RESOURCES

The USFWS NWI did not report any water features within the Study Area (**Figure 7**). Consulting biologist Dr. Geo Graening conducted a preliminary aquatic resources delineation on May 23, 2025; no water features were detected. There is a grass-lined swale that leads to a drop inlet of a pipe culvert under Flightline Road (**Figure 8**). The dominant vegetation are upland and facultative species of annual grasses and weedy forbs. Soils are not hydric, and flow is ephemeral. Based upon jurisdictional criteria, no features within the Study Area were determined to be potentially subject to the jurisdiction of USACE, PCCP, or the State of California.

# 4.5 WILDLIFE MOVEMENT

Regionally, the Study Area is not within an Essential Connectivity Area (ECA) as mapped by the California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California (Spencer et al. 2010; BIOS, 2025). ECAs represent essential connections between natural landscape blocks and are regions in which land conservation and management actions should be prioritized to maintain and enhance ecological connectivity. The airport contains significant wildlife movement barriers such as hangars, terminals, buildings, fences, roads, taxiways and runways, and vehicular traffic. Animal-vehicle collisions are also a concern. The Study Area is surrounded by these barriers.

# 4.6 NATURAL RESOURCES PLANS/POLICIES

The Study Area is located within the PCCP Plan Area. The Study Area is within land designated as Potential Future Growth Area (PFG) by the PCCP and within the Valley Plan Area or Plan Area A (Placer County, 2020).

## 4.6.1 PCCP Habitat Types / Vegetation Communities

The field survey determined that two land cover types are present within the Study Area: Urban/Suburban and Annual Grassland.

## 4.6.2 PCCP / CARP Stream Systems

The Study Area is not within a PCCP-designated stream system or its buffer zone. The following stream systems occur in the vicinity:

- Markham Ravine North Fork, buffer is 100' from Ordinary High Water Mark (OHWM). The Study Area is 3,000 feet to the north of Markham Ravine North Fork, and does not occur inside the buffer zone
- Ephemeral Stream (Tributary), buffer is 50' from OHWM. The Study Area is 1,000 feet to the south of this Ephemeral Stream, and does not occur inside the buffer zone.

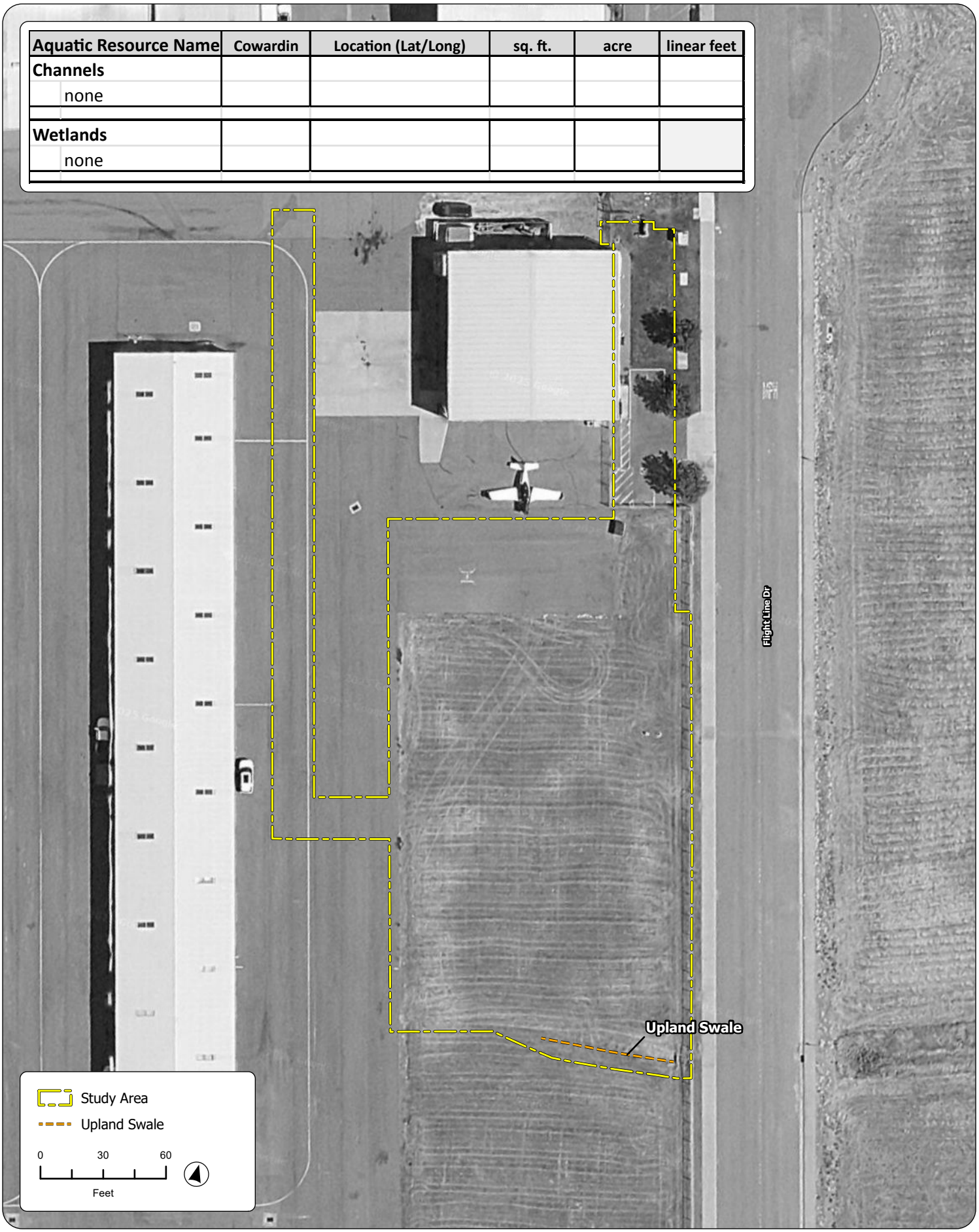



SOURCE: USFS, 5/7/2025; ESRI, 2025; Google Earth Aerial Photograph, 6/27//2024; Acorn Environmental, 8/12/2025

**Figure 7**

National Wetlands Invento

| Aquatic Resource Name | Cowardin | Location (Lat/Long) | sq. ft. | acre | linear feet |
|---|---|---|---|---|---|
| **Channels** | | | | | |
| none | | | | | |
| **Wetlands** | | | | | |
| none | | | | | |




SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 6/27/2024; Acorn Environmental, 8/12/2025

**Figure 8**

Aquatic Resource

### 4.6.3 PCCP Covered Species

The Study Area does not contain suitable habitat for any PCCP covered species (Placer County, 2020):

- Vernal pool fairy shrimp and Vernal pool tadpole shrimp – The Study Area has no vernal pools.
- Swainson's hawk – The Study Area lacks trees for nesting and is within a highly disturbed and dangerous area that is not suitable for foraging. The Study Area contains marginal habitat for foraging.
- California black rail – The Study Area lacks freshwater emergent marsh and is not located within 250 feet of freshwater emergent marsh. Additionally, the Study Area is within a highly disturbed and dangerous area that is not suitable for wading birds.
- Western burrowing owls – The survey determined that there are no burrows or ground squirrel colonies, and the Study Area is within a highly disturbed area that is often mowed.
- Tricolored blackbird – The Study Area does not contain open water and is not within 1,640 feet of open water. There are areas of the airport that contain suitable habitat, but these areas are greater than 1,640 feet from the Study Area. Additionally, the Study Area is within a highly disturbed area.
- Giant Garter Snake – The Study Area is outside the known range of this species. The Study Area does not occur in PCCP modeled habitat for this species. Additionally, the Study Area lacks suitable habitat and is within a highly disturbed area.
- Valley elderberry longhorn beetle – There are no elderberry shrubs within the Study Area, which are requisite habitat for this species.
- Northwestern pond turtle – The Study Area lacks a permanent water source to support this species. The Study Area does not occur in PCCP modeled habitat for this species.
- Foothill yellow-legged frog – The Study Area lacks a permanent water source to support this species. The Study Area does not occur in PCCP modeled habitat for this species.
- California red-legged frog – The Study Area lacks a permanent water source to support this species. The Study Area does not occur in PCCP modeled habitat for CRLF.
- Covered fish species – The Study Area lacks a permanent water source to support fish species.

# Section 5 | Impacts and Mitigation

## 5.1 SPECIAL-STATUS SPECIES

### 5.1.1 Special-Status Plants

No special-status plant species were determined to have the potential to occur within the Study Area. Many of the target species (e.g. Dwarf downingia; Ahart's dwarf rush; Red Bluff dwarf rush; Boggs Lake hedge-hyssop; Legenere; and Pincushion navarretia) require vernal pool or seasonal marsh habitat, but the Study Area does not contain these habitats. Therefore, these special-status plant species are extremely unlikely to occur in the Study Area. No impacts to special status plants are anticipated.

### 5.1.2 Special-Status Wildlife

Based on the results of the field surveys, database and literature review, and habitat assessment (**Attachment C**), the Study Area does not contain suitable habitat for any special-status animal species. The compensatory mitigation required under the PCCP (land conversion fees) will help create additional preserve areas, ensuring that habitat is preserved for covered species and other special-status animal species. Therefore, potential impacts to special-status animals are less than significant.

The Study Area does not contain nesting habitat for Swainson's hawk, western burrowing owl, or tricolored blackbird. However, these species have large foraging ranges or are highly susceptible to disturbance while nesting. Although they are not anticipated to nest or burrow in the Study Area, disturbance of off-site nests due to project construction activities, such as noise or vibration, could occur. Mitigation Measure BIO-1 requires preconstruction nesting bird surveys for these species to reduce potential impacts to less than significant.

### 5.1.3 Migratory Birds

The Study Area does not contain any trees that could be used by migratory birds or raptors for nesting. Additionally, due to existing airport noise, vibration, and regular mowing, the Study Area is unlikely to support ground-nesting migratory birds. There would be no impact.

### 5.1.4 Critical Habitat and Essential Fish Habitat

No designated critical habitat or essential fish habitat occur in the Study Area. There would be no impact.

## 5.2 SENSITIVE HABITATS

The Study Area has two land cover types: Urban/Suburban and Annual Grassland. These are not sensitive habitat types in the PCCP. The PCCP Master Conditions on Covered Activities Checklist contains Conditions to Avoid and Minimize Effects on Natural Communities. PCCP general land conversion fees are required to be paid for conversions of natural and semi-natural habitats. For the Proposed Project, these would apply to the impact of 0.75 acre of Annual Grassland in the Project Site. No payment of special habitat fees for impacts to aquatic resources are necessary. The payment of PCCP general land conversion fees will reduce potential impacts sensitive habitats to less than significant levels.

# 5.3 POTENTIALLY JURISDICTIONAL AQUATIC RESOURCES

## 5.3.1 Direct Impacts

No features within the Study Area were determined to be potentially subject to USACE, State, or PCCP jurisdiction.

## 5.3.2 Indirect Impacts

Potential indirect adverse impacts to water resources could occur during construction by increased erosion and sedimentation in receiving water bodies due to soil disturbance, by the hydromodification of watersheds by the increase in impervious surfaces, and degradation of water quality by the introduction of pollutants. Construction of buildings and other structures may involve major grading, excavation, and stockpiling. Such soil disturbances can increase erosion by both water and wind, creating a potentially significant impact upon receiving waterbodies. Because the construction footprint is not larger than one acre in area, it would not be subject to the SWRCB's California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities. Therefore, the Proposed Project civil engineering plans include an erosion and sediment control plan to ensure that the potential for erosion and sedimentation are minimized during construction and ongoing operation of the Proposed Project. The proposed swales are vegetated to slow water and allow infiltration, while the swales would outlet at a proposed catch basin which would contain grouted cobble and filter fabric to slow and filter water before it exits the Project Site in an existing storm drain pipeline below Flightline Drive. An existing vegetated swale in the area would be graded out so that water is directed into the proposed swales and their stabilized outlet. The Erosion Control Plan also includes inlet protection for existing stormwater infrastructure in the area, fiber rolls, and additional construction best management practices (BMPs). Implementation of these measures as designed would ensure there are no potential construction-related impacts to water quality.

# 5.4 WILDLIFE MOVEMENT

The Study Area is not within an ECA as mapped by the California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California (Spencer et al. 2010; BIOS, 2025). The airport contains significant wildlife movement barriers, such as hangars, terminals, and other buildings, roads, taxiways and runways, and vehicular traffic. The Study Area is surrounded by these barriers. Therefore, wildlife movement would not be impacted by the Proposed Project. There would be no impact.

# 5.5 NATURAL RESOURCES PLANS/POLICIES

The Proposed Project would not conflict with any local policies or ordinances protecting biological resources, including tree ordinances/policies, as no trees are present. The PCCP designates the Study Area largely as urbanized and within a PFG Area (Placer County, 2021). Mitigation measures have been included in **Section 5.6** to reduce potential impacts associated with sensitive habitats and PCCP covered species. With implementation of mitigation measures in **Section 5.6**, potential conflicts associated with biological resources covered by the PCCP would be reduced to a less-than-significant level.

# 5.6 RECOMMENDED MITIGATION MEASURES

**Mitigation Measure BIO-1: Special Status Animal Protection.** The following PCCP Species Conditions will be implemented:

*Swainson's Hawk*

- SWHA 1 Surveys: Conduct planning-level surveys within modeled habitat in the Valley of the project site and within 1,325 feet of project site well in advance of project implementation. If the project cannot be designed to avoid active SWHA nest trees and the construction must occur during the nesting season (approximately February 1 to September 15), a preconstruction survey must be conducted no more than 15 days prior to ground disturbance.
- SWHA 2 Applicable Measure: During the nesting season, ground-disturbing activities within 1,320 feet of occupied nests or nests under construction will be prohibited. See PCCP Section 6.3.5.6.2 for further details on minimizing disturbance and buffer waivers.
- SWHA 3 Applicable Measure: Active (within the last 5 years) SWHA nest trees on a project site will not be removed during the nesting season.
- SWHA 4 Construction Monitoring: If an active nest is present within the project site or 1,320 feet of the project site, construction monitoring will be conducted by a qualified biologist and will focus on ensuring that activities do not occur within the buffer zone and that effects on SWHA are minimized.

*Western Burrowing Owl*

- BUOW 1 Surveys: Conduct preconstruction surveys within modeled habitat in the Valley, or as determined by a qualified biologist, of the project site and within a 250-foot accessible radius of project site. Two surveys must be conducted within 15 days prior to ground disturbance to establish the presence or absence of burrowing owls.
- BUOW 2 Applicable Measure: If BUOW or evidence of presence is found during the breeding season (approximately February 1 – August 31), the applicant will avoid all nests that could be disturbed and establish a 250-foot non-disturbance buffer zone around nests. The buffer zone will be flagged or otherwise clearly marked.
- BUOW 3 Applicable Measure: If BUOW or evidence of presence is found during the non-breeding season (approximately September 1 – January 31), the applicant will establish a 160-foot non-disturbance buffer zone around active burrows. The buffer zone will be flagged or otherwise clearly marked.
- BUOW 4 Applicable Measure: During the non-breeding season only, if a project cannot avoid occupied burrows after all alternative avoidance and minimization measures are exhausted, as confirmed by the Wildlife Agencies, a qualified biologist may passively exclude birds from those burrows. A burrowing owl exclusion plan must be developed by a qualified biologist consistent with the most recent guidelines from the Wildlife Agencies and submitted to and approved by the PCA and Wildlife Agencies.
- BUOW 5 Construction Monitoring: If a BUOW nest or active burrow is present within the project site, construction monitoring will be conducted by a qualified biologist and will focus on ensuring that activities do not occur within the buffer zone and that effects on BUOW are minimized.

*Tricolored Blackbird*

- Tricolored Blackbird 1 Surveys: Preconstruction planning-level surveys for nest colony sites must be conducted by a qualified biologist if the PCA-provided map indicates an active colony site occurs on the project site or within 1,300 feet of a colony site as well as those project sites located below 300 feet in elevation within modeled habitat. Surveys should be conducted at least twice with at least month between surveys during the nesting season 1 year prior to initial ground disturbance if feasible, and the year of ground disturbing for the Covered Activity (required). If Covered Activities will occur in the project work area during the nesting season, three surveys shall be conducted within 15 days prior to the Covered Activity, with one of the surveys occurring within 5 days prior to the start of the Covered Activity.
- Tricolored Blackbird 2 Surveys: If an active colony site is within 3 miles of the project site, a qualified biologist will conduct two surveys of foraging habitat within the project site and within a 1,300-foot radius around the project site to determine whether foraging habitat is being actively used by foraging tricolored blackbirds. The surveys will be conducted approximately one week apart, with the second survey occurring no more than 5 calendar days prior to ground-disturbing activities.
- Tricolored Blackbird 3 Applicable Measures: If a tricolored blackbird nesting colony is found, avoidance and minimization measures shall be applied as outlined in PCCP Section 6.3.5.9.2. These AMMs include prohibiting work during the nesting season (March 15 – July 31, or until chicks have fledged or the colony abandoned on its own) and establishing buffers.
- Tricolored Blackbird 4 Applicable Measures: If construction activity or other Covered Activities disturb foraging tricolored blackbirds, as determined by a qualified biologist, avoidance and minimization measures shall be applied as outlined in PCCP Section 6.3.5.9.2. These AMMs include prohibiting work during the nesting season (March 15 – July 31, or until chicks have fledged or the colony abandoned on its own) and establishing buffers.
- Tricolored Blackbird 5 Construction Monitoring: If a tricolored blackbird nesting colony is present within the project site, construction monitoring will be conducted by a qualified biologist and will focus on ensuring that activities do not occur within the buffer zone and that effects on tricolored blackbird nesting are minimized.
- Tricolored Blackbird 6 Construction Monitoring: If actively used foraging habitat is present within the project site, construction monitoring will be conducted by a qualified biologist and will focus on ensuring that activities do not occur within the buffer zone and that effects on tricolored blackbird foraging are minimized.

# Section 6 | Qualifications of Surveyors and Report Preparers

**G.O. Graening, Ph.D., M.S.E**

G. O. Graening holds a Doctorate in Biological Sciences and a Master of Science in Biological Engineering and is a certified arborist (International Society of Arboriculture). Dr. Graening has 26 years of experience in environmental assessment and research, including the performance of numerous wetland delineations and aquatic restoration projects. Dr. Graening also served as an adjunct professor of biology at California State University Sacramento for 10 years and was an active researcher in the area of conservation biology and groundwater ecology.

# Section 7 | References


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Attachment A

# Special-Status Species Lists

# United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To: 08/05/2025 18:32:37 UTC
Project Code: 2025-0131626
Project Name: Skyway Hangars Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

**Migratory Birds**: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

# OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Sacramento Fish And Wildlife Office**
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

# PROJECT SUMMARY

Project Code: 2025-0131626
Project Name: Skyway Hangars Project
Project Type: Airport - New Construction
Project Description: new hangars and associated utilites and pavement at Lincoln Regional Airport
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.908324699999994,-121.34458563144166,14z




Counties: Placer County, California

# ENDANGERED SPECIES ACT SPECIES

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## REPTILES

| NAME | STATUS |
|---|---|
| Northwestern Pond Turtle *Actinemys marmorata*<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/1111 | Proposed Threatened |

## AMPHIBIANS

| NAME | STATUS |
|---|---|
| Western Spadefoot *Spea hammondii*<br>Population: Northern DPS<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/5425 | Proposed Threatened |

## INSECTS

| NAME | STATUS |
|---|---|
| Monarch Butterfly *Danaus plexippus*<br>There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/9743 | Proposed Threatened |
| Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/7850 | Threatened |

## CRUSTACEANS

| NAME | STATUS |
|---|---|
| Conservancy Fairy Shrimp *Branchinecta conservatio*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/8246 | Endangered |
| Vernal Pool Fairy Shrimp *Branchinecta lynchi*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/498 | Threatened |
| Vernal Pool Tadpole Shrimp *Lepidurus packardi*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/2246 | Endangered |

# CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

# IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: G.O. Graening
Address: 343 Carpenter Hill Road
City: Folsom
State: CA
Zip: 95630
Email ggraening@gmail.com
Phone: 9164525442

CALIFORNIA NATIVE PLANT SOCIETY

CNPS Rare Plant Inventory

## Search Results

**8** matches found. Click on scientific name for details

Search Criteria: , Quad is one of [**3812183**]

| ▲ SCIENTIFIC NAME | COMMON NAME | FAMILY | LIFEFORM | BLOOMING PERIOD | FED LIST | STATE LIST | GLOBAL RANK | STATE RANK | CA RARE PLANT RANK | CA ENDEMIC | DATE ADDED | PHOTO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Balsamorhiza macrolepis* | big-scale balsamroot | Asteraceae | perennial herb | Mar-Jun | None | None | G2 | S2 | 1B.2 | Yes | 1974-01-01 |  ©1998 Dean Wm. Taylor |
| *Brodiaea rosea* ssp. *vallicola* | valley brodiaea | Themidaceae | perennial bulbiferous herb | Apr-May(Jun) | None | None | G4G5T3 | S3 | 4.2 | Yes | 2019-01-07 |  © 2011 Steven Perry |
| *Calycadenia spicata* | spicate calycadenia | Asteraceae | annual herb | May-Sep | None | None | G3? | S3 | 1B.3 | | 2023-04-05 |  © 2023 Christopher Bronny |
| *Downingia pusilla* | dwarf downingia | Campanulaceae | annual herb | Mar-May | None | None | GU | S2 | 2B.2 | | 1980-01-01 |  © 2013 Aaron Arthur |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Fritillaria agrestis* | stinkbells | Liliaceae | perennial bulbiferous herb | Mar-Jun | None | None | G3 | S3 | 4.2 | Yes | 1980-01-01 |  © 2016 Aaron Schusteff |
| *Gratiola heterosepala* | Boggs Lake hedge-hyssop | Plantaginaceae | annual herb | Apr-Aug | None | CE | G2 | S2 | 1B.2 | | 1974-01-01 |  ©2004 Carol W. Witham |
| *Juncus leiospermus* var. *ahartii* | Ahart's dwarf rush | Juncaceae | annual herb | Mar-May | None | None | G2T1 | S1 | 1B.2 | Yes | 1984-01-01 |  © 2004 Carol W. Witham |
| *Navarretia myersii* ssp. *myersii* | pincushion navarretia | Polemoniaceae | annual herb | Apr-May | None | None | G2T2 | S2 | 1B.1 | Yes | 1994-01-01 |  © 2020 Leigh Johnson |

Showing 1 to 8 of 8 entries

Go to top

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}

Attachment B

# Regionally Occurring Special-Status Species Table

**REGIONALLY OCCURRING SPECIAL-STATUS SPECIES**

| Scientific Name | Common Name | Status* | General Habitat** | Microhabitat** | Potential to Occur on Project Site |
|---|---|---|---|---|---|
| **Plants** | | | | | |
| *Balsamorhiza macrolepis* | big-scale balsamroot | CRPR 1B.2 | Valley and foothill grassland, cismontane woodland. Bloom season: Mar-Jun | Sometimes on serpentine soil. 35-1000m. | No potential to occur. Requisite soils not present. |
| *Chloropyron molle ssp. hispidum* | hispid salty bird's-beak | CRPR 1B.1 | Meadows, playas, valley and foothill grassland. Bloom season: Jun-Sep | In damp alkaline soils, especially in alkaline meadows and alkali sinks with *Distichlis*. 10-155m. | No potential to occur. Requisite soils not present. |
| *Downingia pusilla* | dwarf downingia | CRPR 2B.2 | Valley and foothill grassland (mesic sites), vernal pools. Bloom season: Mar-May | Vernal lake and pool margins with a variety of associates. In several types of vernal pools. 1-485m. | No potential to occur. Requisite habitats are not present. |
| *Gratiola heterosepala* | Boggs Lake hedge-hyssop | CE | Marshes and swamps (freshwater), vernal pools. Bloom season: Apr-Aug | Clay soils; usually in vernal pools, sometimes on lake margins in clay soils. 5-2400m. | No potential to occur. Requisite habitats are not present. |
| *Juncus leiospermus var. ahartii* | Ahart's dwarf rush | CRPR 1B.2 | Vernal pools, valley and foothill grassland. Bloom season: Mar-May | Restricted to the edges of vernal pools. 30-229 m. | No potential to occur. Requisite habitats are not present. |
| *Juncus leiospermus var. leiospermus* | Red Bluff dwarf rush | CRPR 1B.1 | Chaparral, valley and foothill grassland, cismontane woodlands, vernal pools. Bloom season: Mar-May | Vernally mesic sites. Sometimes on edges of vernal pools. 30-1020m. | No potential to occur. Requisite habitats are not present. |
| *Legenere limosa* | legenere | CRPR 1B.1 | Vernal pools. Many historical occurrences are extirpated. Bloom season: Apr-Jun | In beds of vernal pools. 1-880m. | No potential to occur. Requisite habitats are not present. |
| *Navarretia myersii ssp. myersii* | pincushion navarretia | CRPR 1B.1 | Vernal pools. Bloom season: Apr-May | Clay soils within nonnative grassland. 20-330 m. Soils are often acidic. | No potential to occur. Requisite habitats are not present. |
| *Calycadenia spicata* | spicate calycadenia | CRPR 1B.3 | Hillslopes on foothill woodlands and valley grasslands. Bloom season: May-Sep | 50-1400m. | Low potential to occur, however the Project Site lacks requisite hillslopes and is slightly outside the known elevation range. |
| **Animals** | | | | | |
| *Agelaius tricolor* | tricolored blackbird | CT | Highly colonial species, most numerous in central valley & vicinity. Largely endemic to California. | Requires open water, protected nesting substrate, & foraging area with insect prey within a few km of the colony. | No potential to occur. Requisite marshes are not present and the Project Site is highly disturbed. |
| *Ammodramus savannarum* | grasshopper sparrow | CSSC | Dense grasslands on rolling hills, lowland plains, in valleys & on | Favors native grasslands with a mix of grasses, forbs & scattered shrubs. | No potential to occur. Requisite native grasslands |

| Scientific Name | Common Name | Status* | General Habitat** | Microhabitat** | Potential to Occur on Project Site |
|---|---|---|---|---|---|
| | | | hillsides on lower mountain slopes. | Loosely colonial when nesting. | are not present and the Project Site is highly disturbed. |
| *Antrozous pallidus* | pallid bat | CSSC | Deserts, grasslands, shrublands, woodlands & forests. Most common in open, dry habitats with rocky areas for roosting. | Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites. | No potential to occur. Requisite roosting trees/rocks are not present and the Project Site is highly disturbed. |
| *Ardea herodias* | great blue heron | CSSC | Colonial nester in tall trees, cliffsides, and sequestered spots on marshes. | Rookery sites in close proximity to foraging areas: marshes, lake margins, tide-flats, rivers and streams, wet meadows. | No potential to occur. Requisite tall trees, cliffsides, and marshes/water sources are not present and the Project Site is highly disturbed. |
| *Athene cunicularia* | burrowing owl | CSSC | Open, dry annual or perennial grasslands, deserts & scrublands characterized by low-growing vegetation. | Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel. | No potential to occur. No burrows are present and the Project Site is highly disturbed. |
| *Aythya americana* | Redhead | CSSC | Lakes, saltwater bays, estuaries; in summer, fresh marshes. | For nesting season favors large marshes in prairies or intermountain valleys. Migrants gather on large lakes. | No potential to occur. Requisite marshes, prairies, and lakes are not present and the Project Site is highly disturbed. |
| *Branchinecta conservatio* | Conservancy fairy shrimp | FE | Endemic to the grasslands of the northern two-thirds of the central valley; found in large, turbid pools. | Inhabit astatic pools located in swales formed by old, braided alluvium; filled by winter/spring rains, last until June. | No potential to occur. Requisite habitats are not present. |
| *Branchinecta lynchi* | vernal pool fairy shrimp | FE | Endemic to the grasslands of the central valley, central coast mtns, and south coast mtns, in astatic rain-filled pools. | Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools. | No potential to occur. Requisite habitats are not present. |
| *Buteo swainsoni* | Swainson's hawk | CT | Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands | Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations. | Low potential to occur, however, nesting trees are not present and the Project Site is highly disturbed. |
| *Chlidonias niger* | Black tern | CSSC | Fresh marshes, lakes; in migration, coastal waters | | No potential to occur. Requisite water sources are not present and the Project Site is highly disturbed. |

| Scientific Name | Common Name | Status* | General Habitat** | Microhabitat** | Potential to Occur on Project Site |
|---|---|---|---|---|---|
| *Circus hudsonius* | northern harrier | CSSC | Marshes, fields, prairies. | Often found in marshes, especially in nesting season, but sometimes will nest in dry open fields on the ground. Good ground cover is necessary. | No potential to occur. Requisite marshes and prairies are not present and the Project Site is highly disturbed with little ground cover. |
| *Contopus cooperi* | Olive-sided flycatcher | CSSC | Conifer forests, burns, clearings. | Breeds mostly in coniferous forest, especially around the edges of open areas including bogs, ponds, clearings. Also nests near the coast in California in tall trees. | No potential to occur. Requisite trees and water sources are not present and the Project Site is highly disturbed. |
| *Corynorhinus townsendii* | Townsend's big-eared bat | CSSC | Throughout California in a wide variety of habitats. Most common in mesic sites. | Roosts in the open, hanging from walls & ceilings. Roosting sites limiting. Extremely sensitive to human disturbance. | No potential to occur. Requisite roosting habitat is not present and the Project Site is highly disturbed. |
| *Desmocerus californicus dimorphus* | valley elderberry longhorn beetle | FT | Occurs only in the central valley of California, in association with blue elderberry (*Sambucus mexicana*). | Prefers to lay eggs in elderberries 2-8 inches in diameter; some preference shown for "stressed" elderberries. | No potential to occur. No requisite elderberry shrubs are present. |
| *Elanus leucurus* | white-tailed kite | CSSC | Rolling foothills and valley margins with scattered oaks & river bottomlands or marshes next to deciduous woodland. | Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching. | No potential to occur. Requisite marshes and nesting trees are not present and the Project Site is highly disturbed. |
| *Empidonax traillii* | Willow flycatcher | CE | Prefers shrubby open areas, especially around marshes | Western population prefers understory in riparian woodlands. | No potential to occur. Requisite riparian woodlands are not present and the Project Site is highly disturbed. |
| *Emys marmorata* | western pond turtle | CSSC | A thoroughly aquatic turtle of ponds, marshes, rivers, streams & irrigation ditches, usually with aquatic vegetation | Need basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying | No potential to occur. Requisite water sources and basking sites are not present and the Project Site is highly disturbed. |
| *Haliaeetus leucocephalus* | Bald eagle | FP, CE | Coasts, rivers, large lakes; in migration, also mountains, open country | Typically close to water, also locally in open dry country. Nests in tall old-growth trees. | No potential to occur. Requisite old growth trees and water sources are not present and the |

| Scientific Name | Common Name | Status* | General Habitat** | Microhabitat** | Potential to Occur on Project Site |
|---|---|---|---|---|---|
| | | | | | Project Site is highly disturbed. |
| *Hydrochara rickseckeri* | Ricksecker's water scavenger beetle | CSSC | Permanent aquatic habitats | | No potential to occur. Requisite permanent water sources are not present. |
| *Icteria virens* | yellow-breasted chat | CSSC | Summer resident; inhabits riparian thickets of willow & other brushy tangles near watercourses. | Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 ft of ground. | No potential to occur. Requisite riparian habitat is not present and the Project Site is highly disturbed. |
| *Lanius ludovicianus* | Loggerhead shrike | CSSC | Semi-open country with lookout posts; wires, trees, scrub. | Breeds in any kind of semi-open terrain, from large clearings in wooded regions to open grassland or desert with a few scattered trees or large shrubs. In the absence of trees or shrubs, they sometimes nest in brush piles or tumbleweeds 2.5–4 feet above the ground. | No potential to occur. Requisite trees and brush piles/tumbleweeds are not present and the Project Site is highly disturbed. |
| *Laterallus jamaicensis coturniculus* | California black rail | CT | Inhabits freshwater marshes, wet meadows & shallow margins of saltwater marshes bordering larger bays. | Needs water depths of about 1 inch that does not fluctuate during the year & dense vegetation for nesting habitat. | No potential to occur. Requisite permanent water sources are not present and the Project Site is highly disturbed. |
| *Lepidurus packardi* | vernal pool tadpole shrimp | FE | Inhabits vernal pools and swales in the Sacramento valley containing clear to highly turbid water. | Pools commonly found in grass bottomed swales of unplowed grasslands. Some pools are mud-bottomed & highly turbid. | Potential to occur, however permanent water sources are not present. |
| *Linderiella occidentalis* | California linderiella | CSSC | Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. | Water in the pools has very low alkalinity, conductivity, and TDS. | No potential to occur. Requisite habitats are not present. |
| *Melospiza melodia* | song sparrow (Modesto population) | CSSC | Thickets, brush, marshes, roadsides, gardens. | | No potential to occur. Requisite thickets, brush piles, and marshes are not present and the Project Site is highly disturbed. |
| *Oncorhynchus mykiss irideus pop. 11* | steelhead - Central Valley DPS | FT | Populations in the Sacramento and San Joaquin rivers and their tributaries. | | No potential to occur. Requisite water sources are not present. |

| Scientific Name | Common Name | Status* | General Habitat** | Microhabitat** | Potential to Occur on Project Site |
|---|---|---|---|---|---|
| *Pandion haliaetus* | osprey | CSSC | Ocean shore, bays, fresh-water lakes, and larger streams. | Large nests built in tree-tops within 15 miles of a good fish-producing body of water. | No potential to occur. Requisite water sources and trees are not present and the Project Site is highly disturbed. |
| *Progne subis* | purple martin | CSSC | Inhabits woodlands, low elevation coniferous forest of Douglas-fir, ponderosa pine, & Monterey pine. | Nests in old woodpecker cavities mostly, also in human-made structures. Nest often located in tall, isolated tree/snag. | No potential to occur. Requisite trees are not present and the Project Site is highly disturbed. |
| *Riparia riparia* | bank swallow | CT | Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. | Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole. | No potential to occur. Requisite banks, cliffs, and water sources are not present and the Project Site is highly disturbed. |
| *Setophaga petechia* | yellow warbler | CSSC | Streamside thickets | | No potential to occur. Requisite thickets and water sources are not present and the Project Site is highly disturbed. |
| *Spea hammondii* | western spadefoot toad | CSSC | Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands. | Vernal pools are essential for breeding and egg-laying. | No potential to occur. Requisite permanent water sources are not present. |
| *Taxidea taxus* | American badger | CSSC | Prefer grasslands and open areas with grasslands, which can include parklands, farms, and treeless areas with friable soil and a supply of rodent prey | | No potential to occur. The Project Site is highly disturbed and lacks friable soil. |
| *Xanthocephalus xanthocephalus* | yellow-headed blackbird | CSSC | Fresh marshes. Forages in fields, open country. | Breeds in freshwater sloughs, marshy lake borders, tall cattails | No potential to occur. Requisite marshes and water sources are not present and the Project Site is highly disturbed. |

***DEFINITIONS OF STATUS CODES**
**Federal**
FE = Federally listed as endangered
FT = Federally listed as threatened

**State**
CE = California State listed as endangered
CT = California State listed as threatened
CSSC = California species of special concern

**California Rare Plant Rank (CRPR)**
1A = Plants presumed extinct in California by
1B = Plants designated rare, threatened or endangered in California and elsewhere
2A = Plants presumed extirpated in California but common elsewhere
2B = Plants rare threatened or endangered in California, but more common elsewhere

**CRPR Threat Ranks**
0.1 = seriously threatened in California
S2 = moderately threatened in California
S3 = not very threatened in California.

****FROM CNDDB, UNLESS OTHERWISE NOTED.**

*****DEFINITIONS OF OCCURRENCE PROBABILITY RANKINGS**
No potential to occur = No suitable habitat to support the species was identified on the Project Site.

Moderate potential to occur = Portions of the Project Site contain marginally suitable habitat to support the species. However key habitat features are lacking or habitat is only suitable for portions of the life history of the species. Habitat quality may not be ideal but does not wholly exclude a species from occurring.

Potential to occur = Potentially suitable habitat was identified on the Project Site.

Present = This species was observed or has been recorded on the Project Site within the last five years.

Attachment C

# Site Photographs



View looking south of the Project Site, with mowed turf in foreground and taxiways and hangars to the right



View looking east of the Project Site, with mowed turf in foreground, taxiway to the left, and property fenceline and Flightline Drive in the background.



View looking east of the upland swale that transmits stormwater to a drop inlet and pipe culvert under Flightline Drive (in the background).



A closer look of the dropinlet in the upland swale that transmits stormwater to a pipe culvert under Flightline Drive (in the background).

**Documented Categorical Exclusion**
**Lincoln Skyways Hangar Development**

# Lincoln Regional Airport

1480 Flightline Drive
Lincoln, California 95648
LOC ID: KLHM

# Project Title: Lincoln Skyways Hangar Development

# Project Description, Justification and Connected Actions

## PROJECT DESCRIPTION

The City of Lincoln, the airport sponsor, proposes to construct new airplane hangars consistent with the Lincoln Regional Airport's adopted Airport Layout Plan. The Project consists of the construction and operation of privately-owned aircraft storage hangars (one building with two individual hangars) with associated on-site improvements (e.g. foundations and sewer connections) at the Lincoln Regional Airport. In addition to the hangar building footprints, the Project Site includes construction access, a temporary staging area, proposed utilities, and proposed stormwater management across a 0.97 acre Project Site.

Project construction elements include:

- **Proposed Hangar Building:** A single 135' x 100' pre-engineered metal building with two individual aircraft storage hangars is proposed. Each hangar unit would have a water bib and electric hook ups. The building would have a sewer hook up connected to the restrooms located in the individual hangars. The hangars (67.5' x 100') would be 22 feet eave height. The project would consist of a total of one building with two individual airplane hangars for a total of approximately 13,500 sf.
- **Asphalt and Concrete:** A total of 0.5 acres of proposed new asphalt concrete (AC) that includes 7,841 square feet (sf; 0.18 acre) of new AC on the north and west side of the proposed building and up to 13,940 sf (0.32 acre) of replaced AC where the utility lines would be trenched. The proposed and replaced AC would be 6 inches over a 12-inch subbase, with finished grade matching the surrounding, existing AC. In addition, a small amount (2,180 sf, 0.05 acre) of concrete would be installed on the east side of the building to provide one accessible parking space. The concrete would be 6 inches, over 6 inches of aggregate base, above 12 inches of compacted subgrade.
- **Proposed Utilities:**
    - **Sanitary Sewer:** This approximately 446-foot pipeline would connect the proposed hangar to an existing sewer line as shown on **Exhibit 1**. This proposed 4-inch pipeline would be installed in a 20-inch-wide trench a maximum of 36 inches depth through areas of existing and proposed pavement.
    - **Proposed Water Line:** New underground fire water and domestic water lines would be installed from existing water lines to the north to the proposed building. The domestic water line would be approximately 225 feet long while the fire suppression line would be approximately 230 feet long. The minimum cover for water pipelines would be 36 inches to the top of the proposed pipeline.

- **Proposed Underground Electrical:** Approximately 255 feet of new underground electrical line would be installed from an existing line/transformer in a joint trench to the proposed hangar building. The proposed electrical line would be installed in a 20-inch-wide trench a maximum of 36 inches depth through areas of existing and proposed pavement.

- **Proposed Stormwater Infrastructure:**
  - **Proposed Valley Gutter:** Concrete valley gutters will be installed on the north and west side of the proposed building through the proposed AC to route stormwater to the start of each vegetated swale (discussed below). The concrete valley gutters would be 2 feet wide and 6 inches deep.
  - **Proposed Vegetated Swale:** Proposed vegetated swales will be graded along the southern and eastern side of the proposed building to route stormwater to a protected outlet. The southern vegetated swale will be approximately 8 feet wide in total, with a 2-foot-wide bottom flow line. The southern swale will be a maximum of 1.3 feet deep, with side slopes not exceeding 3:1. The eastern vegetated swale will also have a 2-foot-wide bottom flow line, but the total width will vary from 10 to almost 13.5 feet wide, also with a maximum of 3:1 side slope.
  - **Proposed Catch Basin and Cobble Dam:** Grouted cobble check-dams ranging from 4 inches to 6 inches in height will be installed at the end of each vegetated swale to slow and dissipate water flowing into a proposed catch basin. The catch basin would be a concrete basin measuring 1 foot wide by 1 foot long, with a galvanized steel grate on top to prevent debris from entering. The catch basin would connect to an existing 10-inch stormdrain maintained by the airport sponsor that flows below Flightline Drive to the east.
  - **Remove Existing Swale:** There is an existing swale that extends south and in its existing configuration directs flow toward the inlet of the 10-inch stormdrain. During construction of the proposed vegetated swales, this existing swale would be filled in with native soil and graded to drain towards the proposed vegetated swales and their stabilized outlet structures.
- **Temporary Construction Access and Staging Area:** Construction traffic would access the project area via Flightline Drive to reach the staging area shown on **Exhibit 1**; construction traffic would be temporary.
- Erosion control methods would be established to prevent sediment runoff. The erosion control would consist of straw waddles staked to the ground. More on erosion control can be found in Environmental Commitments below.

## PROJECT JUSTIFICATION

Since adoption of the Lincoln Regional Airport Master Plan (LRAMP) in May 2007, a portion of this apron has been anticipated to be abandoned and used for the development of needed aircraft storage hangars, a future jet center (maintenance and repair), and an arrival/departure building with associated automobile parking (40 spaces). Two additional hangars would be developed adjacent to the existing aircraft parking apron. The layout of the proposed hangars is consistent with the updated and adopted 2020 Airport Layout Plan

## ESTIMATED START DATE

- Estimated Start Date: October 2025
- Project duration: about 6 to 8 months

### CONNECTED ACTIONS

- Designate construction access routes;
- Designate construction staging areas;
- The airport will issue NOTAM, as necessary.

## Project Area

Lincoln Regional Airport is located in the Sacramento Valley, 25 miles north of Sacramento on the eastern edge of the flat Sacramento Valley floor at the base of the Sierra Nevada foothills. Most of the area is underlain by volcanic flows, which have been covered by sedimentary deposits. These deposits in turn have been cut by seasonal streams. The airport contains about 35-acres of wetland features scattered over 765-acres.

Lands in the area not developed or not in commercial agricultural use are grassland with oak savannah. Because of clay deposits, some areas do not drain well and water collects in shallow depressions during the rainy season to form temporary vernal pools that often last into early spring. The Lincoln area is traversed by a number of waterways, including: Markham Ravine and Auburn Ravine near the City, and Ingram Slough and Orchard Creek south of the airport.

The project area supports disturbed, non-native annual grassland that reflects ongoing maintenance around the airport and a variety of landscape management practices. The land surfaces adjacent to the aircraft parking aprons are disked annually for fire prevention.

The Project Site is shown in **Exhibit 1**.

## FAA Order 1050.1F

The proposed action conforms to FAA Order 1050.1F paragraph 5-6.4.f.:

> Federal financial assistance, licensing, Airport Layout Plan (ALP) approval, or FAA construction or limited expansion of accessory on-site structures, including storage buildings, garages, hangars, t-hangars, small parking areas, signs, fences, and other essentially similar minor development items.

# Impact Categories

## 5-2.b (1) NATIONAL HISTORIC PRESERVATION ACT (NHPA) RESOURCES

| | YES | NO |
|---|---|---|
| Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.<br><br>In 2007, an airport wide cultural resources survey was conducted for the updated airport master plan, (Coyote & Fox Enterprises, Archeological Reconnaissance for the Lincoln Regional Airport Updated Airport Master Plan, Lincoln, Placer County, California, 2007). The cultural report recorded two historical sites; neither site was considered eligible for inclusion on the NRHP. The 2007 cultural resources report was submitted to the FAA for consultation with the California SHPO; it was determined that no cultural resources within the airport were eligible for listing on the National Register.<br><br>Supplemental cultural resources surveys were conducted for the airport runway in 2021 and an updated Cultural Resources Assessment report was completed in 2024 for an adjacent site (Acorn Environmental, 2024). The Project Site was within the buffer area for the North Central Information Center record search (**Attachment 1**). Geoarchaeological analysis indicated that the sensitivity for the presence of buried deposits of cultural resources for the area is low. The records search did not produce previously unrecorded cultural resources and no cultural resources eligible for the NRHP were identified. | ☐ | ☒ |
| Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.<br><br>No effects to resources are anticipated, but it is possible to inadvertently uncover cultural resources during construction activities. Construction activities would primarily occur on previously disturbed ground and previous construction in the vicinity of the Project Site resulted in past excavation due to the installation of the taxilanes in 2009. However, construction activities include cutting approximately 36 inches deep into the ground of the Project Site to install utilities, which could result in inadvertent discoveries.<br><br>Consistent with the recommendations and mitigation measures in the EIR Addendum and regulatory requirements, if cultural resources are inadvertently discovered during Project activities, work shall be halted within 100 feet of the find and a qualified archaeologist that meets the qualifications at 36 CFR Part 61 shall be retained to assess its potential significance. If the find is not significant, no additional cultural resources investigations are necessary and Project work may resume in the area of the find. If the find is determined significant, additional cultural resources investigations, such as data recovery excavation, may be warranted and would be determined in consultation with the Project applicant, the City, affiliated tribal organizations, and any other relevant regulatory agencies or interested parties, as appropriate. State of California Health and Safety Code Section 7050.5 addresses the inadvertent discovery of human remains. This code section states that the County Coroner must be immediately notified of the discovery of any human remains and no | ☒ | ☐ |

| | | |
|---|---|---|
| further disturbance may occur near the discovery until the County Coroner has made a determination of origin and disposition of the remains pursuant to PRC Section 5097.98. If the human remains are determined to be of Native American origin, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendent (MLD). The MLD must complete an inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials | | |
| Is the project area undisturbed? If not, provide information on the prior disturbance including type and depth of disturbance if available.<br>The Project Site was previously graded during the original airport construction and the site has undergone regular mowing and disking since before the 1960s. | ☐ | ☒ |
| Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO may be required.<br>The Proposed Project is located entirely within the boundaries of the Lincoln Regional Airport and therefore does not impact tribal land or land of interest to tribes. Cultural Resources Assessments have been completed for the Project Site and vicinity and no adverse effects were identified. | ☐ | ☒ |

## 5-2.b (2) DEPARTMENT OF TRANSPORTATION ACT SECTION 4(F) AND 6(F) RESOURCES

| | YES | NO |
|---|---|---|
| Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.<br>The Proposed Project site is located within the airport boundaries. The closest public parks include: Markham Ravine Park, 1.3 miles southeast of the airport and Foskett Regional Park, 1.5 miles east of the airport. There are no other properties protected under Section 4(f) within the vicinity of the airport. | ☐ | ☒ |
| Will project construction or operation directly or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See Desk Reference Chapter 7.<br>As defined in FAA Order 1050.1F, Appendix B, Paragraph B-2.2.2., the Proposed Project would not “use” (physically take) or “constructively use” (by means of noise, air pollution, water pollution, or other impacts, dissipate its aesthetic value, harm its wildlife, restrict its access, and take it in every practical sense) any Section 4(f) property or resource; all project “uses” are confined to locations within the airport. | ☐ | ☒ |

| | YES | NO |
|---|---|---|
| Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.<br>The City of Lincoln is not aware of any land within the vicinity of the airport purchased using Section 6(f) Land and Water Conservation Funds. | ☐ | ☒ |

## 5-2.b (3) THREATENED OR ENDANGERED SPECIES

| | YES | NO |
|---|---|---|
| Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.<br>Although no special-status species occurrences have been reported within the Project Site, two occurrences were reported within the surrounding airport property: vernal pool fairy shrimp and dwarf downingia. Numerous occurrences of special-status species have been recorded within 2 miles of the Project Site, although there is no suitable habitat within the Project Site and most species have a low potential or no potential to occur. The only species with a potential to occur is the vernal pool tadpole shrimp, but this species requires vernal pools or swales and there is no permanent water sources present on the Project Site. No special-status species or critical habitat are present on the Project Site, although there is potential for occurrence in the immediate vicinity. Mitigation measures are in place to prevent impacts or incidental take of special-status species, including: Swainson's Hawk, Western Burrowing Owl, and Tricolored Blackbird. These mitigation measures are outlined in the Biological Resources Assessment (BRA) included as **Attachment 2**. | ☒ | ☐ |
| Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat? If yes, consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated.<br>Biological resource surveys were conducted in 2025 and a BRA has been prepared to review the Project Site. The BRA (**Attachment 2**) outlines the species that have a potential to occur on the Project Site. Although there is no suitable habitat within the project boundaries for any special-status species, and there is no critical habitat on the Project Site, there is a potential for species to occur within the Project Site. No listed species were found on the Project Site during surveys. Mitigation measures are outlined in the attached BRA (as discussed above) and would minimize any potential impacts to special-status species (**Attachment 2**). | ☒ | ☐ |
| Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize or mitigation impacts (such as timing windows determined in consultation with the USFWS). | ☐ | ☒ |

| | YES | NO |
|---|---|---|
| Pre-construction surveys for burrowing owls and other migratory birds and raptors are required by the PCCP and mitigation measures outlined in the BRA (**Attachment 2**). | | |

## 5-2.b (4) OTHER RESOURCES

| **a. Fish and Wildlife Coordination Act** | **YES** | **NO** |
|---|---|---|
| Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize or mitigate impacts.<br>The Proposed Project would not impact streams or other water bodies protected by the Fish and Wildlife Coordination Act. | ☐ | ☒ |
| **b. Wetlands and Other Waters of the U.S.** | **YES** | **NO** |
| Are there any wetlands or other waters of the U.S. in or near the project area?<br>In 2008, a wetland delineation map was prepared for the Lincoln Regional Airport. The mapping indicates that there are 33.25 acres of jurisdictional wetlands and other waters of the U.S. on the airport property. The BRA determined there are no aquatic features within the Project Site that are potentially subject to USACE, State, or PCCP jurisdiction (**Attachment 2**). | ☐ | ☒ |
| Has a wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If a delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.<br>In 2007 and 2008, the Lincoln Regional Airport was mapped for wetlands and other waters of the US. The wetland delineation was submitted to USACE (Sacramento) who conducted five field verification visits. USACE never issued a final verification. The BRA confirmed there are no jurisdictional waters within the Project Site. | ☒ | ☐ |
| If yes, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.<br>The Proposed Project would not result in any direct impacts to wetlands and other waters of the U.S. It is possible that waters may be indirectly impacted through construction as discussed in the BRA, but environmental commitments as outlined below would be implemented and an erosion and sediment control plan has been included in the Proposed Project's civil engineering plans. The plan includes inlet protection for existing stormwater infrastructure and proposed vegetated swales to slow water and allow infiltration as well as to outlet at a catch basin that is designed to filter water before exiting the Project Site. With this erosion control plan and additional environmental commitments, impacts would be minimized. | ☒ | ☐ |

| | | |
|---|---|---|
| Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?<br>No, a Section 404 permit is not required because there are no impacts to jurisdictional water features. | ☐ | ☒ |
| **c. Floodplains** | **YES** | **NO** |
| Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.<br>Lincoln Regional Airport is not located within either a 100-year or 500-year floodplain. The closest designated 100-year floodplain is along Markham Ravine south and east of the airport (Flood Insurance Rate Map 06061C0382-F, June 1998). No proposed actions affect the 100-year floodplain. | ☐ | ☒ |
| **d. Coastal Resources** | **YES** | **NO** |
| Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan (CZMP)? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable.<br>The Lincoln Regional Airport is located in the Sacramento Valley, California, approximately 100 miles east of the Pacific Ocean and therefore, is not within the California Coastal Zone Management Plan area. | ☐ | ☒ |
| Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?<br>Lincoln Regional Airport is located inland near the western foothills of the Sierra Nevada mountain range. Therefore, there are no Coastal Barrier Resource Systems in the vicinity. | ☐ | ☒ |
| **e. National Marine Sanctuaries** | **YES** | **NO** |
| Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.<br>Lincoln Regional Airport is located inland near the western foothills of the Sierra Nevada mountain range. Therefore, there are no National Marine Sanctuaries in the vicinity | ☐ | ☒ |
| **f. Wilderness Areas** | **YES** | **NO** |
| Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.<br>Lincoln Regional Airport is located in the eastern portion of the Sacramento Valley. The closest designated Wilderness Areas include Granite Chief and Desolation Wilderness Areas, both located approximately 60 miles east of the airport near the Sierra Nevada crest. | ☐ | ☒ |
| **g. Farmland** | **YES** | **NO** |

| | | |
|---|---|---|
| Is there prime, unique, state or locally important farmland in/near the project area? Describe any significant impacts from the project.<br><br>The California Important Farmland Finder identifies the Project Site as Urban and Built-Up Land; it has not been mapped as important farmland of any type (California Department of Conservation, 2025). The Certified EIR for the Lincoln Regional Airport Master Plan Project noted that onsite soil was not used for agriculture and existing regulations at the time discourages agricultural land uses onsite. The Proposed Project would develop the site and convert the soils, although the Project Site is not recognized as important farmland and the Proposed Project is consistent with the approved EIR for the airport master plan and impacts have been considered therein. Impacts were determined to be less than significant. | ☒ | ☐ |
| Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation Service and attach the completed Form AD-1006.<br><br>The Project Site is within the airport boundaries and the Proposed Project would not involve the acquisition of land. As discussed above, the Project Site is identified as Urban and Built-Up Land by the California Department of Conservation Farmland Mapping and Monitoring Program. No Form AD-1006 is necessary. | ☐ | ☒ |
| **h. Energy Supply and Natural Resources** | **YES** | **NO** |
| Will the project change energy requirements or use consumable natural resources either during construction or during operations?<br><br>Project construction will use locally available consumable materials. Sufficient materials – base coarse and concrete – are available in Placer County. The Proposed Project would require electrical energy during operation in the form of new lights within the hangars. The electricity would be connected to an existing adjacent hangar and the electrical demand would be minimal and typical of hangar usage. | ☒ | ☐ |
| Will the project change aircraft/vehicle patterns that could alter usage either during construction or operations?<br><br>Aircraft operations would not be affected by the Proposed Project. During construction, the Proposed Project will not block existing uses of the airport, including use of the taxiway, runway, or hangars. | ☐ | ☒ |
| **i. Wild and Scenic Rivers** | **YES** | **NO** |
| Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?<br><br>Lincoln Regional Airport is located within the Sacramento River watershed but is not within any designated wild and scenic river corridor. No segment of the Sacramento River is included in the Wild and Scenic Rivers Act. | ☐ | ☒ |
| Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high-water mark? | ☐ | ☒ |

| | | |
|---|---|---|
| N/A. No Wild and Scenic River is in the vicinity of the Proposed Project. | | |
| **j. Solid Waste Management** | **YES** | **NO** |
| Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.<br>Minor quantities of construction debris generated during construction will be disposed off-site. | ☐ | ☒ |

## 5-2.b (5) DISRUPTION OF AN ESTABLISHED COMMUNITY

| | YES | NO |
|---|---|---|
| Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?<br>The Proposed Project is located within the airport boundaries and does not disrupt any communities. The Proposed Project has been determined to be consistent with local community planning goals and objectives. | ☐ | ☒ |
| Are residents or businesses being relocated as part of the project?<br>The Proposed Project is located entirely within the boundaries of the airport. No residences or businesses will be relocated. | ☐ | ☒ |

## 5-2.b (6) SURFACE TRANSPORTATION

| | YES | NO |
|---|---|---|
| Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?<br>Construction traffic using Flightline Drive would be short-term and would not degrade level of service (LOS) on airport area roads. | ☐ | ☒ |
| Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.<br>The Proposed Project does not require any permanent road closures or relocations. | ☐ | ☒ |

## 5.2.b (7) NOISE

| | YES | NO |
|---|---|---|
| Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?<br>The Proposed Project does not increase aircraft operations, nighttime operations, or change fleet mix. | ☐ | ☒ |

| | YES | NO |
|---|---|---|
| Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project are implemented?<br>The Proposed Project does not change the airfield configuration, runway use, or flight patterns. | ☐ | ☒ |
| Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.<br>Lincoln Regional Airport aviation forecast: 71,692 annual operations for the year 2025. The Proposed Project would not result in a change in operations. | ☐ | ☒ |
| Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method? If yes, provide that documentation.<br>The Proposed Project does not change flight patterns or fleet mix and therefore does not alter existing noise contours. | ☐ | ☒ |
| Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?<br>When completed, the Proposed Project does not change flight patterns or fleet mix and therefore does not alter existing noise contours. | ☐ | ☒ |

## 5.2.b (8) AIR QUALITY

| | YES | NO |
|---|---|---|
| Is the project located in a Clean Air Act non-attainment or maintenance area?<br>The U.S. Environmental Protection Agency (USEPA) has designated western Placer County as non-attainment for ozone (8-hour) and particulate matter 2.5 microns in size ($PM_{2.5}$). | ☒ | ☐ |
| If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below *de minimis* levels? (Provide the paragraph citation for the exemption or presumed to conform list below, if applicable.) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. If exempt or "presumed to conform", skip the next two questions.<br>Most airport construction projects that are 'presumed to conform' with the Clean Air Act involve areas of the airfield, generally apron areas, which accommodate aircraft for purposes refueling or aircraft parking. The proposed hangars meet the FAA's "presumed to conform" parameters since the proposed new asphalt footprint is considered small (total approximately 42,253 SF) compared to the non-runway new airfield work threshold of 1,096,929 SF. (FAA Presumed To Conform Actions Under General Conformity, Federal Register, Vol. 72, No. 145, July 30, 2007, Table III-1, p.41570 and Paragraph 10.Airport Maintenance Facilities, p. 41577). | ☒ | ☐ |

| | YES | NO |
|---|---|---|
| Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?<br>N/A | ☐ | ☐ |
| Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendment of 1990?<br>N/A | ☐ | ☐ |
| Does the airport have 180,000 general aviation and air taxi operations or 1.3 million enplanements annually? If yes, an air quality analysis may be required if the project would result in a change in operations.<br>The Proposed Project would not result in a change in operations. | ☐ | ☒ |

## 5.2.b (9) WATER QUALITY

| | YES | NO |
|---|---|---|
| Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).<br>The USFWS National Wetlands Inventory does not identify any water resources within the Project Site, although some freshwater emergent wetland habitat is mapped east of the Project Site, across Flightline Drive. The City of Lincoln operates a municipal drinking water well along the southeastern airport boundary. The well is more than a quarter mile south of the Project Site. The well is designed and constructed to meet well-head safety standards for a public water source. | ☒ | ☐ |
| Will the project impact any of the identified water resources? Describe any steps that will be taken to protect water resources during and after construction.<br>Construction activities related to the Proposed Project have the potential to impact water resources. The grading and drainage plan for the project outlines the grading of an existing swale and installation of two vegetated drainage swales, one south of the proposed hangars and one east. A valley gutter would also be installed on the north and west sides to route water into the vegetated swales, which would outlet at a proposed catch basin. The basin would slow and filter water before exiting the site in an existing storm drain. In addition, an Erosion Control Plan has been prepared that includes inlet protection for existing stormwater infrastructure in the area, fiber rolls, and additional construction BMPs to minimize any impacts to water resources. | ☒ | ☐ |
| Will the project increase the amount or rate of stormwater runoff? Describe any steps that will be taken to ensure it will not impact water quality. | ☒ | ☐ |

| | | |
|---|---|---|
| The Proposed Project would create approximately 0.81 acre of new impermeable asphalt. The drainage outlined above would be implemented to reduce any impacts from stormwater runoff and erosion, and all proposed drainage facilities are in compliance with the City of Lincoln stormwater design standards to ensure no impacts would occur to water quality. | | |
| Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?<br>There are no water sources within the airport or the Proposed Project boundaries that would be affected by the Proposed Project or its construction | ☐ | ☒ |
| Are any permits required? If yes, list the appropriate permits.<br>No permits are required for the Proposed Project, but an Erosion Control Plan has been developed and would be implemented to minimize any potential impacts to water resources. | ☐ | ☒ |

## 5-2.b (10) HIGHLY CONTROVERSIAL ON ENVIRONMENTAL GROUNDS

| | YES | NO |
|---|---|---|
| Is the project highly controversial? The term "highly controversial" means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project's risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.<br>The City of Lincoln is not aware of any federal, state, local government, or tribal entity that is opposed to the Proposed Project. The Proposed Project is consistent with the land use plans for the Project Site and is not considered controversial. | ☐ | ☒ |

## 5-2.b (11) INCONSISTENT WITH FEDERAL, STATE, TRIBAL OR LOCAL LAW

| | YES | NO |
|---|---|---|
| Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?<br>The City of Lincoln enforces planning and zoning requirements to ensure compatible land use in the airport vicinity. The Proposed Project is located within the airport boundaries and is managed by the airport. The Proposed Project is consistent with local planning goals and zoning. The Proposed Project is consistent with the adopted Airport Layout Plan. The City will adopt an EIR Addendum approving the Proposed Project. | ☐ | ☒ |
| Is the project incompatible with surrounding land uses? | ☐ | ☒ |

| | | |
|---|---|---|
| The Proposed Project is consistent with airport planning and is compatible with the land uses of the airport. | | |

## 5-2.b (12) LIGHTING, VISUAL, HAZARDOUS MATERIALS, CONSTRUCTION IMPACTS, ETC.

| **a. Light Emissions and Visual Effects** | **YES** | **NO** |
|---|---|---|
| Will the proposed project produce light emission impacts?<br>All construction of the Proposed Project would occur during daylight hours. The Proposed Project would install security lighting onto the proposed hangar building as well as light sources typical of and consistent with the surrounding hangars. This additional lighting would not produce a significant amount of additional light emissions given the small scale of the Proposed Project. | ☐ | ☒ |
| Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?<br>The completed project would be visually consistent with the existing, adjacent hangars. | ☐ | ☒ |
| **b. Hazardous Materials** | **YES** | **NO** |
| Does the project involve or affect hazardous materials?<br>Construction of the Proposed Project could involve the use of hazardous materials, although mitigation measures outlined in the Certified EIR for the Lincoln Regional Airport Master Plan Project would apply to the Proposed Project and would minimize any potential impacts related to hazardous materials. | ☒ | ☐ |
| Will construction take place in an area that contains or previously contained hazardous materials?<br>No hazardous material sites were found within the Project Site or the surrounding radius in an updated search of the State of California's EnviroStor Database (California Department of Toxic Substances Control, 2025). | ☐ | ☒ |
| If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?<br>The Proposed Project does not involve land acquisition. | ☐ | ☒ |
| Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?<br>Construction of the Proposed Project has the potential to produce hazardous and/or solid waste through the use of machinery and diesel equipment. The Certified EIR for the Lincoln Regional Airport Master Plan Project provides mitigation measures that would be implemented for all applicable projects within the Master Plan Area, including the Proposed Project, in order to minimize any impacts related to hazardous materials. | ☒ | ☐ |

### 5-2.b (13) PUBLIC INVOLVEMENT

| | YES | NO |
|---|---|---|
| Was there any public notification or involvement? If yes, provide documentation.<br>The Proposed Project has not yet been opened for public comment, although the City will conduct a hearing at the City of Lincoln Planning Commission for public approval of the EIR Addendum. | ☐ | ☒ |

### 5-2.b (14) INDIRECT/SECONDARY/INDUCED IMPACTS

| | YES | NO |
|---|---|---|
| Will the project result in indirect/secondary/induced impacts?<br>The Proposed Project is related to increasing aircraft storage within the anticipated growth limits outlined in the Approved Project and would not induce growth or change land use patterns in a way that would result in indirect/secondary/or induced impacts. | ☐ | ☒ |
| When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?<br>Past, present, and reasonably foreseeable future airport projects include various airport improvements and future runway reconstruction, along with the construction of additional hangars. Few other airport improvement projects have occurred in the past 5 years and the Proposed Project, which increases aircraft storage within anticipated growth limits, does not contribute to cumulative impacts associated with past or future projects. Therefore, the Proposed Project would not result in significant cumulative impacts. | ☐ | ☒ |

## Permits

- The airport is located in Placer County Air Pollution Control District (APCD), and is within the Sacramento Valley Air Basin (SVAB), which encompasses all of Sacramento, Yolo, Yuba, Sutter, Colusa, Glenn, Tehama, Shasta, and parts of Solano and Placer Counties. Construction activities are subject to Air Pollution Control District's construction dust abatement controls.
- PCCP Authorization

## Environmental Commitments

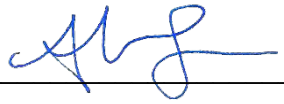
The following commitments are mitigation and best management practices (BMPs) generally associated with reducing or eliminating impacts during project construction:

- The BMPs listed must be in place during the rainy season (October 15th through April 15th) and may be required at other times based on weather and site conditions throughout the year. The BMPs listed below are minimum requirements and additional BMPs could be required based on site conditions

- No soil disturbance shall occur prior to obtaining a building permit or grading permit;
- Erosion control measures shall be in place between October 15th and April 15th, or when rain is in forecast,
  - Name and contact number for person responsible for erosion control: Levi Rosser – (530) 218 – 6352;
- Soils tracked off site into streets shall be cleaned up at the end of each work day;
- Stabilized entry: Provide minimum 3” to 6” fractured rock 6” deep over construction grade fabric;
- Wattles shall be installed properly, behind curb or sidewalks, or as shown on site plan;
- Rock bags (minimum 2 per side) at all drain inlet locations within 50’ of the Project Site;
- Inactive soil stockpiles shall be covered prior to a forecasted rain event;
- The erosion control plan shall be re-evaluated and adjusted accordingly as the site changes and after rain event;
- Erosion control measures shall be maintained;
- Cover bare soils with barley and straw, TYP;
- All trash must be collected and stored properly. Do not let items such as drywall mud boxes, paint buckets, cleaning material containers, etc. come in contact with any rainfall or storm water runoff;
- Provide positive drainage away from house with swales and grade at 2% minimum, TYP;
- Washing of concrete equipment and tool at any other location than a designated concrete washout is a violation of law and subject to fine; and
- Provide porta-potty located 20’ Min. from street.

# Preparer Information

| | | | | | |
|---|---|---|---|---|---|
| **Point of Contact** | Annalee Sanborn, Acorn Environmental | | | | |
| **Address** | 5170 Golden Foothill Parkway | | | | |
| **City** | El Dorado Hills | **State** | CA | **Zip Code** | 95762 |
| **Phone Number** | (916) 235-8224 | **Email Address** | | asanborn@acorn-env.com | |

Signature: , Acorn Environmental

Date: September 12, 2025

## AIRPORT SPONSOR INFORMATION AND CERTIFICATION

| | | | | | |
|---|---|---|---|---|---|
| **Point of Contact** | Sean Scully, Lincoln City Manager | | | | |
| **Address** | 600 6th Street | | | | |
| **City** | Lincoln | **State** | CA | **Zip Code** | 95648 |
| **Phone Number** | (916) 434-3233 | **Email Address** | | seanscully@lincolnca.gov | |

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature: _____

Date: _____

# FAA Decision: Lincoln Regional Airport, Placer County, California

Lincoln Regional Airport, KLHM

Having reviewed the above information, certified by the responsible airport official, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

☐ No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1F CATEX that applies)

☐ An Environmental Assessment (EA) is required.

☐ An Environmental Impact Statement (EIS) is required.

☐ The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name:

Title:

Responsible FAA Official:

Signature:

Date:

Project Site
Proposed Lease Area
Staging Area
Proposed Electrical Line
Proposed Sanitary Sewer
Proposed Water Line
Proposed Valley Gutter
Existing Swale (To be Removed)
Proposed Catch Basin
Proposed Vegetated Swale
Proposed Hangar Building
Proposed Pavement
Proposed Concrete

0 15 30
Feet

SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 8/12/2024; Acorn Environmental, 8/12/2025

**Exhibit 1**
Site Pl

Attachment 1

# North Central Information Center Record Search

Attachment 1

# North Central Information Center Record Search

California Historical Resources Information System

NORTH CENTRAL INFORMATION CENTER

AMADOR
EL DORADO
NEVADA
PLACER
SACRAMENTO
YUBA

California State University, Sacramento
6000 J Street, Folsom Hall, Suite 2042
Sacramento, California 95819-6100
phone: (916) 278-6217
fax: (916) 278-5162
email: ncic@csus.edu

4/29/2024 NCIC File No.: PLA-24-53

Brian Ludwig
Acorn Environmental
5170 Golden Foothill Parkway
El Dorado Hills, CA 95762

Re: Lincoln Airport

The North Central Information Center (NCIC) received your records search request for the project area referenced above, located on the Lincoln USGS 7.5' quad. The following reflects the results of the records search for the project area and a ½-mi radius.

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☒ custom GIS maps ☐ GIS data

| | |
|---|---|
| Recorded resources within project area: | P-31-1704 |
| Recorded resources outside project area, within radius: | P-31-59 P-31-3275 |
| Known reports within project area: | 15 4057 |
| Known reports outside project area, within radius: | 344 4052 6590 8962 9907 11597 14169 |

| | | | |
|---|---|---|---|
| **Resource Database Printout (list):** | ☐ enclosed | ☒ not requested | ☐ nothing listed/NA |
| **Resource Database Printout (details):** | ☒ enclosed | ☐ not requested | ☐ nothing listed/NA |
| **Resource Digital Database Records:** | ☐ enclosed | ☒ not requested | ☐ nothing listed/NA |
| **Report Database Printout (list):** | ☒ enclosed | ☐ not requested | ☐ nothing listed/NA |
| **Report Database Printout (details):** | ☐ enclosed | ☒ not requested | ☐ nothing listed/NA |
| **Report Digital Database Records:** | ☐ enclosed | ☒ not requested | ☐ nothing listed/NA |
| **Resource Record Copies:** | ☒ enclosed | ☐ not requested | ☐ nothing listed/NA |
| **Report Copies:** | ☐ enclosed | ☒ not requested | ☐ nothing listed/NA |
| **Built Environment Resources Directory:** | ☐ enclosed | ☐ not requested | ☒ nothing listed/NA |
| **Archaeological Resources Directory:** | ☒ enclosed | ☐ not requested | ☐ nothing listed/NA |
| **CA Inventory of Historic Resources (1976):** | ☐ enclosed | ☐ not requested | ☒ nothing listed/NA |

| | | | |
|---|---|---|---|
| **Caltrans Bridge Survey:** | ☐ enclosed | ☒ not requested | ☐ nothing listed/NA |
| **Ethnographic Information:** | ☐ enclosed | ☒ not requested | ☐ nothing listed/NA |
| **Historical Literature:** | ☐ enclosed | ☒ not requested | ☐ nothing listed/NA |
| **Historical Maps:** | ☐ enclosed | ☒ not requested | ☐ nothing listed/NA |
| **Local Inventories:** | ☐ enclosed | ☒ not requested | ☐ nothing listed/NA |
| **GLO and/or Rancho Plat Maps:** | ☐ enclosed | ☒ not requested | ☐ nothing listed/NA |
| **Shipwreck Inventory:** | ☐ enclosed | ☒ not requested | ☐ nothing listed/NA |
| **Soil Survey Maps:** | ☐ enclosed | ☒ not requested | ☐ nothing listed/NA |

Please forward a copy of any resulting reports and resource records from this project to NCIC as soon as possible. The lead agency/authority and cultural resources consultant should coordinate sending documentation to NCIC. Digital materials are preferred and can be sent to our office via our file transfer system. Please contact NCIC for instructions. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

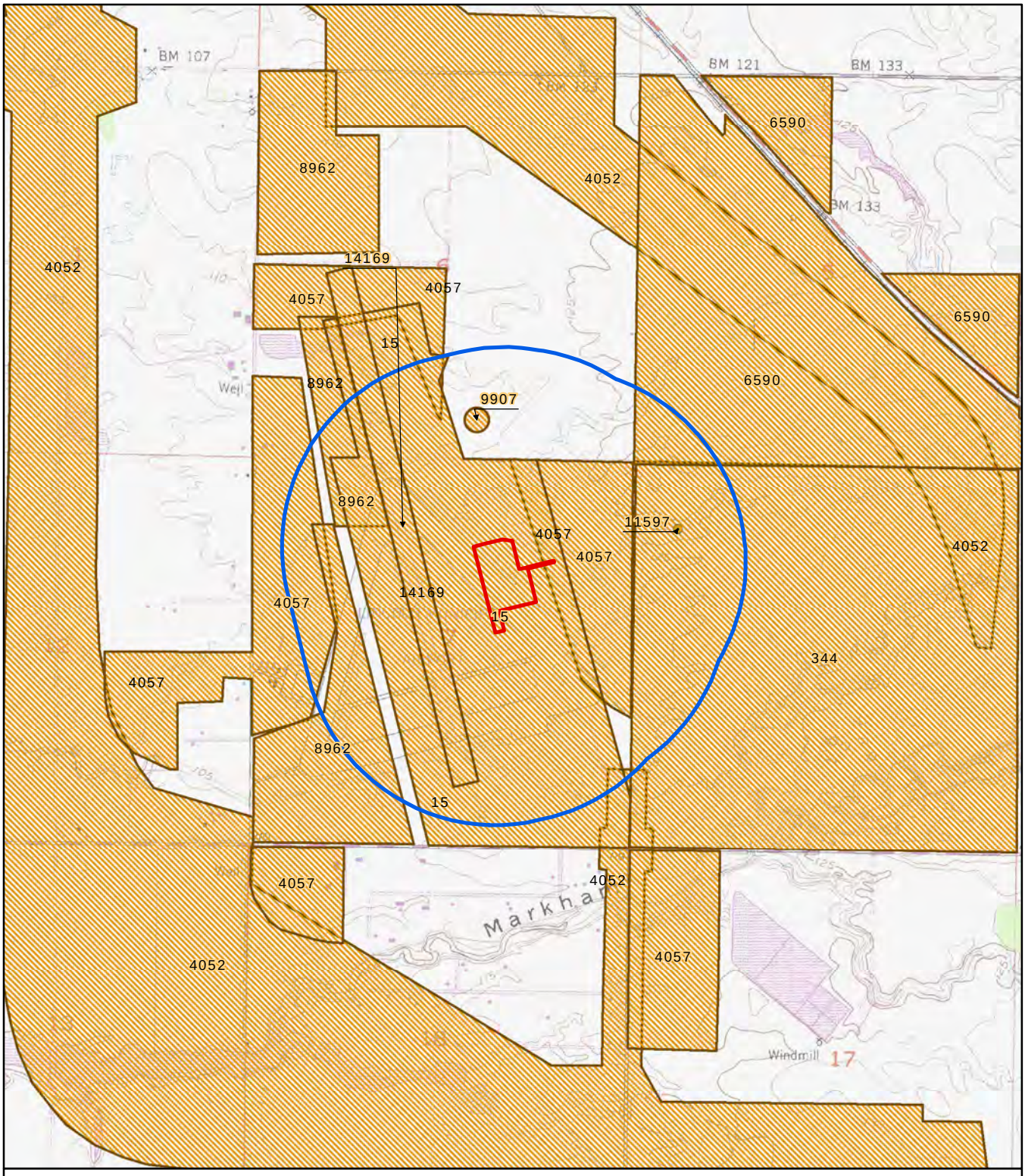
Due to processing delays and other factors, it is possible that not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the records search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Sincerely,

Paul Rendes, Coordinator
North Central Information Center

# Lincoln Airport




N

1:24,000

0 0.225 0.45 0.9 Miles

Findings:

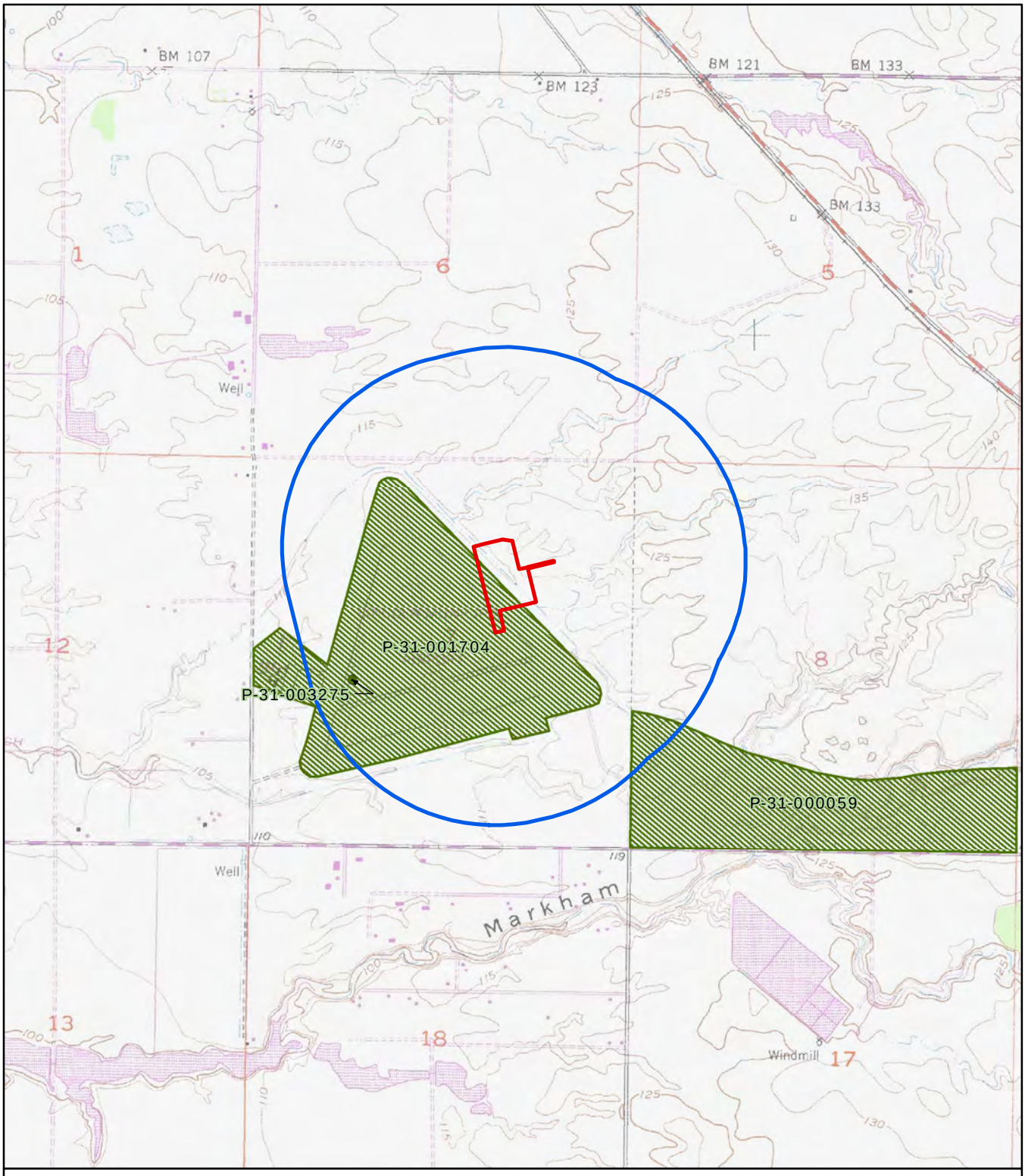
3 resources
9 reports

**North Central Information Center**
**Records Search Results for PLA-24-53**

Lincoln 7.5' Quadrangle

May depict confidential cultural resource locations.
Do not redistribute.

# Lincoln Airport




N

1:24,000

0 0.225 0.45 0.9 Miles

Findings:

3 resources
9 reports

**North Central Information Center**
**Records Search Results for PLA-24-53**

Lincoln 7.5' Quadrangle

May depict confidential cultural resource locations.
Do not redistribute.

## Report List

| Report No. | Other IDs | Year | Author(s) | Title | Affiliation | Resources |
|---|---|---|---|---|---|---|
| 000015 | | 1981 | John Dougherty | Archeological Reconnaissance of the Lincoln Municipal Airport, Placer County, California. | Archaeological Study Center, California State University Sacramento | |
| 000344 | | 1982 | Peak & Associates, Inc. | Cultural Resource Survey for the Lincoln Airpark Project, Placer County, California. | | 31-000055, 31-000056, 31-000057, 31-000058, 31-000059 |
| 004052 | | 1990 | Offermann, Janice | An Archaeological Survey for the Proposed Lincoln Bypass (Alternate A) of State Route 65 in Placer County, California | Caltrans | 31-000011, 31-000012, 31-000014, 31-000751, 31-000841, 31-000842, 31-000843, 31-001457, 31-001464, 31-001727, 31-002903, 31-002904, 31-002905, 31-002906, 31-002907, 31-003634, 31-003635, 31-003636, 31-003637, 31-003638, 31-003639, 31-003640, 31-003641 |
| 004052A | | 1991 | John E. Berg and Kelly R. McGuire | Historic Property Survey Report of the Proposed Lincoln Bypass of State Route 65 in Placer County, California | Far Western Anthropological Research Group, Inc. | |
| 004052B | | 1990 | John E. Berg and Kelly R. McGuire | An Archaeological Survey for the Proposed Lincoln Bypass (Alternates C and D) of State | Far Western Anthropological Research Group, Inc. | |
| 004052C | | 1989 | Bonnie W. Parks | Historic Architectural Survey Report for the Lincoln Bypass on a New Alignment of Highway 65 Between P.M. 12.2 and 17.3 in Placer County | Caltrans | |
| 004052D | | 1990 | Bonnie Parks | Supplemental Historic Architectural Survey Report for the Lincoln Bypass on a New Alignment of Route 65 Between P.M. 12.5 and 23.5 in Placer County | Caltrans | |
| 004057 | | 1999 | Sharika Ashkar and Dana McGowan | Cultural Resources Inventory Report for the City of Lincoln Wastewater Treatment Plant Expansion Placer County, California | Jones & Stokes Associates, Inc | 31-001704, 31-001705, 31-001706 |
| 006590 | | 2003 | Peak & Associates | Cultural Resource Assessment of the JBL Property | | |
| 008962 | | 2007 | Trudy Vaughan | Archaeological Reconnaissance for the Lincoln Regional Airport Updated Airport Master Plan, Lincoln, Placer County, California | Coyote & Fox Enterprises | 31-001704, 31-003275 |
| 009907 | | 2007 | Peak & Associates | Bus Parking Area at Lincoln Regional Airport | Peak & Associates, Inc | |
| 011597 | | 2015 | MacKensie Cornelius | Lincoln Airpark/Ensite #22509 (273567) 1905 Aviation Boulevard, Lincoln, Placer County, CA | EBI Consulting | |

## Report List

| Report No. | Other IDs | Year | Author(s) | Title | Affiliation | Resources |
|---|---|---|---|---|---|---|
| 014169 | | 2021 | Tim Spillane and Phil Hanes | Cultural Resources and Paleontological Resources Inventory for the Lincoln Regional Airport Improvements Project, City of Lincoln, Placer County, California | Natural Investigations Company | 31-001704 |

# Resource Detail: P-31-000059

## Identifying information

*Primary No.:* P-31-000059
*Trinomial:*
*Name:*
*Other IDs:*

| *Type* | *Name* |
|---|---|
| Other | AF-31-59 |

*Cross-refs:*

## Attributes

*Resource type:* Site
*Age:* Historic
*Information base:* Survey
*Attribute codes:* AH02 (Foundations/structure pads); AH05 (Wells/cisterns); HP33 (Farm/ranch) - remnants
*Disclosure:* Not for publication
*Collections:* Unknown
*Accession no(s):*
*Facility:*

## General notes

Site record compiled by NCIC staff

## Recording events

| *Date* | *Recorder(s)* | *Affiliation* | *Notes* |
|---|---|---|---|
| 5/23/1988 | Marianne L. Russo | NCIC | |

## Associated reports

| *Report No.* | *Year* | *Title* | *Affiliation* |
|---|---|---|---|
| 000344 | 1982 | Cultural Resource Survey for the Lincoln Airpark Project, Placer County, California. | |

## Location information

*County:* Placer
*USGS quad(s):* LINCOLN
*Address:*
*PLSS:* T12N R6E SW¼ of Sec. 8 MDBM
T12N R6E SE¼ of Sec. 8 MDBM
*UTMs:* Zone 10 644020mE 4307100mN NAD27 (A)
Zone 10 645640mE 4307100mN NAD27 (B)
Zone 10 645640mE 4306400mN NAD27 (C)
Zone 10 644020mE 4306400mN NAD27 (D)

## Management status

## Database record metadata

| | *Date* | *User* | |
|---|---|---|---|
| *Entered:* | 11/13/2006 | jay | |
| *Last modified:* | 1/30/2017 | shelbykendrick | |
| *IC actions:* | *Date* | *User* | *Action taken* |
| | 11/13/2006 | jay | Imported data from NCIC Excel spreadsheet |
| | 3/2/2010 | Machiel | Imported data from resource record and plotted in GIS |
| | 1/30/2017 | shelbykendrick | Verified |

*Record status:* Verified

# Resource Detail: P-31-001704

## Identifying information

*Primary No.:* P-31-001704
*Trinomial:* CA-PLA-001337H
*Name:* Lincoln Ariport World War II Compound
*Other IDs:*

| *Type* | *Name* |
|---|---|
| Resource Name | Lincoln Ariport World War II Compound |
| Other | LEIR 1 |
| Other | Old Airport |

*Cross-refs:*

## Attributes

*Resource type:* Site
*Age:* Historic
*Information base:* Survey
*Attribute codes:* AH02 (Foundations/structure pads); AH15 (Standing structures); HP34 (Military property)
*Disclosure:* Not for publication
*Collections:* Unknown
*Accession no(s):*
*Facility:*

## General notes

## Recording events

| *Date* | *Recorder(s)* | *Affiliation* | *Notes* |
|---|---|---|---|
| 11/20/1998 | S. Ashkar, D. Mcgowan | Jones and Stokes Associates | |
| 7/20/2007 | T. Vaughan, C. Crackel | Coyote & Fox Enterprises | update |
| 11/12/2020 | Phil Hanes | Natural Investigations Company | update |

## Associated reports

| *Report No.* | *Year* | *Title* | *Affiliation* |
|---|---|---|---|
| 004057 | 1999 | Cultural Resources Inventory Report for the City of Lincoln Wastewater Treatment Plant Expansion Placer County, California | Jones & Stokes Associates, Inc |
| 008962 | 2007 | Archaeological Reconnaissance for the Lincoln Regional Airport Updated Airport Master Plan, Lincoln, Placer County, California | Coyote & Fox Enterprises |
| 014169 | 2021 | Cultural Resources and Paleontological Resources Inventory for the Lincoln Regional Airport Improvements Project, City of Lincoln, Placer County, California | Natural Investigations Company |

## Location information

*County:* Placer
*USGS quad(s):* LINCOLN
*Address:*
*PLSS:* T12N R6E NW¼ of SW¼ of Sec. 7 MDBM
T R SW¼ of NW¼ of Sec. 7 MDBM
*UTMs:* Zone 10 642560mE 4307360mN NAD27 (A)
Zone 10 642740mE 4307190mN NAD27 (B)
Zone 10 642700mE 4307040mN NAD27 (C)
Zone 10 642450mE 4307110mN NAD27 (D)
Zone 10 642450mE 4307250mN NAD27 (E)

## Management status

# Resource Detail: P-31-001704

**Database record metadata**

| | *Date* | *User* | |
|---|---|---|---|
| *Entered:* | 11/13/2006 | jay | |
| *Last modified:* | 4/24/2023 | paulrendes | |
| *IC actions:* | *Date* | *User* | *Action taken* |
| | 11/13/2006 | jay | Imported data from NCIC Excel spreadsheet |
| | 5/5/2010 | Machiel | Imported data from resource record and plotted in GIS |
| | 2/28/2017 | shelbykendrick | Verified |
| | 4/24/2023 | paulrendes | 11/12/2020 recording |
| *Record status:* | Verified | | |

# Resource Detail: P-31-003275

## Identifying information

*Primary No.:* P-31-003275
*Trinomial:*
*Name:* Lincoln Airport Wind-T
*Other IDs:*

| *Type* | *Name* |
|---|---|
| Resource Name | Lincoln Airport Wind-T |

*Cross-refs:*

## Attributes

*Resource type:* Site
*Age:* Historic
*Information base:* Survey
*Attribute codes:* AH10 (Machinery)
*Disclosure:* Unrestricted
*Collections:* Unknown
*Accession no(s):*
*Facility:*

## General notes

## Recording events

| *Date* | *Recorder(s)* | *Affiliation* | *Notes* |
|---|---|---|---|
| 7/20/2007 | T. Vaughan, C. Crackel | Coyote & Fox Enterprises | |

## Associated reports

| *Report No.* | *Year* | *Title* | *Affiliation* |
|---|---|---|---|
| 008962 | 2007 | Archaeological Reconnaissance for the Lincoln Regional Airport Updated Airport Master Plan, Lincoln, Placer County, California | Coyote & Fox Enterprises |

## Location information

*County:* Placer
*USGS quad(s):* LINCOLN
*Address:*
*PLSS:* T12N R6E NE¼ of SW¼ of Sec. 7 MDBM
*UTMs:* Zone 10 642885mE 4307140mN NAD27

## Management status

## Database record metadata

| | *Date* | *User* | |
|---|---|---|---|
| *Entered:* | 10/24/2007 | nathan | |
| *Last modified:* | 4/21/2017 | shelbykendrick | |
| *IC actions:* | *Date* | *User* | *Action taken* |
| | 5/12/2010 | Machiel | Imported data from resource record and plotted in GIS |
| | 4/21/2017 | shelbykendrick | Verified |

*Record status:* Verified

Attachment 2

# Biological Resources Assessment

Attachment 2

# Biological Resources Assessment

# BIOLOGICAL RESOURCES ASSESSMENT



## Lincoln Skyways Hangar Development Project

Placer County, CA | August 2025

# BIOLOGICAL RESOURCES ASSESSMENT

## Lincoln Skyways Hangar Development Project

Placer County, CA | August 2025

**Prepared For:**

BPM Rentals
1404 Flightline Drive, Suite B
Lincoln, CA 95640

**Prepared By:**

Acorn Environmental
5170 Golden Foothill Parkway
El Dorado Hills, CA 95762
916.235.8224
www.acorn-env.com

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# Section 1 | Introduction

## 1.1 OVERVIEW

This Biological Resources Assessment has been prepared to assess the potential impacts of the Lincoln Skyways Hangar Development Project (Proposed Project) on potentially occurring sensitive biological resources. The Proposed Project is located within the Lincoln Regional Airport in Lincoln (City), California. This document has been prepared in accordance with the Placer County Conservation Program (PCCP) and regulatory framework discussed in **Section 2**.

## 1.2 PROJECT LOCATION

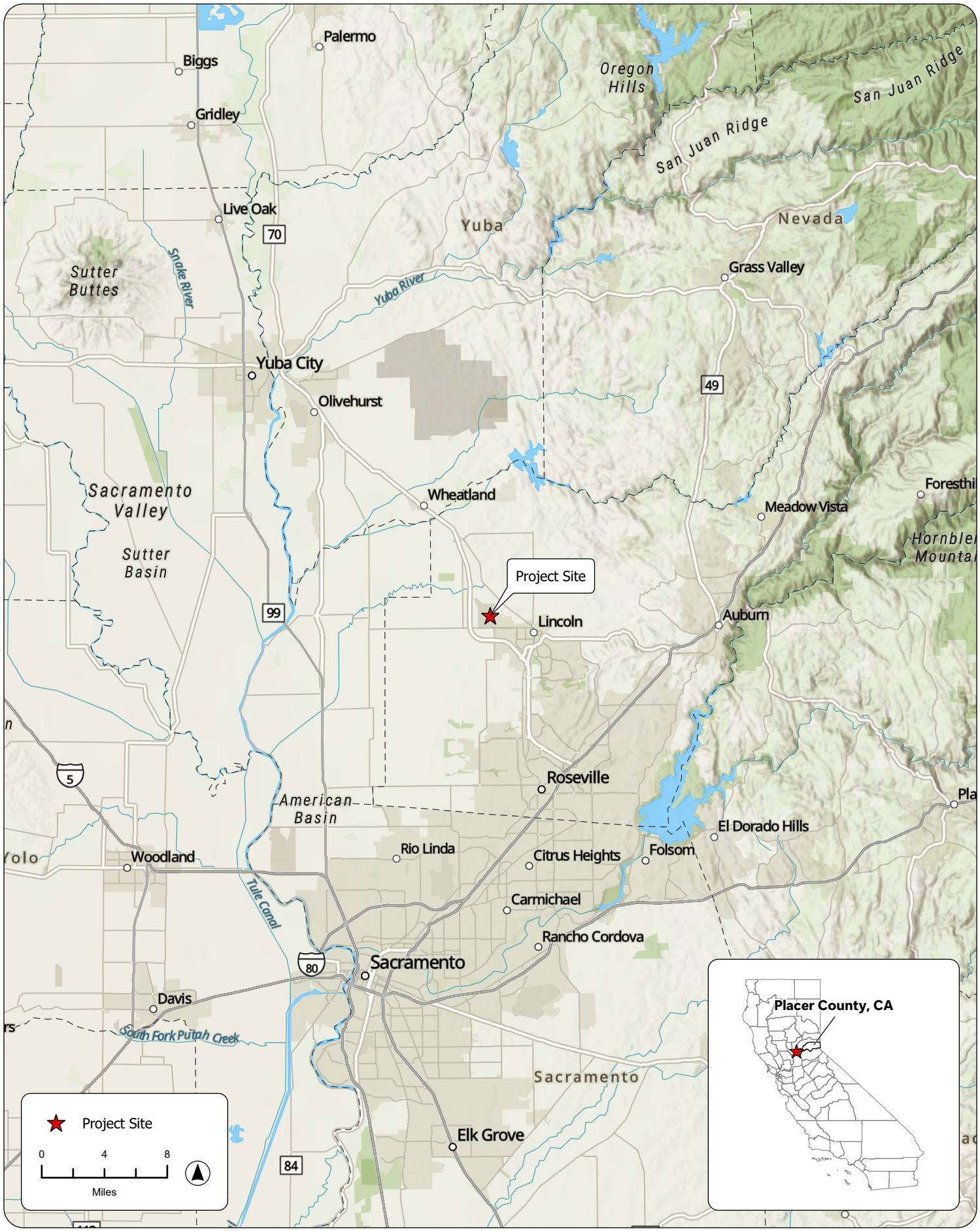
The approximately 1.09-acre Study Area is located within the Lincoln Regional Airport in Lincoln, California within the Sacramento Valley (**Figure 1** and **2**). The airport is located at 1480 Flightline Drive, Lincoln, California. The 725-acre airport is owned and operated by the City of Lincoln within Placer County. The airport consists of one 100-foot by 6,001-foot runway with a parallel taxiway and five cross taxiways. The existing aircraft parking apron at the airport is approximately 321,000 square feet and has 165 aircraft parking positions. The Study Area has an average elevation of 37 meters above mean sea level.

The Study Area is within a portion of Section 7 of Township 12 North, Range 6 East, Mount Diablo Baseline and Meridian, on the Lincoln, CA United States Geological Survey 7.5-minute topographic map. The coordinates of the center of the PCCP Analysis Area are 38.908309° N, -121.344593° W.

## 1.3 PROJECT DESCRIPTION

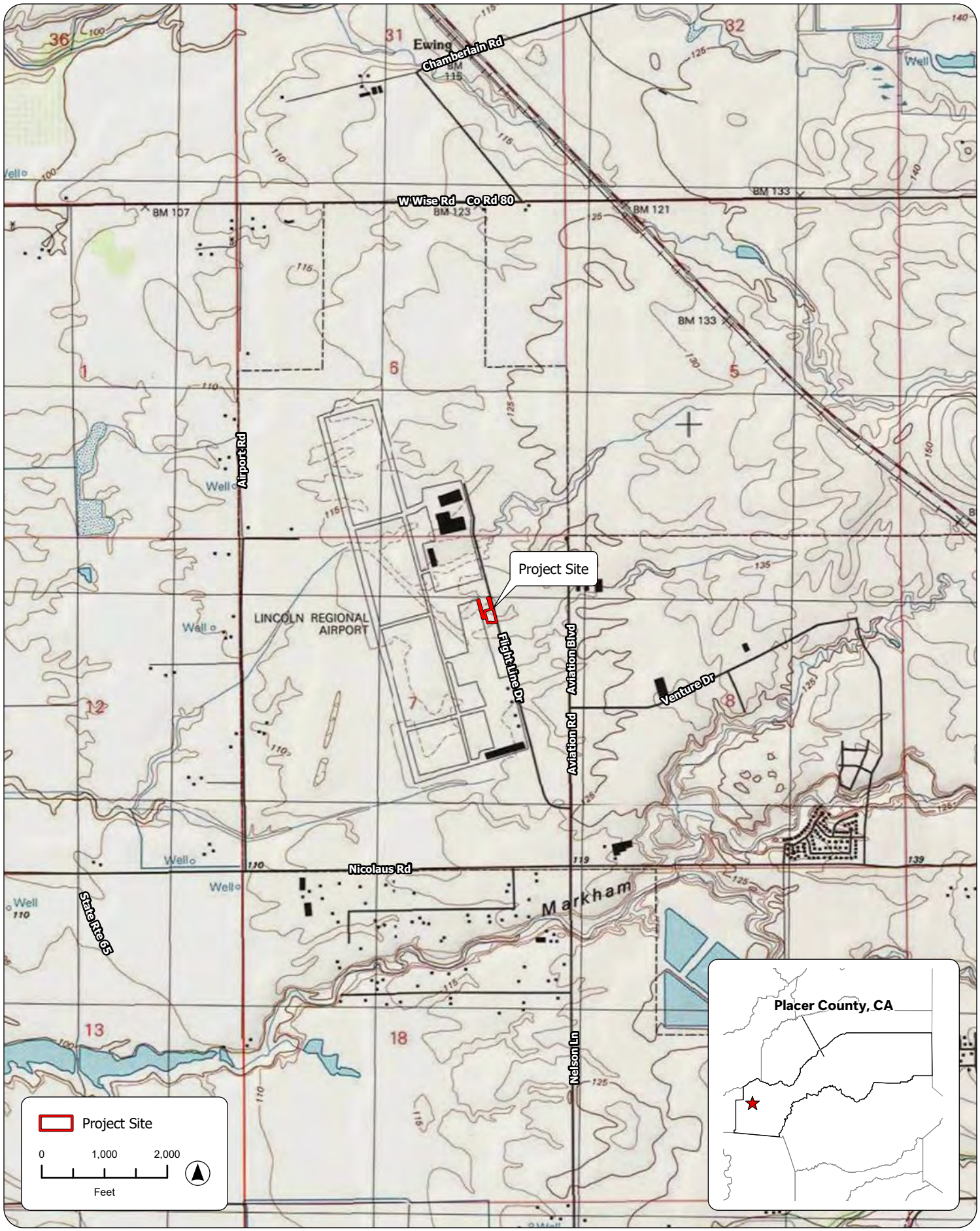
All proposed facilities, including utility and stormwater improvements, are located within the 0.97-acre Project Site boundary. The Study Area includes an additional 0.12-acre temporary staging area that would be located on the existing airport tarmac immediately north of the Project Site. The Project Site includes all areas of construction and ground disturbance, while the slightly larger Study Area includes the temporary staging area. An aerial photograph of the Study Area and Project Site is shown in **Figure 3**. A site plan of the Proposed Project is shown in **Figure 4**.

The Proposed Project consists of the construction of one 35-foot long by 100-foot wide building (13,500 square feet) with two proposed hangars. The hangars would be separated by a partition wall, and each hangar would have a bathroom. The building will include fire sprinklers with a dedicated fire service line connected to the existing fire suppression line to the north. The Proposed Project would include underground pipelines for sanitary sewer, water line extensions, and electrical work. Existing utilities, including water, sewer, and electrical transformer, are located adjacent to the Project Site at the existing building to the north. The Proposed Project also includes grading and stormwater runoff control. The grading and drainage plan outlines the installation of two vegetated drainage swales. In addition, a valley gutter would be installed in the proposed asphalt to route water around the proposed building and into the vegetated swales. The vegetated swales would outlet at a proposed catch basin which would contain grouted cobble and filter fabric to slow and filter water before it exits the Project Site in an existing storm drain pipeline below Flightline Drive. An existing vegetated swale in the area would be graded out so that water is directed into the proposed swales and their stabilized outlet.




SOURCE: ESRI, 2025; Acorn Environmental, 8/12/2025

**Figure 1**
Regional Locatic




SOURCE: "Lincoln, CA" USGS 7.5 Minute Topographic Quadrangle, T12N R06E, Section 7, Mt. Diablo Baseline & Meridian; ESRI, 2025; Acorn Environmental, 8/12/2025

**Figure 2**
Site and Vicini




SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 6/27/2024; Acorn Environmental, 8/12/2025

**Figure 3**

Aerial Overvie

Project Site
Study Area
Staging Area
Proposed Electrical Line
Proposed Sanitary Sewer
Proposed Water Line
Proposed Valley Gutter
Existing Swale (To be Removed)
Proposed Catch Basin
Proposed Vegetated Swale
Proposed Hangar Building
Proposed Pavement
Proposed Concrete

0 15 30
Feet

SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 8/12/2024; Acorn Environmental, 8/12/2025

**Figure 4**
Site Pl

# Section 2 | Regulatory Framework

## 2.1 FEDERAL

### 2.1.1 Federal Endangered Species Act

The Federal Endangered Species Act (FESA) protects species that are at risk of extinction and provides for the conservation of the ecosystems on which they depend. The U.S. Fish & Wildlife Service (USFWS) and the National Oceanic and Atmosphere Administration, Fisheries Service (NOAA Fisheries) share responsibility for implementing FESA. Generally, USFWS manages terrestrial and freshwater species, while NOAA Fisheries is responsible for marine and anadromous species. Threatened and endangered species on the federal list (50 CFR Sections 17.11 and 17.12) are protected from take, which is defined as direct or indirect harm. If "take" of a listed species is incidental to an otherwise lawful activity, this triggers the need for consultation under Section 7 of the FESA for federal agencies. Under the FESA, habitat loss is considered an impact to the species. In addition, an agency is required to determine whether a project is likely to jeopardize the continued existence of any species proposed for listing under the FESA or would result in the destruction or adverse modification of designated or proposed critical habitat (16 USC Section 1536[3][4]).

### 2.1.2 Magnuson-Stevens Act and Sustainable Fisheries Act

The Magnuson–Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act) is the primary law that governs marine fisheries management in U.S. federal waters. First passed in 1976, the Magnuson-Stevens Act fosters the long-term biological and economic sustainability of marine fisheries. The Sustainable Fisheries Act of 1996 (Public Law 104-297) amended the Magnuson-Stevens Act to establish new requirements for fishery management councils to identify and describe Essential Fish Habitat (EFH) and to protect, conserve, and enhance EFH for the benefit of fisheries. EFH is defined as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity. An adverse effect includes direct or indirect physical, chemical, or biological alternations to waters or substrate, species and their habitat, quality and/or quantity of EFH, or other ecosystem components.

### 2.1.3 Migratory Bird Treaty Act

Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered take under federal law. As such, project-related disturbances must be reduced or eliminated during the nesting season.

### 2.1.4 Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act was originally enacted in 1940 to protect bald eagles and was later amended to include golden eagles (16 USC Subsection 668-668). This act prohibits take, possession, and commerce of bald and golden eagles and associated parts, feathers, nests, or eggs with limited

exceptions. The definition of take is the same as the definition under the FESA. Critical habitat for bald and golden eagles was not designated as part of the Pacific Recovery Plan created under FESA. Likewise, critical habitat was not designated by regulation under FESA. In 2007, the bald eagle was federally delisted under FESA. However, the provisions of the act remain in place for protection of bald and golden eagles.

### 2.1.5 Clean Water Act

#### Section 401

Under Section 401 of the Clean Water Act (CWA), every applicant for a federal permit or license for any activity that may result in a discharge to a water body must obtain certification that the proposed activity will comply with State water quality standards. The applicable Regional Water Quality Control Board must certify that a U.S. Army Corps of Engineers (USACE) Section 404 Permit action meets state water quality objectives by issuing a Water Quality Certification. California Department of Fish and Wildlife (CDFW) provides comment on USACE permit actions under the Fish and Wildlife Coordination Act.

#### Section 402

Under CWA Section 402, any construction project that disturbs at least one acre of land requires enrollment in the State's construction general permitting program under the National Pollutant Discharge Elimination System (NPDES) and implementation of a storm water pollution prevention plan.

#### Section 404

Any project that involves discharge of dredged or fill material into jurisdictional Waters of the U.S. must first obtain authorization from the USACE under Section 404 of the CWA. Effective September 8, 2023, the U.S. Environmental Protection Agency (USEPA) and the USACE have issued a new final rule in the Code of Federal Regulations to conform the definition of 'waters of the United States' to the 2023 Supreme Court's May 25, 2023, decision in Sackett vs. EPA. Under the new final rule, tributaries and wetlands must have a continuous surface connection to navigable waterways to be considered jurisdictional under the CWA. Only those relatively permanent, standing, or continuously flowing bodies of water meet the current definition. In certain states where litigation regarding this definition is ongoing, the pre-2015 definition of waters of the U.S. is in effect. California is not one of these states and currently operates under the definition as promulgated under the new final rule. The CWA also prohibits sediment and erosion discharge into navigable waters of the United States and establishes water quality goals. The USEPA/USACE will decide jurisdiction on a case-by-case basis for non-navigable tributaries that do not have relatively permanent flow, and adjacent wetlands, based upon significant nexus criteria (Kennedy Test, Scalia Test). The agencies generally will not assert jurisdiction over ditches, swales or other erosional features, or isolated wetlands.

### 2.1.6 Rivers and Harbors Act

Any person, firm, or agency planning to alter of work in navigable waterbodies, including the discharge of dredged or fill material, must first obtain authorization from USACE. Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) prohibits the obstruction or alteration of navigable waters of the US without a permit from USACE. Section 301 of the Federal Water Pollution Control Act, as amended ("Clean Water Act") prohibits the discharge of pollutants, including dredged or fill material, into waters of the US without a Section 404 permit from USACE (33 USC 1344).

If the proposed project involves species (or their habitat) listed under FESA, USACE must initiate consultation with USFWS or National Marine Fisheries Service (NMFS) pursuant to Section 7 (16 USC 1536; 40 CFR Part 402). Wetland features that exhibit vernal pool characteristics may be protected under the FESA or California Endangered Species Act as several crustaceans listed as threatened or endangered are dependent on vernal pool habitat.

# 2.2 STATE

## 2.2.1 California Endangered Species Act

The California Endangered Species Act (CESA) declares that certain plant or animal species will be given protection by the state because they are of ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the State. The CESA established that it is State policy to conserve, protect, restore, and enhance state-listed species and their habitats. Under State law, plant and animal species may be formally listed by the California Fish and Game Commission. Under CESA, those species that are listed are protected from take. CESA authorizes take that is ancillary to an otherwise lawful activity provided that one of the following occurs:

- For federally and state-listed species, a federal incidental take permit is issued in accordance with Section 10 of the FESA and CDFW certifies the incidental take statement.
- For state-listed species that are not federally listed, an incidental take permit is acquired from CDFW consistent with CESA.

## 2.2.2 California Fish and Game Code

The California Fish and Game Code (CFGC) defines "take" (Section 86) and prohibits take of a species listed under the CESA (CFGC § 2080), or otherwise special status (CFGC §§ 3511, 4700, and 5050). Section 2081(b) and (c) of the CESA allows CDFW to issue an incidental take permit for a State-listed species if specific criteria outlined in Title 14 CCR §§ 783.4(a), (b) and CDFW Code § 2081(b) are met. The CDFW Code § 3503 states that it is unlawful to take, possess, or needlessly destroy any birds or the nests or eggs of any bird in the taxonomic order Falconiformes or Strigiformes (birds of prey). Section 3513 states that it is unlawful to take or possess any migratory non-game bird as designated in the MBTA or any part of such migratory non-game bird except as provided by rules and regulations adopted by the U.S. Secretary of the Interior under provisions of the MBTA. CDFW cannot provide take authorization under the CESA for impacts to migratory birds.

## 2.2.3 Native Plant Protection Act of 1977

The Native Plant Protection Act of 1977 and implementing regulations in Section 1900 et seq. of the CFGC designate special-status plant species and provide specific protection measures for identified populations. CDFW administers the Native Plant Protection Act.

## 2.2.4 Rare Plant Ranking System

The California Native Plant Society (CNPS) maintains the Rare Plant Ranking System (CRPR) for plant species native to California with low population numbers, limited distribution, or that are otherwise threatened to go extinct. The CRPR includes the following definitions for rare plants:

- Rank 1A: Presumed extinct in California and rare or extinct elsewhere;

- Rank 1B: Rare, threatened, or endangered in California and elsewhere;
- Rank 2A: Presumed extirpated in California but common elsewhere;
- Rank 2B: Rare, threatened, or endangered in California but more common elsewhere;
- Rank 3: Plants that require more information – a review list; and
- Rank 4: Plants of limited distribution – a watch list

Potential impacts to CRPR-ranked plants receive consideration under the California Environmental Quality Act (CEQA). Plants ranked 1 or 2 are considered to meet CEQA Guidelines Section 15380 criteria.

### 2.2.5 California Water Quality Certification Program

Waters of the State are defined as surface waters or groundwater, including saline waters, within California. The California Water Quality Certification (WQC) Program was initiated in 1990 by the State Water Resources Control Board (SWRCB) under requirements of Section 401 of the CWA. Actions that require a CWA Section 404 permit must also obtain a WQC. Section 401 of the CWA recognizes that states have the primary authority and responsibility for establishing water quality standards. In California, the SWRCB and Regional Water Quality Control Boards (RWQCB) are the authorities under Section 401 that ensure issuance of a federal license or permit does not violate State water quality.

### 2.2.6 Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act requires the SWRCB and RWQCBs to adopt and periodically update water quality control plans or basin plans in which beneficial uses, water quality objectives, and implementation programs are established for each of the nine regions in California. The act also requires notification to RWQCBs of discharges of pollutants or dredged or fill material by filing Reports of Waste Discharge and authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements, NPDES permits, and CWA Section 401 WQCs.

### 2.2.7 California Environmental Quality Act

Under CEQA, impacts to biological resources would be considered significant if a project were to:

- 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 CDFW or USFWS;
- 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 CDFW or USFWS;
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and
- Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan.

# 2.3 LOCAL

## 2.3.1 Placer County Conservation Program

The Study Area is located within the Placer County Conservation Program (PCCP) (Placer County, 2020). The PCCP covers approximately 201,000 acres in the western portion of Placer County as well as areas within the City of Lincoln, and addresses 14 covered species and several covered natural communities. The PCCP contains the following components:

- HCP under the FESA and NCCP under the California Natural Community Conservation Planning Act;
- County Aquatic Resources Program (CARP) to fulfill the requirements of the federal Clean Water Act and state laws and regulations; and
- In-Lieu Fee Program to fulfill CWA Sections 401/404 compensatory mitigation requirements for impacts to aquatic resources.

The PCCP allows streamlined CWA permits for impacts to wetlands provided appropriate surveys for rare and endangered species are conducted and appropriate mitigation is provided. Projects that occur within the PCCP Plan Area are subject to applicable avoidance and minimization measures set forth in PCCP Chapter 6 (Program Participation and Conditions on Covered Activities), which are intended to ensure that adverse effects on covered species and natural communities are avoided and minimized. Any conversion of natural or semi-natural land, including oak woodland, grassland, and wetlands are subject to the applicable PCCP state and federal permits and impact fees. During the local impact authorization process, impact fees including Land Conversion fees and Aquatic/Wetland Special Habitat fees are calculated utilizing land cover data.

## 2.3.2 Placer County Oak Woodland Management Plan

The Placer County Oak Woodland Management Plan includes policies related to the following: projects subject to CEQA compliance; projects subject to the Placer County Tree Ordinance, and; conservation projects associated with the Placer Legacy Program. The goal of the Oak Woodland Management Plan is to mitigate impacts on oak woodlands and provide guidance on oak woodland conservation.

# Section 3 | Methodology

## 3.1 LITERATURE REVIEW

Prior to conducting the surveys, the following information sources were reviewed:

- Previous documents and biological resource studies pertaining to the Study Area and vicinity;
- Aerial photography of the Study Area;
- United States Geological Survey (USGS) 7.5 degree-minute topographic quadrangles of the Study Area and vicinity;
- USFWS National Wetlands Inventory (NWI) mapper;
- USFWS IPaC species list (**Attachment A**);
- A spatial query of the California Natural Diversity Database (CNDDB); and CNPS Inventory of Rare and Endangered Plants of California (**Attachment A**)

In addition, the Lincoln Regional Airport - Karl Harder Field has been subject to several environmental surveys, and these two studies contained some information relevant to the Study Area.

- A Biological Assessment conducted for the Lincoln Regional Airport Master Plan (City of Lincoln 2008).
- Madrone Ecological Consulting conducted an aquatic resources delineation and sampling for vernal pool crustaceans in 2021 and 2022 (Madrone Ecological Consulting 2022).
- Acorn Environmental prepared a Biological Resources Assessment report in 2024 for an adjacent hangar development project located south and west of the current Proposed Project, as well as preconstruction surveys for the same project.

## 3.2 FIELD SURVEYS

Consulting biologist Dr. Geo Graening conducted a wildlife survey and preliminary aquatic resources delineation on May 23, 2025. Additional wildlife surveys were conducted by Dr Graening as follows:

- May 23, 2025. conditions were warm (80s $^{o}$F), sunny, with open areas recently mowed
- May 29, 2025: conditions were 60s $^{o}$F, cool to warming, breezy, sunny
- July 18, 2025: conditions were upper 60s $^{o}$F, cool to warming, slight breeze, sunny
- July 21, 2025: conditions were lower 60s $^{o}$F, breezy, sunny

### 3.2.1 Species and Habitat Classifications

Visible fauna and flora observed were recorded in a field notebook and identified to the lowest possible taxon. Locations of species' occurrences and vegetation communities were mapped with a hand-held GPS receivers. Species' habitat requirements and life histories were identified using the following sources: Baldwin et al. (2012); CNPS (2025), Calflora (2025); CDFW (2025a,b,c); and University of California at Berkeley (2025a,b). Geographic analyses were performed using geographical information system software (ArcGIS 11, ESRI, Inc.). Vegetation communities were classified using the PCCP land cover types.

### 3.2.2 Aquatic Resources Delineation

The Study Area was also preliminarily assessed for the presence of potentially jurisdictional water features; aquatic resources delineation methods followed an abbreviated version of the methodology in the USACE Wetlands Delineation Manual (Environmental Laboratory, 1987). There are no water resources within the Study Area. One stormwater swale is present, but this is a grass-lined upland feature.

### 3.2.3 Special-Status Species Assessment

Survey efforts emphasized the search for any special-status species or suitable habitat for such species that had documented occurrences within the vicinity of the Study Area as well as those species on the species lists in **Attachment A**. Special-status plant and animal species with no potential to occur were excluded based on factors such as lack of suitable habitat, species range, or unsuitable conditions. **Attachment B** assigns a potential to occur for each species, in consideration of the following criteria:

**No potential to occur:** No suitable habitat to support the species was identified in the Study Area.

**Low potential to occur:** Portions of the Study Area contain marginally suitable habitat to support the species. However key habitat features are lacking or habitat is only suitable for portions of the life history of the species. Habitat quality may not be ideal but does not wholly exclude a species from occurring.

**Potential to occur**: Potentially suitable habitat was identified in the Study Area.

**Present:** This species was observed or has been recorded in the Study Area within the last five years.

# Section 4 | Results

## 4.1 ENVIRONMENTAL SETTING

The Study Area is within the Sacramento Valley subregion of California. The Sacramento Valley subregion is a component of the larger Great Central Valley geographic region, which occurs within the California Floristic Province (Baldwin et al., 2012). This region has a Mediterranean-type climate and the Study Area is in a thermal belt. The Study Area and vicinity is in Climate Zone 9 - California's Central Valley, defined by hot summers and mild but pronounced winters without severe winter cold or high humidity; thick fogs may be present and hard frosts are possible (Sunset, 2025). The topography of the Study Area is flat, and consists of a portion of the floor of the Sacramento Valley. The elevation ranges from approximately 119 feet to 121 feet above mean sea level. Drainage runs eastward, and either infiltrates into the ground or collects in a grass-lined swale, which then flows to a pipe culvert below Flightline Drive. The land uses of the Study Area are airplane hangars, paved tie-down areas, and mowed grass buffer areas between these facilities. Surrounding land uses are airport buffer zones, pasture for grazing animals, row crop agriculture, rural residential estates and denser suburban housing, and industrial parks.

### 4.1.1 Flora and Fauna

A list of plant species observed during the botanical survey is provided in **Table 1**. Vegetation communities were mapped (**Figure 5**) and only two exist: urban and annual grassland.

**Table 1: Plants Observed in Study Area**

| Common Name | Scientific Name |
|---|---|
| Blow wives | *Achyrachaena mollis* |
| Spanish clover | *Acmispon americanus* |
| Wild oat | *Avena fatua* |
| Harvest brodiaea | *Brodiaea elegans* |
| Soft chess | *Bromus hordeaceus* |
| Italian thistle | *Carduus pycnocephalus* |
| Yellow star thistle | *Centaurea solstitialis* |
| Bindweed | *Convolvulus arvensis* |
| Dove weed | *Croton setiger* |
| Broad leaved filaree | *Erodium botrys* |
| Wall barley | *Hordeum murinum* |
| Smooth cat's-ear | *Hypochaeris glabra* |
| Hawkbit | *Leontodon saxatilis* |
| Dwarf plantain | *Plantago erecta* |
| Jointed charlock | *Raphanus sativus* |
| Dandelion | *Taraxacum officinale* |
| Vinegar weed | *Trichostema lanceolatum* |
| Rose clover | *Trifolium hirtum* |
| Winter vetch | *Vicia villosa* |




SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 6/27/2024; Acorn Environmental, 8/12/2025

**Figure 5**

Land Cover Type

Wildlife activity was subdued during the surveys due to the constant noise and disturbance of air and ground traffic, but these animals were present: ants (Formicidae); American crow (*Corvus brachyrhynchos*); rock dove (*Columbia livia*); finches (*Spinus*); and small mammal burrows (probably *Thomomys*).

### 4.1.2 Soil Types

The NRCS Custom Soil Resource Report identifies one soil type in the Study Area: 142 - Cometa-Ramona sandy loam, 1 to 5 percent slopes, well drained, non-hydric. The Study Area is designated by the PCCP as containing alluvium/sandstone (Figure 3-2 in Placer County, 2020).

## 4.2 SPECIAL-STATUS SPECIES

For the purposes of this assessment, "special-status" is defined as species that are of management concern to state or federal natural resource agencies, including species that are:

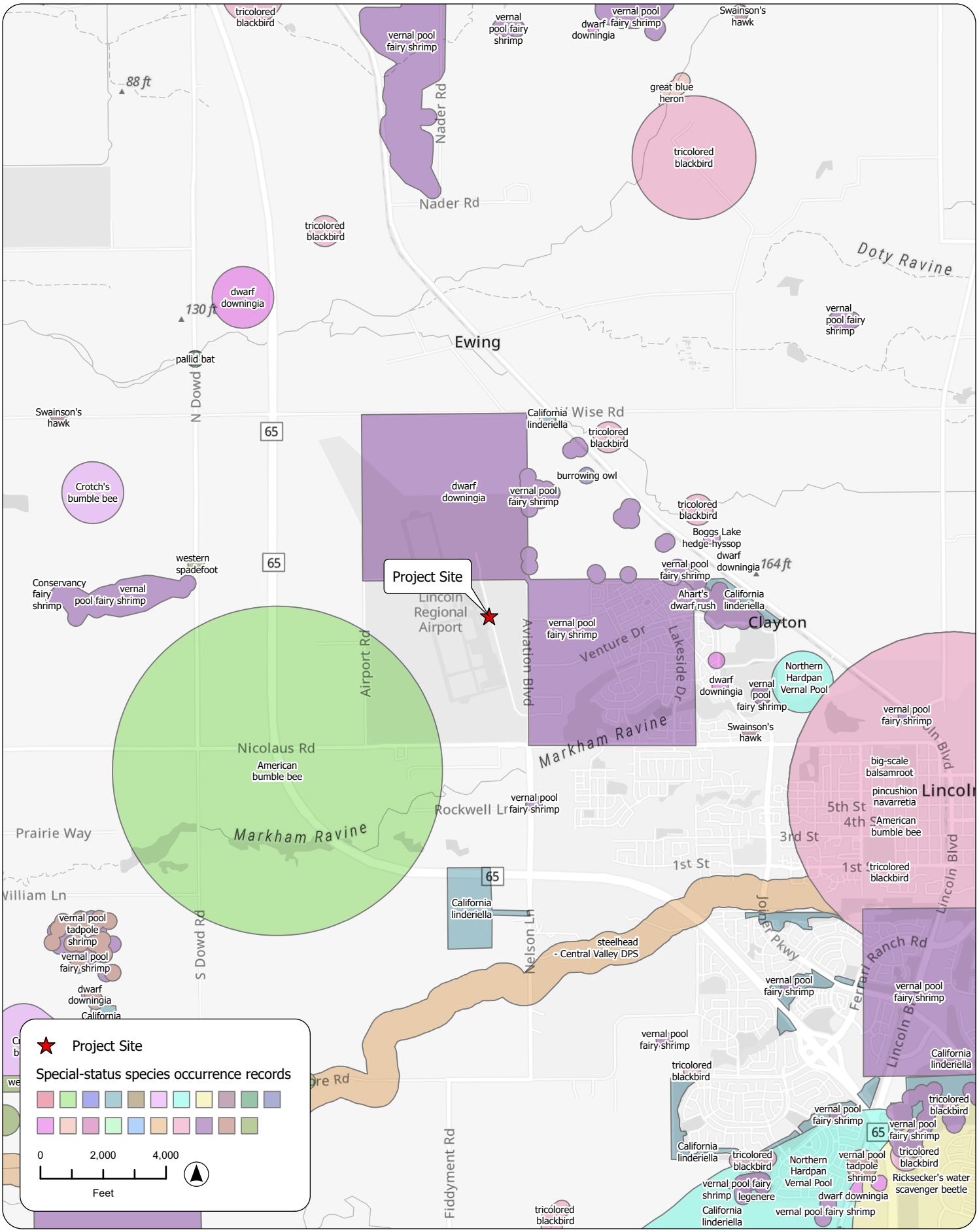
- Listed as endangered, threatened, proposed, or candidate for listing under the FESA;
- Listed as endangered, threatened, rare, or proposed for listing under the CESA;
- Designated as endangered or rare pursuant to CFGC (§1901);
- Designated as fully protected pursuant to CFGC (§3511, §4700, or §5050);
- Designated as a species of special concern by CDFW; or
- Plants considered rare, threatened or endangered in California by the CNPS; this consists of species on lists 1A, 1B, and 2 of the CRPR

The CNDDB was queried and any reported occurrences of special-status species were plotted in relation to the Study Area boundary using GIS software (**Figure 6**). The CNDDB reported no special-status species occurrences within the Study Area. However, there are two occurrences within the surrounding airport property: vernal pool fairy shrimp (*Branchinecta lynchi*), detected in vernal pools in surveys conducted in 1993 and 2005; and dwarf downingia, detected in 1991 in vernal swales near the northeastern boundary of the airport. Within 2 miles of the Study Area, there are numerous occurrence records of vernal pool fairy shrimp, as well as records of California linderiella, tricolored blackbird, burrowing owl, western spadefoot, and Ahart's dwarf rush.

Based on the results of the database queries and literature review, a table of regionally-occurring special-status species was compiled and analyzed for their potential to occur within the Study Area (**Attachment B**). The biological surveys did not detect any special-status species in the Study Area.

### 4.2.1 Special-Status Plants

No special-status plant species were determined to have the potential to occur within the Study Area. Most of these species require specialized soils, vernal pools, or seasonal marsh habitat, but the Study Area does not contain these habitats. Furthermore, the biological surveys occurred in March and July, during the observable bloom period of the various special-status plant species known to occur in the area and none of the special-status plants were identified. Therefore, these special-status plant species are very unlikely to occur in the Study Area. Additional information is included in **Attachment B**.




SOURCE: CNDDB, 6/2025; ESRI, 2025; Acorn Environmental, 8/12/2025

**Figure 6**

CNDDB Occurrenc

### 4.2.2 Special-Status Wildlife

Regionally occurring special-status animal species were analyzed for their potential to occur within the Study Area. Additional information is included in **Attachment B**. The following summarizes the species' potential to occur by functional group.

#### Vernal Pool Invertebrates

The Study area lacks the necessary aquatic habitat to support vernal pool invertebrates, although other portions of the airport provide suitable habitat for these species.

#### Birds

**Swainson's hawk**. The Study Area occurs within PCCP modeled habitat for this species because annual grassland habitat occurs within the Study Area (Placer County, 2020). The Study Area lacks trees for nesting and is within a highly disturbed and dangerous area that presents a risk of plane or vehicular collisions. Airport operational noise and maintenance activities generally discourage wildlife; however, a hawk was seen in flight during a field survey of an adjacent property in the summer of 2024 and thus the Study Area is presumed to contain marginal habitat for foraging.

**California black rail.** The Study Area lacks freshwater emergent marsh and is not located within 250 feet of the requisite habitat (freshwater emergent marsh). Additionally, the Study Area is within a highly disturbed and dangerous area that is not suitable for wading birds. This species does not have a significant probability of occurring within the Study Area.

**Western burrowing owl.** The CNDDB has reported occurrences of burrowing owl within two miles of the Study Area, but not within the Study Area or surrounding airport boundary. Dr. Graening (Acorn Environmental) did detect burrowing owls in the winter of 2024 near the taxiway approximately 800 feet west of the Study Area. However, the field surveys determined that there are no burrows or ground squirrel colonies within the Study Area itself, and the Study Area is within a highly disturbed area that is often mowed. This species does not have a significant probability of occurring within the Study Area.

**Tricolored blackbird.** The CNDDB has reported occurrences of tricolored blackbird within two miles of the Study Area, but not within the Study Area or surrounding airport boundary. The Study Area does not contain open water and is not within 1,640 feet of open water. There are areas of the airport that contain suitable habitat, but these areas are greater than 1,640 feet from the Study Area. Additionally, the Study Area is within a highly disturbed area. This species does not have a significant probability of occurring within the Study Area.

**Other Bird Species.** Many bird species have the potential to occur in other areas of the airport that are farther away from hangars and runways, such as great blue heron (*Ardea herodias*); Willow flycatcher (*Empidonax traillii*); bank swallow (*Riparia riparia*); song sparrow (*Melospiza melodia*); and Redhead (*Aythya americana*). The Study Area lacks the natural habitats that these birds require, such as riparian habitats. Similarly, birds of prey are not expected to occur in the Study Area due to the lack of trees and large foraging areas with abundant rodent populations and due to the noise and presence of airplanes.

### Aquatic Animals

Species that are fully aquatic cannot survive in the Study Area because there is no permanent water source onsite and because the Study Area does not have direct hydrologic connectivity with streams in the vicinity. Thus, the following aquatic species are not expected to occur in the Study Area: Western spadefoot (*Spea hammondii*); Ricksecker's water scavenger beetle (*Hydrochara rickseckeri*); Northwestern pond turtle (*Actinemys marmorata*); Foothill yellow-legged frog (*Rana boylii*); California red-legged frog (*Rana draytonii*); Giant Garter Snake (*Thamnophis gigas*); and Steelhead - Central Valley DPS (*Oncorhynchus mykiss irideus pop. 11*).

### Mammals

Bat species, such as Townsend's big-eared bat (*Corynorhinus townsendii*), are not expected to occur in the Study Area due to the lack of trees, bluffs, and abandoned buildings, as well as presence of significant airport noise and vibration.

### Terrestrial Invertebrates

There are no elderberry shrubs in the Study Area, which are requisite habitat for valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*).

## 4.2.1 Critical Habitat and Essential Fish Habitat

No designated critical habitat occurs in the Study Area (**Attachment A**). However, there is designated critical habitat for vernal pool fairy shrimp in two areas within two miles of the Study Area. No essential fish habitat occurs in the Study Area (**Attachment A**). The Study Area does not contain any permanent water resources that could sustain a fishery.

# 4.3 TERRESTRIAL LAND COVER

Terrestrial habitat types (referred to as land covers in the PCCP) are shown on **Figure 5**. Representative site photos of the Study Area are presented in **Attachment C**.

## 4.3.1 Urban/Suburban

The Project Site contains 0.22 acre of Urban/Suburban habitat, while the Study Area includes an additional 0.12 acre for the temporary staging area. These areas include paved surfaces (asphalt or concrete). Areas that are not paved are subject to intensive vegetation control, including mowing, trimming, and the application of herbicides at the edges of paved surfaces. These areas are in a ruderal state and lack any natural community structure. Vegetation within this habitat type consists of weedy and invasive species.

## 4.3.2 Annual Grassland

The Project Site contains 0.75 acre of Annual Grassland. This habitat type consists of highly managed/disturbed annual grasslands with simplified diversity and structure. The non-native annual grassland habitat consists of non-native European annual grasses and weedy forbs. The primary grasses observed during the survey include slender wild oat (*Avena barbata*), Rattail sixweeks grass (*Festuca myuros*), Medusa head (*Elymus caput-medusae*), and Bermudagrass (*Cynodon dactylon*). The most common weedy forbs were filarees (*Erodium* spp.), prickly lettuce (*Lactuca serriola*), long-beaked hawkbit

(*Leontodon saxatilis*), yellow starthistle (*Centaurea solstitialis*), vetch (*Vicia villosa*), and wild radish (*Raphanus sativus*). There were a few native species visible, such as fiddleneck (*Amsinckia* sp.). No vernal pool plant indicator plants are present (such as *Navarretia*, *Eryngium*, or *Eleocharis*).

# 4.4 AQUATIC RESOURCES

The USFWS NWI did not report any water features within the Study Area (**Figure 7**). Consulting biologist Dr. Geo Graening conducted a preliminary aquatic resources delineation on May 23, 2025; no water features were detected. There is a grass-lined swale that leads to a drop inlet of a pipe culvert under Flightline Road (**Figure 8**). The dominant vegetation are upland and facultative species of annual grasses and weedy forbs. Soils are not hydric, and flow is ephemeral. Based upon jurisdictional criteria, no features within the Study Area were determined to be potentially subject to the jurisdiction of USACE, PCCP, or the State of California.

# 4.5 WILDLIFE MOVEMENT

Regionally, the Study Area is not within an Essential Connectivity Area (ECA) as mapped by the California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California (Spencer et al. 2010; BIOS, 2025). ECAs represent essential connections between natural landscape blocks and are regions in which land conservation and management actions should be prioritized to maintain and enhance ecological connectivity. The airport contains significant wildlife movement barriers such as hangars, terminals, buildings, fences, roads, taxiways and runways, and vehicular traffic. Animal-vehicle collisions are also a concern. The Study Area is surrounded by these barriers.

# 4.6 NATURAL RESOURCES PLANS/POLICIES

The Study Area is located within the PCCP Plan Area. The Study Area is within land designated as Potential Future Growth Area (PFG) by the PCCP and within the Valley Plan Area or Plan Area A (Placer County, 2020).

## 4.6.1 PCCP Habitat Types / Vegetation Communities

The field survey determined that two land cover types are present within the Study Area: Urban/Suburban and Annual Grassland.

## 4.6.2 PCCP / CARP Stream Systems

The Study Area is not within a PCCP-designated stream system or its buffer zone. The following stream systems occur in the vicinity:

- Markham Ravine North Fork, buffer is 100' from Ordinary High Water Mark (OHWM). The Study Area is 3,000 feet to the north of Markham Ravine North Fork, and does not occur inside the buffer zone
- Ephemeral Stream (Tributary), buffer is 50' from OHWM. The Study Area is 1,000 feet to the south of this Ephemeral Stream, and does not occur inside the buffer zone.

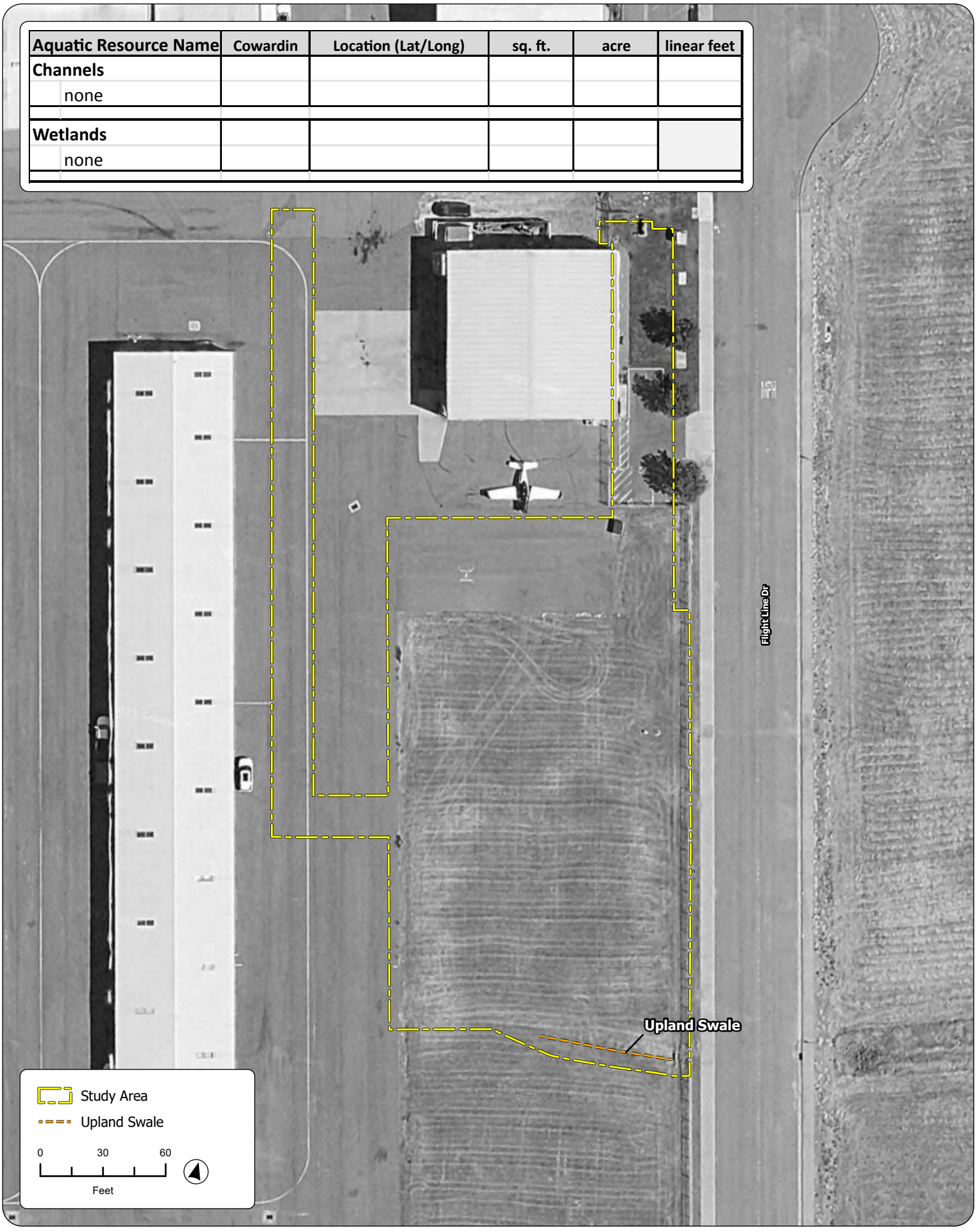



SOURCE: USFS, 5/7/2025; ESRI, 2025; Google Earth Aerial Photograph, 6/27//2024; Acorn Environmental, 8/12/2025

**Figure 7**

National Wetlands Invento

| Aquatic Resource Name | Cowardin | Location (Lat/Long) | sq. ft. | acre | linear feet |
|---|---|---|---|---|---|
| **Channels** | | | | | |
| none | | | | | |
| **Wetlands** | | | | | |
| none | | | | | |




SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 6/27/2024; Acorn Environmental, 8/12/2025

**Figure 8**

Aquatic Resourc

### 4.6.3 PCCP Covered Species

The Study Area does not contain suitable habitat for any PCCP covered species (Placer County, 2020):

- Vernal pool fairy shrimp and Vernal pool tadpole shrimp – The Study Area has no vernal pools.
- Swainson's hawk – The Study Area lacks trees for nesting and is within a highly disturbed and dangerous area that is not suitable for foraging. The Study Area contains marginal habitat for foraging.
- California black rail – The Study Area lacks freshwater emergent marsh and is not located within 250 feet of freshwater emergent marsh. Additionally, the Study Area is within a highly disturbed and dangerous area that is not suitable for wading birds.
- Western burrowing owls – The survey determined that there are no burrows or ground squirrel colonies, and the Study Area is within a highly disturbed area that is often mowed.
- Tricolored blackbird – The Study Area does not contain open water and is not within 1,640 feet of open water. There are areas of the airport that contain suitable habitat, but these areas are greater than 1,640 feet from the Study Area. Additionally, the Study Area is within a highly disturbed area.
- Giant Garter Snake – The Study Area is outside the known range of this species. The Study Area does not occur in PCCP modeled habitat for this species. Additionally, the Study Area lacks suitable habitat and is within a highly disturbed area.
- Valley elderberry longhorn beetle – There are no elderberry shrubs within the Study Area, which are requisite habitat for this species.
- Northwestern pond turtle – The Study Area lacks a permanent water source to support this species. The Study Area does not occur in PCCP modeled habitat for this species.
- Foothill yellow-legged frog – The Study Area lacks a permanent water source to support this species. The Study Area does not occur in PCCP modeled habitat for this species.
- California red-legged frog – The Study Area lacks a permanent water source to support this species. The Study Area does not occur in PCCP modeled habitat for CRLF.
- Covered fish species – The Study Area lacks a permanent water source to support fish species.

# Section 5 | Impacts and Mitigation

## 5.1 SPECIAL-STATUS SPECIES

### 5.1.1 Special-Status Plants

No special-status plant species were determined to have the potential to occur within the Study Area. Many of the target species (e.g. Dwarf downingia; Ahart's dwarf rush; Red Bluff dwarf rush; Boggs Lake hedge-hyssop; Legenere; and Pincushion navarretia) require vernal pool or seasonal marsh habitat, but the Study Area does not contain these habitats. Therefore, these special-status plant species are extremely unlikely to occur in the Study Area. No impacts to special status plants are anticipated.

### 5.1.2 Special-Status Wildlife

Based on the results of the field surveys, database and literature review, and habitat assessment (**Attachment C**), the Study Area does not contain suitable habitat for any special-status animal species. The compensatory mitigation required under the PCCP (land conversion fees) will help create additional preserve areas, ensuring that habitat is preserved for covered species and other special-status animal species. Therefore, potential impacts to special-status animals are less than significant.

The Study Area does not contain nesting habitat for Swainson's hawk, western burrowing owl, or tricolored blackbird. However, these species have large foraging ranges or are highly susceptible to disturbance while nesting. Although they are not anticipated to nest or burrow in the Study Area, disturbance of off-site nests due to project construction activities, such as noise or vibration, could occur. Mitigation Measure BIO-1 requires preconstruction nesting bird surveys for these species to reduce potential impacts to less than significant.

### 5.1.3 Migratory Birds

The Study Area does not contain any trees that could be used by migratory birds or raptors for nesting. Additionally, due to existing airport noise, vibration, and regular mowing, the Study Area is unlikely to support ground-nesting migratory birds. There would be no impact.

### 5.1.4 Critical Habitat and Essential Fish Habitat

No designated critical habitat or essential fish habitat occur in the Study Area. There would be no impact.

## 5.2 SENSITIVE HABITATS

The Study Area has two land cover types: Urban/Suburban and Annual Grassland. These are not sensitive habitat types in the PCCP. The PCCP Master Conditions on Covered Activities Checklist contains Conditions to Avoid and Minimize Effects on Natural Communities. PCCP general land conversion fees are required to be paid for conversions of natural and semi-natural habitats. For the Proposed Project, these would apply to the impact of 0.75 acre of Annual Grassland in the Project Site. No payment of special habitat fees for impacts to aquatic resources are necessary. The payment of PCCP general land conversion fees will reduce potential impacts sensitive habitats to less than significant levels.

# 5.3 POTENTIALLY JURISDICTIONAL AQUATIC RESOURCES

## 5.3.1 Direct Impacts

No features within the Study Area were determined to be potentially subject to USACE, State, or PCCP jurisdiction.

## 5.3.2 Indirect Impacts

Potential indirect adverse impacts to water resources could occur during construction by increased erosion and sedimentation in receiving water bodies due to soil disturbance, by the hydromodification of watersheds by the increase in impervious surfaces, and degradation of water quality by the introduction of pollutants. Construction of buildings and other structures may involve major grading, excavation, and stockpiling. Such soil disturbances can increase erosion by both water and wind, creating a potentially significant impact upon receiving waterbodies. Because the construction footprint is not larger than one acre in area, it would not be subject to the SWRCB's California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities. Therefore, the Proposed Project civil engineering plans include an erosion and sediment control plan to ensure that the potential for erosion and sedimentation are minimized during construction and ongoing operation of the Proposed Project. The proposed swales are vegetated to slow water and allow infiltration, while the swales would outlet at a proposed catch basin which would contain grouted cobble and filter fabric to slow and filter water before it exits the Project Site in an existing storm drain pipeline below Flightline Drive. An existing vegetated swale in the area would be graded out so that water is directed into the proposed swales and their stabilized outlet. The Erosion Control Plan also includes inlet protection for existing stormwater infrastructure in the area, fiber rolls, and additional construction best management practices (BMPs). Implementation of these measures as designed would ensure there are no potential construction-related impacts to water quality.

# 5.4 WILDLIFE MOVEMENT

The Study Area is not within an ECA as mapped by the California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California (Spencer et al. 2010; BIOS, 2025). The airport contains significant wildlife movement barriers, such as hangars, terminals, and other buildings, roads, taxiways and runways, and vehicular traffic. The Study Area is surrounded by these barriers. Therefore, wildlife movement would not be impacted by the Proposed Project. There would be no impact.

# 5.5 NATURAL RESOURCES PLANS/POLICIES

The Proposed Project would not conflict with any local policies or ordinances protecting biological resources, including tree ordinances/policies, as no trees are present. The PCCP designates the Study Area largely as urbanized and within a PFG Area (Placer County, 2021). Mitigation measures have been included in **Section 5.6** to reduce potential impacts associated with sensitive habitats and PCCP covered species. With implementation of mitigation measures in **Section 5.6**, potential conflicts associated with biological resources covered by the PCCP would be reduced to a less-than-significant level.

# 5.6 RECOMMENDED MITIGATION MEASURES

**Mitigation Measure BIO-1: Special Status Animal Protection.** The following PCCP Species Conditions will be implemented:

*Swainson's Hawk*

- SWHA 1 Surveys: Conduct planning-level surveys within modeled habitat in the Valley of the project site and within 1,325 feet of project site well in advance of project implementation. If the project cannot be designed to avoid active SWHA nest trees and the construction must occur during the nesting season (approximately February 1 to September 15), a preconstruction survey must be conducted no more than 15 days prior to ground disturbance.
- SWHA 2 Applicable Measure: During the nesting season, ground-disturbing activities within 1,320 feet of occupied nests or nests under construction will be prohibited. See PCCP Section 6.3.5.6.2 for further details on minimizing disturbance and buffer waivers.
- SWHA 3 Applicable Measure: Active (within the last 5 years) SWHA nest trees on a project site will not be removed during the nesting season.
- SWHA 4 Construction Monitoring: If an active nest is present within the project site or 1,320 feet of the project site, construction monitoring will be conducted by a qualified biologist and will focus on ensuring that activities do not occur within the buffer zone and that effects on SWHA are minimized.

*Western Burrowing Owl*

- BUOW 1 Surveys: Conduct preconstruction surveys within modeled habitat in the Valley, or as determined by a qualified biologist, of the project site and within a 250-foot accessible radius of project site. Two surveys must be conducted within 15 days prior to ground disturbance to establish the presence or absence of burrowing owls.
- BUOW 2 Applicable Measure: If BUOW or evidence of presence is found during the breeding season (approximately February 1 – August 31), the applicant will avoid all nests that could be disturbed and establish a 250-foot non-disturbance buffer zone around nests. The buffer zone will be flagged or otherwise clearly marked.
- BUOW 3 Applicable Measure: If BUOW or evidence of presence is found during the non-breeding season (approximately September 1 – January 31), the applicant will establish a 160-foot non-disturbance buffer zone around active burrows. The buffer zone will be flagged or otherwise clearly marked.
- BUOW 4 Applicable Measure: During the non-breeding season only, if a project cannot avoid occupied burrows after all alternative avoidance and minimization measures are exhausted, as confirmed by the Wildlife Agencies, a qualified biologist may passively exclude birds from those burrows. A burrowing owl exclusion plan must be developed by a qualified biologist consistent with the most recent guidelines from the Wildlife Agencies and submitted to and approved by the PCA and Wildlife Agencies.
- BUOW 5 Construction Monitoring: If a BUOW nest or active burrow is present within the project site, construction monitoring will be conducted by a qualified biologist and will focus on ensuring that activities do not occur within the buffer zone and that effects on BUOW are minimized.

*Tricolored Blackbird*

- Tricolored Blackbird 1 Surveys: Preconstruction planning-level surveys for nest colony sites must be conducted by a qualified biologist if the PCA-provided map indicates an active colony site occurs on the project site or within 1,300 feet of a colony site as well as those project sites located below 300 feet in elevation within modeled habitat. Surveys should be conducted at least twice with at least month between surveys during the nesting season 1 year prior to initial ground disturbance if feasible, and the year of ground disturbing for the Covered Activity (required). If Covered Activities will occur in the project work area during the nesting season, three surveys shall be conducted within 15 days prior to the Covered Activity, with one of the surveys occurring within 5 days prior to the start of the Covered Activity.
- Tricolored Blackbird 2 Surveys: If an active colony site is within 3 miles of the project site, a qualified biologist will conduct two surveys of foraging habitat within the project site and within a 1,300-foot radius around the project site to determine whether foraging habitat is being actively used by foraging tricolored blackbirds. The surveys will be conducted approximately one week apart, with the second survey occurring no more than 5 calendar days prior to ground-disturbing activities.
- Tricolored Blackbird 3 Applicable Measures: If a tricolored blackbird nesting colony is found, avoidance and minimization measures shall be applied as outlined in PCCP Section 6.3.5.9.2. These AMMs include prohibiting work during the nesting season (March 15 – July 31, or until chicks have fledged or the colony abandoned on its own) and establishing buffers.
- Tricolored Blackbird 4 Applicable Measures: If construction activity or other Covered Activities disturb foraging tricolored blackbirds, as determined by a qualified biologist, avoidance and minimization measures shall be applied as outlined in PCCP Section 6.3.5.9.2. These AMMs include prohibiting work during the nesting season (March 15 – July 31, or until chicks have fledged or the colony abandoned on its own) and establishing buffers.
- Tricolored Blackbird 5 Construction Monitoring: If a tricolored blackbird nesting colony is present within the project site, construction monitoring will be conducted by a qualified biologist and will focus on ensuring that activities do not occur within the buffer zone and that effects on tricolored blackbird nesting are minimized.
- Tricolored Blackbird 6 Construction Monitoring: If actively used foraging habitat is present within the project site, construction monitoring will be conducted by a qualified biologist and will focus on ensuring that activities do not occur within the buffer zone and that effects on tricolored blackbird foraging are minimized.

# Section 6 | Qualifications of Surveyors and Report Preparers

**G.O. Graening, Ph.D., M.S.E**

G. O. Graening holds a Doctorate in Biological Sciences and a Master of Science in Biological Engineering and is a certified arborist (International Society of Arboriculture). Dr. Graening has 26 years of experience in environmental assessment and research, including the performance of numerous wetland delineations and aquatic restoration projects. Dr. Graening also served as an adjunct professor of biology at California State University Sacramento for 10 years and was an active researcher in the area of conservation biology and groundwater ecology.

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Attachment A

# Special-Status Species Lists

# United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To: 08/05/2025 18:32:37 UTC
Project Code: 2025-0131626
Project Name: Skyway Hangars Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

**Migratory Birds**: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

# OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Sacramento Fish And Wildlife Office**
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

# PROJECT SUMMARY

Project Code: 2025-0131626
Project Name: Skyway Hangars Project
Project Type: Airport - New Construction
Project Description: new hangars and associated utilites and pavement at Lincoln Regional Airport
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.908324699999994,-121.34458563144166,14z




Counties: Placer County, California

# ENDANGERED SPECIES ACT SPECIES

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## REPTILES

| NAME | STATUS |
|---|---|
| Northwestern Pond Turtle *Actinemys marmorata*<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/1111 | Proposed Threatened |

## AMPHIBIANS

| NAME | STATUS |
|---|---|
| Western Spadefoot *Spea hammondii*<br>Population: Northern DPS<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/5425 | Proposed Threatened |

## INSECTS

| NAME | STATUS |
|---|---|
| Monarch Butterfly *Danaus plexippus*<br>There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/9743 | Proposed Threatened |
| Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/7850 | Threatened |

## CRUSTACEANS

| NAME | STATUS |
|---|---|
| Conservancy Fairy Shrimp *Branchinecta conservatio*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/8246 | Endangered |
| Vernal Pool Fairy Shrimp *Branchinecta lynchi*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/498 | Threatened |
| Vernal Pool Tadpole Shrimp *Lepidurus packardi*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/2246 | Endangered |

# CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

# IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: G.O. Graening
Address: 343 Carpenter Hill Road
City: Folsom
State: CA
Zip: 95630
Email ggraening@gmail.com
Phone: 9164525442

California Native Plant Society

CNPS Rare Plant Inventory

## Search Results

**8** matches found. Click on scientific name for details

Search Criteria: , Quad is one of [**3812183**]

| ▲ SCIENTIFIC NAME | COMMON NAME | FAMILY | LIFEFORM | BLOOMING PERIOD | FED LIST | STATE LIST | GLOBAL RANK | STATE RANK | CA RARE PLANT RANK | CA ENDEMIC | DATE ADDED | PHOTO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Balsamorhiza macrolepis* | big-scale balsamroot | Asteraceae | perennial herb | Mar-Jun | None | None | G2 | S2 | 1B.2 | Yes | 1974-01-01 |  ©1998 Dean Wm. Taylor |
| *Brodiaea rosea* ssp. *vallicola* | valley brodiaea | Themidaceae | perennial bulbiferous herb | Apr-May(Jun) | None | None | G4G5T3 | S3 | 4.2 | Yes | 2019-01-07 |  © 2011 Steven Perry |
| *Calycadenia spicata* | spicate calycadenia | Asteraceae | annual herb | May-Sep | None | None | G3? | S3 | 1B.3 | | 2023-04-05 |  © 2023 Christopher Bronny |
| *Downingia pusilla* | dwarf downingia | Campanulaceae | annual herb | Mar-May | None | None | GU | S2 | 2B.2 | | 1980-01-01 |  © 2013 Aaron Arthur |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Fritillaria agrestis* | stinkbells | Liliaceae | perennial bulbiferous herb | Mar-Jun | None | None | G3 | S3 | 4.2 | Yes | 1980-01-01 |  © 2016 Aaron Schusteff |
| *Gratiola heterosepala* | Boggs Lake hedge-hyssop | Plantaginaceae | annual herb | Apr-Aug | None | CE | G2 | S2 | 1B.2 | | 1974-01-01 |  ©2004 Carol W. Witham |
| *Juncus leiospermus* var. *ahartii* | Ahart's dwarf rush | Juncaceae | annual herb | Mar-May | None | None | G2T1 | S1 | 1B.2 | Yes | 1984-01-01 |  © 2004 Carol W. Witham |
| *Navarretia myersii* ssp. *myersii* | pincushion navarretia | Polemoniaceae | annual herb | Apr-May | None | None | G2T2 | S2 | 1B.1 | Yes | 1994-01-01 |  © 2020 Leigh Johnson |

Showing 1 to 8 of 8 entries

Go to top

**Suggested Citation:**

California Native Plant Society, Rare Plant Program. 2025. Rare Plant Inventory (online edition, v9.5.1). Website https://www.rareplants.cnps.org [accessed 5 August 2025].

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Attachment B

# Regionally Occurring Special-Status Species Table

**REGIONALLY OCCURRING SPECIAL-STATUS SPECIES**

| Scientific Name | Common Name | Status* | General Habitat** | Microhabitat** | Potential to Occur on Project Site |
|---|---|---|---|---|---|
| **Plants** | | | | | |
| *Balsamorhiza macrolepis* | big-scale balsamroot | CRPR 1B.2 | Valley and foothill grassland, cismontane woodland. Bloom season: Mar-Jun | Sometimes on serpentine soil. 35-1000m. | No potential to occur. Requisite soils not present. |
| *Chloropyron molle ssp. hispidum* | hispid salty bird's-beak | CRPR 1B.1 | Meadows, playas, valley and foothill grassland. Bloom season: Jun-Sep | In damp alkaline soils, especially in alkaline meadows and alkali sinks with *Distichlis*. 10-155m. | No potential to occur. Requisite soils not present. |
| *Downingia pusilla* | dwarf downingia | CRPR 2B.2 | Valley and foothill grassland (mesic sites), vernal pools. Bloom season: Mar-May | Vernal lake and pool margins with a variety of associates. In several types of vernal pools. 1-485m. | No potential to occur. Requisite habitats are not present. |
| *Gratiola heterosepala* | Boggs Lake hedge-hyssop | CE | Marshes and swamps (freshwater), vernal pools. Bloom season: Apr-Aug | Clay soils; usually in vernal pools, sometimes on lake margins in clay soils. 5-2400m. | No potential to occur. Requisite habitats are not present. |
| *Juncus leiospermus var. ahartii* | Ahart's dwarf rush | CRPR 1B.2 | Vernal pools, valley and foothill grassland. Bloom season: Mar-May | Restricted to the edges of vernal pools. 30-229 m. | No potential to occur. Requisite habitats are not present. |
| *Juncus leiospermus var. leiospermus* | Red Bluff dwarf rush | CRPR 1B.1 | Chaparral, valley and foothill grassland, cismontane woodlands, vernal pools. Bloom season: Mar-May | Vernally mesic sites. Sometimes on edges of vernal pools. 30-1020m. | No potential to occur. Requisite habitats are not present. |
| *Legenere limosa* | legenere | CRPR 1B.1 | Vernal pools. Many historical occurrences are extirpated. Bloom season: Apr-Jun | In beds of vernal pools. 1-880m. | No potential to occur. Requisite habitats are not present. |
| *Navarretia myersii ssp. myersii* | pincushion navarretia | CRPR 1B.1 | Vernal pools. Bloom season: Apr-May | Clay soils within nonnative grassland. 20-330 m. Soils are often acidic. | No potential to occur. Requisite habitats are not present. |
| *Calycadenia spicata* | spicate calycadenia | CRPR 1B.3 | Hillslopes on foothill woodlands and valley grasslands. Bloom season: May-Sep | 50-1400m. | Low potential to occur, however the Project Site lacks requisite hillslopes and is slightly outside the known elevation range. |
| **Animals** | | | | | |
| *Agelaius tricolor* | tricolored blackbird | CT | Highly colonial species, most numerous in central valley & vicinity. Largely endemic to California. | Requires open water, protected nesting substrate, & foraging area with insect prey within a few km of the colony. | No potential to occur. Requisite marshes are not present and the Project Site is highly disturbed. |
| *Ammodramus savannarum* | grasshopper sparrow | CSSC | Dense grasslands on rolling hills, lowland plains, in valleys & on | Favors native grasslands with a mix of grasses, forbs & scattered shrubs. | No potential to occur. Requisite native grasslands |

| Scientific Name | Common Name | Status* | General Habitat** | Microhabitat** | Potential to Occur on Project Site |
|---|---|---|---|---|---|
| | | | hillsides on lower mountain slopes. | Loosely colonial when nesting. | are not present and the Project Site is highly disturbed. |
| *Antrozous pallidus* | pallid bat | CSSC | Deserts, grasslands, shrublands, woodlands & forests. Most common in open, dry habitats with rocky areas for roosting. | Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites. | No potential to occur. Requisite roosting trees/rocks are not present and the Project Site is highly disturbed. |
| *Ardea herodias* | great blue heron | CSSC | Colonial nester in tall trees, cliffsides, and sequestered spots on marshes. | Rookery sites in close proximity to foraging areas: marshes, lake margins, tide-flats, rivers and streams, wet meadows. | No potential to occur. Requisite tall trees, cliffsides, and marshes/water sources are not present and the Project Site is highly disturbed. |
| *Athene cunicularia* | burrowing owl | CSSC | Open, dry annual or perennial grasslands, deserts & scrublands characterized by low-growing vegetation. | Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel. | No potential to occur. No burrows are present and the Project Site is highly disturbed. |
| *Aythya americana* | Redhead | CSSC | Lakes, saltwater bays, estuaries; in summer, fresh marshes. | For nesting season favors large marshes in prairies or intermountain valleys. Migrants gather on large lakes. | No potential to occur. Requisite marshes, prairies, and lakes are not present and the Project Site is highly disturbed. |
| *Branchinecta conservatio* | Conservancy fairy shrimp | FE | Endemic to the grasslands of the northern two-thirds of the central valley; found in large, turbid pools. | Inhabit astatic pools located in swales formed by old, braided alluvium; filled by winter/spring rains, last until June. | No potential to occur. Requisite habitats are not present. |
| *Branchinecta lynchi* | vernal pool fairy shrimp | FE | Endemic to the grasslands of the central valley, central coast mtns, and south coast mtns, in astatic rain-filled pools. | Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools. | No potential to occur. Requisite habitats are not present. |
| *Buteo swainsoni* | Swainson's hawk | CT | Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands | Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations. | Low potential to occur, however, nesting trees are not present and the Project Site is highly disturbed. |
| *Chlidonias niger* | Black tern | CSSC | Fresh marshes, lakes; in migration, coastal waters | | No potential to occur. Requisite water sources are not present and the Project Site is highly disturbed. |

| Scientific Name | Common Name | Status* | General Habitat** | Microhabitat** | Potential to Occur on Project Site |
|---|---|---|---|---|---|
| *Circus hudsonius* | northern harrier | CSSC | Marshes, fields, prairies. | Often found in marshes, especially in nesting season, but sometimes will nest in dry open fields on the ground. Good ground cover is necessary. | No potential to occur. Requisite marshes and prairies are not present and the Project Site is highly disturbed with little ground cover. |
| *Contopus cooperi* | Olive-sided flycatcher | CSSC | Conifer forests, burns, clearings. | Breeds mostly in coniferous forest, especially around the edges of open areas including bogs, ponds, clearings. Also nests near the coast in California in tall trees. | No potential to occur. Requisite trees and water sources are not present and the Project Site is highly disturbed. |
| *Corynorhinus townsendii* | Townsend's big-eared bat | CSSC | Throughout California in a wide variety of habitats. Most common in mesic sites. | Roosts in the open, hanging from walls & ceilings. Roosting sites limiting. Extremely sensitive to human disturbance. | No potential to occur. Requisite roosting habitat is not present and the Project Site is highly disturbed. |
| *Desmocerus californicus dimorphus* | valley elderberry longhorn beetle | FT | Occurs only in the central valley of California, in association with blue elderberry (*Sambucus mexicana*). | Prefers to lay eggs in elderberries 2-8 inches in diameter; some preference shown for "stressed" elderberries. | No potential to occur. No requisite elderberry shrubs are present. |
| *Elanus leucurus* | white-tailed kite | CSSC | Rolling foothills and valley margins with scattered oaks & river bottomlands or marshes next to deciduous woodland. | Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching. | No potential to occur. Requisite marshes and nesting trees are not present and the Project Site is highly disturbed. |
| *Empidonax traillii* | Willow flycatcher | CE | Prefers shrubby open areas, especially around marshes | Western population prefers understory in riparian woodlands. | No potential to occur. Requisite riparian woodlands are not present and the Project Site is highly disturbed. |
| *Emys marmorata* | western pond turtle | CSSC | A thoroughly aquatic turtle of ponds, marshes, rivers, streams & irrigation ditches, usually with aquatic vegetation | Need basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying | No potential to occur. Requisite water sources and basking sites are not present and the Project Site is highly disturbed. |
| *Haliaeetus leucocephalus* | Bald eagle | FP, CE | Coasts, rivers, large lakes; in migration, also mountains, open country | Typically close to water, also locally in open dry country. Nests in tall old-growth trees. | No potential to occur. Requisite old growth trees and water sources are not present and the |

| Scientific Name | Common Name | Status* | General Habitat** | Microhabitat** | Potential to Occur on Project Site |
|---|---|---|---|---|---|
| | | | | | Project Site is highly disturbed. |
| *Hydrochara rickseckeri* | Ricksecker's water scavenger beetle | CSSC | Permanent aquatic habitats | | No potential to occur. Requisite permanent water sources are not present. |
| *Icteria virens* | yellow-breasted chat | CSSC | Summer resident; inhabits riparian thickets of willow & other brushy tangles near watercourses. | Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 ft of ground. | No potential to occur. Requisite riparian habitat is not present and the Project Site is highly disturbed. |
| *Lanius ludovicianus* | Loggerhead shrike | CSSC | Semi-open country with lookout posts; wires, trees, scrub. | Breeds in any kind of semi-open terrain, from large clearings in wooded regions to open grassland or desert with a few scattered trees or large shrubs. In the absence of trees or shrubs, they sometimes nest in brush piles or tumbleweeds 2.5–4 feet above the ground. | No potential to occur. Requisite trees and brush piles/tumbleweeds are not present and the Project Site is highly disturbed. |
| *Laterallus jamaicensis coturniculus* | California black rail | CT | Inhabits freshwater marshes, wet meadows & shallow margins of saltwater marshes bordering larger bays. | Needs water depths of about 1 inch that does not fluctuate during the year & dense vegetation for nesting habitat. | No potential to occur. Requisite permanent water sources are not present and the Project Site is highly disturbed. |
| *Lepidurus packardi* | vernal pool tadpole shrimp | FE | Inhabits vernal pools and swales in the Sacramento valley containing clear to highly turbid water. | Pools commonly found in grass bottomed swales of unplowed grasslands. Some pools are mud-bottomed & highly turbid. | Potential to occur, however permanent water sources are not present. |
| *Linderiella occidentalis* | California linderiella | CSSC | Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. | Water in the pools has very low alkalinity, conductivity, and TDS. | No potential to occur. Requisite habitats are not present. |
| *Melospiza melodia* | song sparrow (Modesto population) | CSSC | Thickets, brush, marshes, roadsides, gardens. | | No potential to occur. Requisite thickets, brush piles, and marshes are not present and the Project Site is highly disturbed. |
| *Oncorhynchus mykiss irideus pop. 11* | steelhead - Central Valley DPS | FT | Populations in the Sacramento and San Joaquin rivers and their tributaries. | | No potential to occur. Requisite water sources are not present. |

| Scientific Name | Common Name | Status* | General Habitat** | Microhabitat** | Potential to Occur on Project Site |
|---|---|---|---|---|---|
| *Pandion haliaetus* | osprey | CSSC | Ocean shore, bays, fresh-water lakes, and larger streams. | Large nests built in tree-tops within 15 miles of a good fish-producing body of water. | No potential to occur. Requisite water sources and trees are not present and the Project Site is highly disturbed. |
| *Progne subis* | purple martin | CSSC | Inhabits woodlands, low elevation coniferous forest of Douglas-fir, ponderosa pine, & Monterey pine. | Nests in old woodpecker cavities mostly, also in human-made structures. Nest often located in tall, isolated tree/snag. | No potential to occur. Requisite trees are not present and the Project Site is highly disturbed. |
| *Riparia riparia* | bank swallow | CT | Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. | Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole. | No potential to occur. Requisite banks, cliffs, and water sources are not present and the Project Site is highly disturbed. |
| *Setophaga petechia* | yellow warbler | CSSC | Streamside thickets | | No potential to occur. Requisite thickets and water sources are not present and the Project Site is highly disturbed. |
| *Spea hammondii* | western spadefoot toad | CSSC | Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands. | Vernal pools are essential for breeding and egg-laying. | No potential to occur. Requisite permanent water sources are not present. |
| *Taxidea taxus* | American badger | CSSC | Prefer grasslands and open areas with grasslands, which can include parklands, farms, and treeless areas with friable soil and a supply of rodent prey | | No potential to occur. The Project Site is highly disturbed and lacks friable soil. |
| *Xanthocephalus xanthocephalus* | yellow-headed blackbird | CSSC | Fresh marshes. Forages in fields, open country. | Breeds in freshwater sloughs, marshy lake borders, tall cattails | No potential to occur. Requisite marshes and water sources are not present and the Project Site is highly disturbed. |

***DEFINITIONS OF STATUS CODES**
**Federal**
FE = Federally listed as endangered
FT = Federally listed as threatened

**State**
CE = California State listed as endangered
CT = California State listed as threatened
CSSC = California species of special concern

**California Rare Plant Rank (CRPR)**
1A = Plants presumed extinct in California by
1B = Plants designated rare, threatened or endangered in California and elsewhere
2A = Plants presumed extirpated in California but common elsewhere
2B = Plants rare threatened or endangered in California, but more common elsewhere

**CRPR Threat Ranks**
0.1 = seriously threatened in California
S2 = moderately threatened in California
S3 = not very threatened in California.

****FROM CNDDB, UNLESS OTHERWISE NOTED.**

*****DEFINITIONS OF OCCURRENCE PROBABILITY RANKINGS**
No potential to occur = No suitable habitat to support the species was identified on the Project Site.

Moderate potential to occur = Portions of the Project Site contain marginally suitable habitat to support the species. However key habitat features are lacking or habitat is only suitable for portions of the life history of the species. Habitat quality may not be ideal but does not wholly exclude a species from occurring.

Potential to occur = Potentially suitable habitat was identified on the Project Site.

Present = This species was observed or has been recorded on the Project Site within the last five years.

Attachment C

# Site Photographs



View looking south of the Project Site, with mowed turf in foreground and taxiways and hangars to the right



View looking east of the Project Site, with mowed turf in foreground, taxiway to the left, and property fenceline and Flightline Drive in the background.



View looking east of the upland swale that transmits stormwater to a drop inlet and pipe culvert under Flightline Drive (in the background).



A closer look of the dropinlet in the upland swale that transmits stormwater to a pipe culvert under Flightline Drive (in the background).

**PLANNING COMMISSION - DRAFT**

**RESOLUTION NO. 2026 – XX**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LINCOLN APPROVING A DESIGN REVIEW APPLICATION FOR THE CONSTRUCTION AND OPERATION OF A 13,500-SQUARE FOOT (135 FEET X 100 FEET) HANGAR BUILDING ON A PORTION OF 3.5-ACRE PARCEL SUPPORTED WITH ASSOCIATED SITE IMPROVEMENTS WITHIN THE LINCOLN REGIONAL AIRPORT. ASSESSOR'S PARCEL NUMBER: 021-590-016. (PLN25-00025 – APPLICANT: BPM RENTALS, LLC / PROPERTY OWNER: CITY OF LINCOLN)**

**WHEREAS,** Chapter 18.64 of Title 18 of the Lincoln Municipal Code provides for the Planning Commission's review and determination on all design review applications for construction within the City of Lincoln; and

**WHEREAS,** the Lincoln Regional Airport Master Plan (LRAMP), adopted by the City Council under Resolution No. 2008-159, provides guidelines that control over the character and design of development in the Lincoln Regional Airport; and

**WHEREAS,** on September 17, 2008, the City Council of the City of Lincoln certified the Final Environmental Impact Report (EIR) (State Clearinghouse # 2007062027) for the LRAMP, which analyzed the environmental impacts of development within the Lincoln Regional Airport; and

**WHEREAS,** the proposed project has been determined to consistent with LRAMP and would not substantially modify or increase the potential development of the site from what was previously anticipated and analyzed; therefore, an Addendum to the certified EIR has been prepared. The Addendum includes minor modifications to mitigation measures pertaining to biological resources to ensure consistency with the recently adopted Placer County Conservation Plan (PCCP). The revised measures include requirement for preconstruction surveys, payment of land conversion fees, and obtaining necessary permits to fill waters of the U.S. are conducted consistent with the PCCP requirements. The revisions are similar to the mitigation measures included in the original 2008 EIR and do not alter the nature or significance of the impacts identified in the original 2008 EIR, as amended; and

**WHEREAS,** the City of Lincoln, as Lead Agency, has determined the Project includes minor technical changes that would not result in any new significant information of substantial importance that would produce new environmental impacts. The addendum constitutes adequate evidence that none of the conditions identified in Section 15162 of the California Environmental Quality Act (CEQA) Guidelines are present; therefore, the preparation of an additional supplemental or subsequent EIR is not required prior to approval of the proposed entitlement; and

**WHEREAS**, the City of Lincoln, as an Airport Sponsor, has determined that the project is considered categorically excluded from National Environmental Policy Act (NEPA) as documented in the Categorical Exclusion concluding that the project conforms with Federal Aviation Administration FAA Order 1050.1F; and

**WHEREAS,** the City of Lincoln Design Review Board (DRB) considered the project at its scheduled meeting on November 20, 2025, and recommended approval to the Planning Commission; and

**WHEREAS**, the City of Lincoln duly noticed and held a public hearing for the Planning Commission to consider the Design Review for the proposed Lincoln Skyways Hangar request on May 20, 2026.

DRAFT

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Lincoln hereby finds and determines that:

Section 1

1. The proposed aircraft storage hangar use is similar to other uses typically found within the Industrial-Planned Development zone and the LRAMP area. The 13,500 square foot hangar building and associated site improvements are permitted by the zone and the LRAMP. The LRAMP contemplated the construction of new hangars and aircraft parking areas in the future. The construction and operation of the proposed hangar with associated site improvements is mutually supported by the intent and purpose of the LRAMP.

2. The proposed aircraft storage hangar design is regulated by both the LRAMP and the Airport Layout Plan. The proposed project will use the same design, colors, and materials currently used by adjacent hangars. The project conforms to the policies and criteria involving development standards, aesthetics, colors, and materials. The proposed project conforms to the policies and criteria of the General Plan, Lincoln Municipal Code, Lincoln Regional Airport Master Plan, and the 2020 Airport Layout Plan.

3. The proposed aircraft hangar building is in conformance with the requirements of CEQA with the preparation of an Addendum to the LRAMP EIR and updated Mitigation Monitoring Reporting Program. Moreover, the project is determined to be categorically excluded from NEPA, subject to a Categorical Exclusion prepared for the project.

Section 2.

The Planning Commission of the City of Lincoln does hereby approve Lincoln Skyways Hangar Design Review Application, located within a portion of 3.50-acre parcel identified as Assessor's Parcel Number 021-590-016, subject to the conditions set forth in **Exhibit A**, attached hereto and incorporated by this reference, and updated Mitigation Monitoring Reporting Program in **Exhibit B**.

**PASSED AND ADOPTED** this 20th day of May 2026, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____

Planning Commission Chairperson

ATTEST:

_____

Planning Commission Secretary

DRAFT

The Design Review of the **Lincoln Skyways Hangar Project** located at the Lincoln Regional Airport within the City of Lincoln, Assessor's Parcel Number 021-590-016, is approved subject to the following conditions of approval:

* (Single Asterisk) located in front of the Condition is a Modified Standard Condition
** (Double Asterisk) located in front indicates a New Condition Specific to **Lincoln Skyways Hangar Project**

| | Condition | Timing | Responsible Party | Status |
|---|---|---|---|---|
| **GENERAL CONDITIONS** | | | | |
| 1. | **The project shall comply with the Final Environmental Impact Report for the Lincoln Regional Airport Master Plan & Mitigation Measures dated Sept. 2008 (State Clearinghouse #20077062027) as supplemented with Addendum for this project. All updated mitigation measures contained within the Addendum to the Lincoln Regional Airport Master Plan (EIR) dated August 2025 (prepared by Acorn Consulting), shall apply to this project. | General Condition | Community Development | |
| 2. | The location and development of all structures, building elevations, driveways, parking areas, landscaping and other airport hangar facilities and features shall be substantially as shown on the submitted preliminary plans for the project, except or unless indicated otherwise herein. These conditions of approval supersede all conflicting notations, specifications, dimensions, typical sections, and the like, as approved with this application. | General Condition | Community Development | |
| 3. | The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action. | General Condition | Community Development | |
| 4. | The Applicant shall pay the City's actual costs of providing entitlement processing Plan review, GIS, administrative fee, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. | General Condition | Community Development and City Engineer | |

| Condition | Timing | Responsible Party | Status |
|---|---|---|---|
| 5. All improvements required for the project shall be designed and constructed to conform to the City of Lincoln Municipal Code, Section 17, Design Criteria and Procedures Manual and Public Facilities Improvement Standards or as modified by these Conditions of Approval, or as approved by the City Engineer and/or Community Development Director. | Improvement Plans | Development Engineering and City Engineer | |
| 6. The design, maintenance, inspection and reporting of all storm water systems, devices, and treatment systems by the Applicant shall be in compliance with the West Placer Storm Water Quality Design Manual and the State MS4 permit or current State requirements. | General Condition<br>On-going | Development Engineering and City Engineer | |
| 7. As set forth in the City's Public Facilities Element Fee (PFE program), the project is subject to Infrastructure and Capital Facility Impact Fees categories including but not limited to, Wastewater Fee; Reclaimed or Raw Water Fee; Drainage Fee; Water Fee; Transportation Fee; and Community Services Fees which includes Parks, City Administration, Fire, Police, Solid Waste, and Library. | General Condition | Support Services | |
| 8. Project approval is valid for four (4) years from the date of Planning Commission approval, in accordance with LMC Sections 18.67.060 (Design Review-Expiration of Approval) | General Condition | City of Lincoln | |
| 9. ** All improvements and construction within the project shall be consistent with the Lincoln Regional Airport Master Plan, existing Airport Layout Plan to the satisfaction of the City Engineer. | General Condition | Community Development and City Engineer | |
| **DEVELOPMENT STUDIES/MITIGATION** | | | |
| 10. The Applicant shall provide a stamped and signed final Storm Water Quality Plan with the 1st submittal of the improvement plans. The plan shall comply with the West Placer Storm Water Quality Design Manual, using updated SWQP templates, and the State MS4 permit or current State requirements. | Initial Submittal of Improvement Plans | Development Engineering and City Engineer | |

| Condition | Timing | Responsible Party | Status |
|---|---|---|---|
| 11. The Applicant shall submit a soils report prepared by a soils engineer for the development. The report shall identify any grading and/or foundation soil problems on the lots and recommend any necessary corrective action to be taken. The reports shall be submitted with the Grading Permit or Improvement Plans, whichever occurs first. The reports shall include sub-grade soil evaluation for roadway design and provide suggested structural road sections. The soils report shall provide soil characteristics and geologic information necessary for input into the SWQP templates if required by design criteria. | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |
| **STORM WATER QUALITY/GRADING/DRAINAGE** | | | |
| 12. For projects or development applications that involve less than 1 acre of grading, the Applicant shall submit an erosion control program with Improvement Plans to the City for review and approval and shall implement the approved Plan. The Plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse of disposal and re-vegetation. Specific techniques may be based on geotechnical reports and shall comply with the current City standards in place. During construction of any portion of the project, no disturbed areas shall be left exposed for extended periods of time. The City Engineer will determine the timing and extent of re-vegetation required. | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |
| 13. The project with each phase shall include adequately sized and properly aligned culverts at all drainage-way crossings (if required). Culvert sizes must meet the design requirements and be approved by the City Engineer. Design and construct temporary culverts over natural channels for any stream crossings used during the construction phase. Construction equipment and vehicles must not cross streams without a proper temporary culvert crossing. | Prior to approval of Improvement Plans | City Engineer | |
| 14. In accordance with the City's most current standards, no disturbed surface or soil shall be left standing through a winter season without erosion control measures, such as re-vegetation of exposed slopes. Temporary erosion control measures (such as silt fences, staked straw bales, etc.) shall be employed at the base of disturbed slopes until re-vegetation is established. | Prior to approval of Improvement Plans | City Engineer | |

| Condition | Timing | Responsible Party | Status |
|---|---|---|---|
| 15. Design and construct energy dissipaters where drainage outlets discharge on erodible soil or into natural drainage ways (if required). Temporary dissipaters may be used for temporary storm runoff outlets during construction phases. Permanent dissipaters shall be included for permanent outlets, unless the Erosion Control Plan indicates that conditions render it unnecessary (subject to the approval of the City Engineer). | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |
| 16. The design, maintenance, inspection, and reporting of all storm water systems, devices, and treatment systems by the Applicant shall comply with the State Water Resources Control Board Water Quality Order No. 2013-0001-DWQ National Pollutant Discharge Elimination System Permit Phase 2 Municipal General Permit No. CAS000004, Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems and any design guidance developed by the City. | Prior to approval of Improvement Plans and During Construction | Community Development and City Engineer | |
| 17. The Applicant shall submit a SWPPP and post construction Storm Water Quality Plan with trash capture devices as per Supplemental Trash Control requirements approved under City Council Resolution 2021-134 for City approval. The Plan shall include Best Management Practices (BMPs) to minimize and control the level of pollutants in storm water runoff released to off-site receiving waters. Specific techniques shall comply with adopted City standards. | Prior to approval of Improvement Plans and During Construction | Community Development and City Engineer | |
| 18. The Applicant shall submit Blasting Plans (if required) for review and approval by the City Engineer prior to commencing any on-site blasting activities. At a minimum, the Blasting Plan is to include a description of the work to be accomplished, a statement of the necessity to accomplish the work, a description of alternatives to blasting considered but rejected, a description of steps taken to avoid hard rock areas, and safety measures to be implemented. The Blasting Plan is to coordinate blasting activities with the Police, Community Development Department, and Fire Departments and specify the time and duration proposed for the activity. The Applicant shall provide 72 hours notification to the above Departments of any scheduled blasting. | Prior to any blasting activities | Community Development, City Engineer, Police, Fire | |

| Condition | Timing | Responsible Party | Status |
|---|---|---|---|
| 19. The Applicant shall provide a grading and erosion control security deposit in accordance with the City of Lincoln Design Criteria and Procedures Manual. | Prior to the issuance of the Grading Permit. | City Engineer | |
| 20. Flagging, fencing, signage, and other devices shall be installed prior to grading on-site. Fence locations shall be with the approval of the City Engineer and shall require inspection prior to start of grading. Fencing should not be removed unless written approval is obtained from the City Engineer. | Prior to Grading | City Engineer | |
| 21. Trees removed during site grading and construction shall be disposed of by means other than landfill or burning. | Prior to Grading | City Engineer | |
| 22. Trees not scheduled for removal adjacent to construction areas shall be temporarily fenced around their drip lines to prevent inadvertent damage during construction activity. | Prior to Grading | City Engineer | |
| **FLOODPLAIN/WETLANDS** | | | |
| 23. **All future grading shown on the preliminary grading plans prepared by Rolls Anderson & Rolls, including proposed finished floor elevation, shall be subject to further review and approval by the City Engineer and Community Development Department in accordance with applicable City and FEMA requirements. | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |
| 24. The project shall comply with requirements of SB-5 (200-year flood protection) and regulations and guidelines published by the State Department of Water Resources, and as may be adopted by the City of Lincoln in compliance with the requirements of SB-5. | General Condition | Community Development and City Engineer | |
| **TRANSPORTATION/STREET IMPROVEMENTS** | | | |
| 25. **Traffic striping, markings and signing shall be provided as required by the applicable FAA Standards, City of Lincoln Design Criteria and Procedures Manual and Public Facilities Improvement Standards, as well as the California Manual of Uniform Traffic Control Devices, latest edition. | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |

| Condition | Timing | Responsible Party | Status |
|---|---|---|---|
| 26. **With relocation of the taxiway entrances to tarmac, the existing centerlines must be removed, and new centerline striping added. This includes from the new hangars south to the fuel farm and to the eastern edge of the jet ramp near airport office. | Prior to approval of Improvement Plans | Development Engineering and PWD | |
| 27. ****Consult as necessary with Caltrans Aeronautics to acquire any necessary project approvals which may include verification that the proposed hangar taxiway offset provides for an allowable offset distance between the proposed hangars and the Taxiway. | Prior to approval of Improvement Plans | Director of Public Works | |
| 28. **Coordinate with Federal Aviation Authority (FAA) and obtain any necessary approvals. | Prior to approval of Improvement Plans | Director of Public Works | |
| 29. **No parking area must be striped and illuminated to prohibit parking to the south of the new box hangar. | Prior to approval of Improvement Plans | Development Engineering and Director of Public Works | |
| **UTILITIES** | | | |
| 30. **The Preliminary Utility Plans shown per the preliminary site plans prepared by Rolls Anderson & Rolls showing pipe sizing and alignment are not approved for final design. The utility sizing & capacity memorandums shall be submitted with the initial improvement plan submittal. The Improvement Plans shall incorporate the findings of the technical studies, to the satisfaction of the City Engineer. | Initial Submittal of Improvement Plans | Development Engineering and City Engineer | |
| 31. The Applicant shall comply with all provisions of the City's Cross Control and Backflow Prevention Ordinance and the State Water Resources Control Board Cross-Connection Control Policy. | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |

| Condition | Timing | Responsible Party | Status |
|---|---|---|---|
| 32. The Applicant shall submit Joint Utility Trench Composite Plans for review by City Engineer. | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |
| **FIRE** | | | |
| 33. The final design, layout and line capacity of water and hydrant systems will be subject to approval of the City Engineer in consultation with the Fire Chief prior to start of any phase of underground utility construction. | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |
| 34. The final placement of fire hydrants shall be subject to the approval of the Fire Chief during the review of Improvement Plans and consistent with the most current improvement standards for the City. | Prior to approval of Improvement Plans | Development Engineering, City Engineer and Fire Department | |
| **LANDSCAPING & WALLS** | | | |
| 35. Any structure as part of the civil and landscape improvement plans shall be submitted to the building department for a building permit. Alternatively, any structure required to be built with the civil plans shall be submitted with the civil plans. Specifically, landscaping shall be designed in accordance with the Lincoln Regional Airport Master Plan and provide a minimum 3-foot clearance around fire appurtenances (e.g. hydrants, Fire Department Connections) and not encroach in the required fire access lanes (width and height). | Prior to approval of Improvement Plans | Community Development and City Engineer | |
| **LIGHTING/DESIGN** | | | |

| Condition | Timing | Responsible Party | Status |
|---|---|---|---|
| 36. A Street Lighting Plan shall be submitted to the City with Improvement Plans consistent with the Lincoln Regional Airport Master Plan . All streetlights shall be LED and Smart Metered to the satisfaction of the City Engineer. Street light poles were located in public right-of-way and maintained by City, shall be concrete and/or to the satisfaction of the City Engineer. All streetlights shall be in accordance with the Lincoln Regional Airport Master Plan and to the satisfaction of the Public Works Director/ City Engineer. The selection of the lights and design of the lighting system shall be reviewed and approved by the Community Development Department and City Engineer. | Prior to approval of Improvement Plans | Development Engineering and Public Works Director/City Engineer | |
| **IMPROVEMENT PLAN NOTES** | | | |
| 37. **The construction access from Flightline Dr. to the construction zone shall remain free and clear of any obstructions and be kept free of any construction debris to allow unrestricted passage from north to south. A new permanent swing gate is permissible with approval from the Airport Manager and shall be only opened during entry/exit and remain closed and locked at all times. If the gate access is not responsibly managed the gate access will be eliminated and the gate will remain permanently closed for the duration of the project. | During Construction | Director of Public Works | |
| 38. **The contractor shall keep the entire construction area perimeter and access pathways clear of debris, including at a minimum regular daily sweeping. | During Construction | Director of Public Works | |
| 39. **If new construction access swing gate is installed along the Airport perimeter security fence on Flightline Drive, the contractor shall replace the concrete sidewalk, curb and gutter the width of the construction access prior to project completion. | General Condition | Director of Public Works | |
| 40. **The entire perimeter construction fencing adjacent to the tarmac or taxiways shall have low barrier illuminated barricades or highly reflective prismatic markers every 25-ft minimum or at a closer spacing if required by FAA regulations or other safety regulations. Additionally, construction perimeter fencing shall have opposing panels at a minimum of every 100-ft to ensure that the fencing does not blow over in high winds. | During Construction | Director of Public Works | |

| Condition | Timing | Responsible Party | Status |
|---|---|---|---|
| 41. **The contractor shall provide construction workers restroom facilities within the project limits and shall have no access to airport facilities. | During Construction | Director of Public Works | |
| 42. **The contractor shall adhere to FAA height requirements for all construction equipment which may include lights and flags. | During Construction | Director of Public Works | |
| 43. **The contractor must adhere to Airport Manager and/or designee direction to mitigate any unforeseen impacts on airport users. | During Construction | Director of Public Works | |
| 44. **The contractor shall not jeopardize airport security and shall restrict public access from utilizing the construction entrance(s). The contractor shall provide adequate directional signage on Flightline Drive to direct project traffic to authorized construction entrance(s) and shall take all necessary precautions to prevent any unauthorized access to the airport. | During Construction | Director of Public Works | |
| 45. Dust control measures shall be established prior to construction of any development pursuant to the requirements of the Mitigation Monitoring Plan. Additional dust control measures may be required by the City Engineer based upon site conditions.<br>The following note shall be added to the Grading and/or Improvement Plans:<br>"To minimize dust/grading impacts during construction, the Applicant shall:<br>a. Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day.<br>b. Use tarpaulins or other affective covers on all stockpiled earth material and on all haul trucks.<br>c. Sweep the adjacent streets frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.<br>d. Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off-site.<br>e. The City shall have the authority to stop all grading operations, if in opinion of City staff, inadequate dust control measures are being practiced, or excessive wind conditions contribute to fugitive dust emissions.<br>f. The grading shall comply with the Mitigation Monitoring Program." | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |

| Condition | Timing | Responsible Party | Status |
|---|---|---|---|
| 46. A note shall be added to the Grading Plans that states:<br>"Prior to the commencement of grading operations, the contractor shall identify the site where the deficit earthen material shall be borrowed. A report issued by a geotechnical engineer shall be submitted to verify that the imported materials are suitable for project fill. If the borrow site is within the City of Lincoln, the contractor shall show proof of all approved Grading Plans. Haul routes to be used shall be approved by the City Engineer." | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |
| 47. A note shall be added to the Improvement Plans:<br>"Construction in the project shall take place between the hours of 7:00 A.M. to 5:00 P.M., Monday through Friday, unless written approval is granted by the Public Works Director (PWD) and the City Engineer for mass grading and public improvements, allowing work for different days or hours."<br>"Radios and other musical equipment noise shall be played at levels consistent with the City of Lincoln standards so as to be contained on-site." | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |
| 48. A note shall be added to the Improvement Plans:<br>"All contractors are required to deliver all construction related refuse collected in debris boxes to the Western Placer Waste Management Authority Material Recovery Facility. The City reserves the right to require that a franchise agreement be approved with any refuse handler at any time during the construction process." | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |
| 49. A note shall be added to the Improvement Plans:<br>"Seventy-two (72) hour notification must be given to the City of Lincoln prior to disinfection of any water mains. The contractor shall coordinate with the City Construction Inspector to schedule with the Public Services Department at 434-2450 for disinfection and testing." | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |
| 50. A note shall be added to the Improvement Plans:<br>"The Applicant shall submit Environmental surveys in compliance with the mitigation measures. The Applicant shall secure Community Development Department (Planning) approval that surveys are adequate and mitigation measures are incorporated into the Plan prior to start of any on-site construction." | Prior to approval of Improvement Plans | Community Development and City Engineer | |

| Condition | Timing | Responsible Party | Status |
|---|---|---|---|
| 51. A note shall be added to the Improvement Plans:<br>"The Applicant shall require their contractors to work with the Police Department in the development of security measures during construction to increase security of stored equipment and materials on-site and to minimize demands on police protection services during project construction." | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |
| 52. A note shall be added to the Improvement Plans:<br>"All construction contractors shall provide a Spill Prevention and Counter Measure Plan describing measures to insure proper collection and disposal of all pollutants handled or produced on the project site during construction, including sanitary wastes, cement, and petroleum products. The Plan shall be submitted to the City's Fire Department and City Engineer prior to each phase of construction." | Prior to approval of Improvement Plans | Development Engineering and City Engineer | |
| **PRIOR TO CONSTRUCTION** | | | |
| 53. Applicant shall enter into an airport lease agreement with the City of Lincoln to the satisfaction of the City Manager | Prior to Improvement Plan Approval | City Manager | |

| Condition | Timing | Responsible Party | Status |
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| 54. The Owner shall provide a funding mechanism for the annual maintenance and operation of on-site public street lights, parks, landscaping, open space, water quality features, storm drain facilities, detention and retention facilities, and traffic signals (except those facilities maintained by a Hangar Owner Association). This funding mechanism may consist of a Special Tax, Assessment District, or endowment, at the discretion of the City. If the project is within a current finance mechanism such as Benefit Assessment District No. 1, or CFD 2018-1; an expenditure/revenue analysis should be completed if the number of units or amount of public improvements to be maintained have changed since preliminary approval to ensure the project will cover the costs of the annual maintenance and operation of the public improvements. Compliance with this condition shall be to the satisfaction of the City Engineer. Annually the costs will be allocated proportionately against the individual lots in accordance with the benefits received. Annual adjustments shall be applied in accordance with the Consumer Price Index plus 3% as determined by the City to adjust the tax for inflation as needed to meet any actual increased costs. Annexation of the project property into a maintenance CFD 2018-1 would satisfy this condition. | Prior to Approval of Improvement Plans | Community Development, Support Services and City Engineer | |
| 55. The Applicant shall consult/notify with the service provider of Gas, telephone, CATV and Electrical System Design Departments at the earliest available opportunity concerning all applicable Development Plans, site improvements, and construction schedules. The project sponsors shall maintain contact with the service provider so that required facilities and easements will be developed in a coordinated manner. | Prior to construction | City Engineer | |
| 56. An on-site meeting with the Applicant, contractor, superintendent, engineers, and City representatives to review special procedures, limits of work, lines of authority and special conditions or procedures shall take place prior to any significant grading activity. The Applicant shall provide an organization chart displaying lines of authority and phone numbers for each individual shown in a supervisory capacity. The Applicant shall designate in writing before the start of work an authorized representative who will have authority to act on behalf of the project. Said representative should be available on the job site during all construction or accessible by phone. The representative shall also make any necessary arrangements with the City Engineer concerning extended or emergency work periods. | Prior to any construction | City Engineer | |

| Condition | Timing | Responsible Party | Status |
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| 57. All construction haul routes shall be approved by the City Engineer prior to commencement of any construction activity. | Prior to any construction | City Engineer | |
| 58. The Applicant shall coordinate the placement of centralized mail delivery unit(s), if required by the Post Office or provide verification that centralized mail delivery unit(s) will not be required by the Post Office. The placement of the unit(s), if required by the Post Office, shall give consideration to concepts of defensible space, such as street lighting and visibility, ADA accessibility, as well as consumer convenience. The centralized mail delivery unit(s) shall not be located within any of the water quality LID areas identified on the Improvement Plans. | Prior to any construction | Community Development | |
| **DURING CONSTRUCTION** | | | |
| 59. Consistent with the recommendations of a soils engineer and as approved by the City Engineer, grading should be scheduled to avoid seasonally high groundwater conditions in swale areas. | During Construction | City Engineer | |
| 60. **Prior to excavation and backfill over the existing public sewer line or other City utilities, and the entire site, the Applicant shall provide a specific geotechnical analysis to determine the suitability of excavated material (if proposed for use) as engineered fill, and trench backfilling, topsoil, or other types of reuse on-site such as landscaping fill in parks. If during construction the Applicant identifies any unique unforeseen soils conditions, the Applicant shall within 24-hours notify its geotechnical consultant to provide an analysis to the City Engineer for approval concerning any remediation action. | During Construction | City Engineer | |
| 61. The Applicant/Contractor shall be responsible for the cleaning of all public streets during construction. The manner and frequency of street cleaning shall be determined by the City Engineer based upon field conditions. | During construction | City Engineer | |
| 62. For potable construction water, flows shall not exceed 500,000 gallons per day subject to approval by the City. All flows shall be metered and monitored by the Applicant. The cost of potable construction water shall be at a rate established by the City. Any use of potable water for construction shall be subject to availability as determined by the City. | During construction | City Engineer | |

| Condition | Timing | Responsible Party | Status |
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| 63. The project shall provide for a system to inform all contractors and subcontractors and other affiliated parties conducting business within the City that a Business License must be obtained from the City. Prior to the preconstruction meeting, the Applicant shall submit to the City of Lincoln a list containing all parties doing business within the City as a result of the project. The City will check the list to ensure that each party has obtained the necessary Business License. | Prior to issuance of Building Permits and during construction | Building | |
| 64. The Applicant may place a temporary construction trailer/building on the project site during project construction, subject to approval of the Community Development Department. The Applicant shall submit information to the Community Development Department regarding the location and services available to the structure as well as elevations of the temporary facility. Use of the facility will be subject to the approval of the Community Development Department. | During construction | Building | |
| **PRIOR TO ACCEPTANCE** | | | |
| 65. The Applicant shall be responsible for repairing street damage caused by construction equipment on the street system to the satisfaction of the City Engineer. | Prior to Acceptance of Improvements | City Engineer | |
| 66. The Applicant shall provide the City with “As-Built Plans” in a mylar hard copy and the other on a computer disc in an AutoCAD format compatible with the City’s mapping acceptable to the City Engineer. | Prior to Acceptance of Improvements | City Engineer | |
| 67. Existing and proposed public facilities and improvements damaged during the course of construction shall be repaired by the Applicant, at his expense, to the satisfaction of the City Engineer. | Prior to Notice of Completion and Acceptance of Improvements | City Engineer | |
| 68. The contractor shall be responsible for the televising of all sewer collection and conveyance facilities. A 72-hour notification, both written and verbal, shall be given to the City Engineer prior to the televising of the sewer system. If not properly notified the City may elect to require a retesting of the subject system. | Prior to Notice of Completion | City Engineer | |
| **PRIOR TO BUILDING PERMIT** | | | |

| Condition | Timing | Responsible Party | Status |
|---|---|---|---|
| 69. Finished exterior grades shall be sloped away from foundations to provide removal of surface water runoff away from structures. All building pads shall be provided with drainage away from foundations and to a properly controlled discharge system. No surface runoff should be allowed to flow from the pad over an unprotected slope. Terraced lots should avoid uncontrolled discharge of surface water runoff onto adjoining lots. | Prior to approval of Plot Plans | Building, Development Engineering | |
| 70. Fire hydrants or other acceptable alternatives approved by the City, providing service for construction sites shall be operational prior to combustible vertical building construction beginning. | Prior to issuance of Building Permits | Building | |
| 71. All private exterior lighting is to be uniform or complimentary throughout the project. Private exterior lighting to be provided for all access driveways, parking areas and walkways so as to facilitate protection of private property and safe pedestrian movement within the project site. Such lighting shall be accomplished in such a manner as not to illuminate adjacent properties or street which may be objectionable or hazardous. Detailed Construction Plans depicting the location and type of all lighting fixtures to be submitted and approved by the Building, Planning, and Police Department as part of the Construction Plans. | Prior to issuance of Building Permit | Community Development, Police Department | |
| 72. The project shall be subject to the Western Placer Unified School District's Financing Plan. | Prior to issuance of Building Permits | Building | |
| 73. The Applicant shall pay all applicable fees at time of issuance of the Building Permit. | Prior to issuance of Building Occupancy | Building | |
| 74. The project shall be subject to the Placer County Capital Facilities Impact Fee. | Prior to issuance of Building Occupancy | Building | |

| Condition | Timing | Responsible Party | Status |
|---|---|---|---|
| 75. All water meters shall be installed by the Public Services Department as per standards and specifications adopted by the City of Lincoln in June 2020 and as thereafter amended. A fee (applied city-wide) will be required for the cost and installation of each meter and may be adjusted annually based upon costs. | Prior to First Inspection following issuance of Building Permits | Building and Public Services | |
| 76. Any roof mounted mechanical and/or electrical equipment, including solar collector panels, satellite antennas, receiving and/or transmitting antennas on the roof of any structure shall be completely screened by parapet walls. Reciprocal easements shall be recorded in the CC&Rs to allow for roof mounted equipment in adjacent screened areas, and/or roof wells. | Prior to issuance of Building Permits | Community Development | |
| 77. All electrical, phone, MSB's, etc., equipment shall be incorporated into an interior electrical room. | Prior to issuance of Building Permits | Community Development | |
| 78. Roof ladders (if applicable) are to be incorporated into an interior room. | Prior to issuance of Building Permits | Community Development | |
| 79. Any pad mounted equipment, transformers, gas meters, etc. need to be placed on the project site (not in the landscape easement, or right-of-ways, etc.) and appropriately screened via solid fencing with the incorporation of landscaping. | Prior to issuance of Building Permits | Community Development | |
| **PRIOR TO OCCUPANCY** | | | |
| 80. The Applicant shall install all fire protection measures required pursuant to the then applicable City Standards. All hangar units shall be fire sprinkled in accordance with the 2019 California Fire Code, or the Fire Code in effect at the time of Building Permit application. Each building/hangar must have a separate fire service connection, unless an alternative connection is approved by the Fire Chief.<br>Each building/hangar shall have illuminated addressing. | Prior to Final Inspection/ Occupancy | Building Division | |

| Condition | Timing | Responsible Party | Status |
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| 81. The occupancy of the building shall be contingent upon completion (or bonding for) of all landscaping, architectural treatments, finalization of the building permit, etc. to the satisfaction of the Community Development Director, Public Works Director, and the Airport Manager. | Prior to Final Inspection/ Occupancy | Community Development | |

**END**

EXHIBIT B



| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
|---|---|---|---|
| **Biological Resources** | | | |
| Mitigation Measure 3.2-2: Complete Surveys for Special-Status Plants<br><br>*Not more than three years prior to disturbance of undisturbed areas within the footprint of a proposed Project, surveys for special-status plants shall be conducted by a qualified biologist. The surveys shall follow the Department of Fish and Game's Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities (revised May 8, 2000). If the presence of special status plants is confirmed, the City would set aside and preserve areas within the airport to construct and manage conservation areas for special status plant species at a ratio of 1:1.*<br><br>*Special status species, and CNPS List 3 and 4 plants, and sensitive habitats shall be shown on all plans for each future Airport Master Plan project. All construction or site activities that could result in disturbance to special status species (and CNPS List 3 and 4 plants) and sensitive habitats shall be shown on construction and development plans. A qualified biologist shall review plans and proposed construction activities for consistency with special status mapped locations.* | Contract with a qualified biologist to conduct protocol level surveys for special- status plants.<br><br>Verify survey results.<br><br>Provide compensatory mitigation for impacts to special status plant species at a ratio of 1:1.<br><br>Verify compensatory mitigation requirements have been met. | Prior to commencement of construction activities potentially impacting special-status plants. | Department of Public Works (DPW)<br><br>Lincoln Regional Airport (LHM) |
| Mitigation Measure 3.2-4a: Complete Surveys for Western Spadefoot Toad<br><br>*A qualified biologist will complete surveys for the special status Western spadefoot toad.* | Contract with a qualified biologist to conduct protocol level surveys for special status Western spadefoot toad. | Prior to commencement of construction activities potentially impacting special-status Western spadefoot toad. | DPW<br>LHM |
| Mitigation Measure 3.2-4b: Compensate for the Impacts on Western Spadefoot Toad<br><br>*If the species are identified as occurring on the airport, to compensate for the permanent loss or temporary disturbance of habitat the City would set aside and preserve areas within the airport to construct and manage new toad habitat. It is likely, that toad habitat will correspond closely with fairy shrimp habitat and that habitat creation and maintenance could be combined.* | Provide compensatory mitigation for impacts to special status species.<br><br>Verify compensatory mitigation requirements have been met. | Prior to commencement of construction activities potentially impacting special-status Western spadefoot toad. | DPW<br>LHM<br>U.S. Fish and Wildlife Service (USFWS)<br>Federal Aviation Administration (FAA) |

| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
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| *However, if necessary, the City will create and maintain additional toad habitat on the airport to replace the loss of habitat. This would reduce the impact to less-than significant.* | | | |
| Mitigation Measure 3.2-5: Filling waters of the United States<br><br>*The City of Lincoln shall obtain authorization from Corps for the placement of fill in Waters of the U.S., required to implement the proposed Project under any alternative (except the No Action Alternative). Depending on the total amount of fill, mitigation to offset impacts to waters of the U.S. may be attached to the Corps permit. The City shall abide by all conditions attached to the Section 404 permit. The City shall also obtain Water Quality Certification (or a waiver) from the Regional Water Quality Control Board (RWQCB), as it will be required to make the Corps permit valid. The need for mitigation to offset impacts to jurisdictional wetlands (if any) will be determined in consultation with Corps during the permitting process. If deemed necessary, mitigation would be attached as a condition of the 404 permit. The amount and type of mitigation will be largely dependent on the selected alternative and the extent of jurisdictional waters of the U.S. as determined by Corps when they verify the wetland delineation (North Fork Associates 2007) as the first step in the permitting process. Depending on the conditions of the permit, mitigation may be accomplished through onsite creation. By securing and abiding by the conditions of Section 404 of the Clean Water Act permit, including providing mitigation and obtaining Section 401 Water Quality Certification from the RWQCB, impacts to jurisdictional Waters of the U.S. and wetlands would be below the threshold of significance.* | Obtain prior authorization for placement of fill in Waters of the U.S.<br><br>Abide by all conditions attached to the Section 404 permit.<br><br>Obtain Water Quality Certification<br><br>Abide by all conditions attached to the Clean Water Act permit. | Prior to construction | DPW<br>LHW<br>US Army Corps of Engineers<br>RWQCB |
| Mitigation Measure BIO-1: Special Status Animal Protection<br><br>*The following PCCP Species Conditions shall be implemented:*<br><br>*Swainson's Hawk*<br>• *SWHA 1 Surveys: Conduct planning-level surveys within modeled habitat in the Valley of the project site and within 1,325 feet of project site well in advance of project implementation. If the project cannot be designed to* | Contract with a qualified biologist to conduct appropriately timed surveys.<br><br>Submit survey results to DPW and Placer County Conservation Program (PCCP). | Prior to construction | DPW<br>PCCP |

| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
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| *avoid active SWHA nest trees and the construction must occur during the nesting season (approximately February 1 to September 15), a preconstruction survey must be conducted no more than 15 days prior to ground disturbance.*<br>• *SWHA 2 Applicable Measure: During the nesting season, ground-disturbing activities within 1,320 feet of occupied nests or nests under construction shall be prohibited. See PCCP Section 6.3.5.6.2 for further details on minimizing disturbance and buffer waivers.*<br>• *SWHA 3 Applicable Measure: Active (within the last 5 years) SWHA nest trees on a project site shall not be removed during the nesting season.*<br>• *SWHA 4 Construction Monitoring: If an active nest is present within the project site or 1,320 feet of the project site, construction monitoring shall be conducted by a qualified biologist and focus on ensuring that activities do not occur within the buffer zone and that effects on SWHA are minimized.*<br><br>*Western Burrowing Owl*<br>• *BUOW 1 Surveys: Conduct preconstruction surveys within modeled habitat in the Valley, or as determined by a qualified biologist, of the project site and within a 250-foot accessible radius of project site. Two surveys must be conducted within 15 days prior to ground disturbance to establish the presence or absence of burrowing owls.*<br>• *BUOW 2 Applicable Measure: If BUOW or evidence of presence is found during the breeding season (approximately February 1 – August 31), the applicant shall avoid all nests that could be disturbed and establish a 250-foot non-disturbance buffer zone around nests. The buffer zone shall be flagged or otherwise clearly marked.*<br>• *BUOW 3 Applicable Measure: If BUOW or evidence of presence is found during the non-breeding season (approximately September 1 – January 31), the applicant shall establish a 160-foot non-disturbance buffer zone around active burrows. The buffer zone shall be flagged or otherwise clearly marked.*<br>• *BUOW 4 Applicable Measure: During the non-breeding season only, if a project cannot avoid occupied burrows after all alternative avoidance and* | | | |

| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
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| *minimization measures are exhausted, as confirmed by the Wildlife Agencies, a qualified biologist may passively exclude birds from those burrows. A burrowing owl exclusion plan must be developed by a qualified biologist consistent with the most recent guidelines from the Wildlife Agencies and submitted to and approved by the PCA and Wildlife Agencies.*<br>• *BUOW 5 Construction Monitoring: If a BUOW nest or active burrow is present within the project site, construction monitoring shall be conducted by a qualified biologist and focus on ensuring that activities do not occur within the buffer zone and that effects on BUOW are minimized.*<br><br>*Tricolored Blackbird*<br>• *Tricolored Blackbird 1 Surveys: Preconstruction planning-level surveys for nest colony sites must be conducted by a qualified biologist if the PCA-provided map indicates an active colony site occurs on the project site or within 1,300 feet of a colony site as well as those project sites located below 300 feet in elevation within modeled habitat. Surveys should be conducted at least twice with at least month between surveys during the nesting season 1 year prior to initial ground disturbance if feasible, and the year of ground disturbing for the Covered Activity (required). If Covered Activities will occur in the project work area during the nesting season, three surveys shall be conducted within 15 days prior to the Covered Activity, with one of the surveys occurring within 5 days prior to the start of the Covered Activity.*<br>• *Tricolored Blackbird 2 Surveys: If an active colony site is within 3 miles of the project site, a qualified biologist shall conduct two surveys of foraging habitat within the project site and within a 1,300-foot radius around the project site to determine whether foraging habitat is being actively used by foraging tricolored blackbirds. The surveys will be conducted approximately one week apart, with the second survey occurring no more than 5 calendar days prior to ground-disturbing activities.*<br>• *Tricolored Blackbird 3 Applicable Measures: If a tricolored blackbird nesting colony is found, avoidance and minimization measures shall be applied as outlined in PCCP Section 6.3.5.9.2. These AMMs include* | | | |

| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
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| *prohibiting work during the nesting season (March 15 – July 31, or until chicks have fledged or the colony abandoned on its own) and establishing buffers.*<br>• *Tricolored Blackbird 4 Applicable Measures: If construction activity or other Covered Activities disturb foraging tricolored blackbirds, as determined by a qualified biologist, avoidance and minimization measures shall be applied as outlined in PCCP Section 6.3.5.9.2. These AMMs include prohibiting work during the nesting season (March 15 – July 31, or until chicks have fledged or the colony abandoned on its own) and establishing buffers.*<br>• *Tricolored Blackbird 5 Construction Monitoring: If a tricolored blackbird nesting colony is present within the project site, construction monitoring shall be conducted by a qualified biologist and will focus on ensuring that activities do not occur within the buffer zone and that effects on tricolored blackbird nesting are minimized.*<br>• *Tricolored Blackbird 6 Construction Monitoring: If actively used foraging habitat is present within the project site, construction monitoring shall be conducted by a qualified biologist and will focus on ensuring that activities do not occur within the buffer zone and that effects on tricolored blackbird foraging are minimized.* | | | |
| Mitigation Measure Bio-2: Habitat Mitigation<br><br>*The following measures shall be implemented:*<br>• *PCCP General Condition 1, Watershed Hydrology and Water Quality (PCCP 6.3.1.1)*<br>• *PCCP General Condition 3, Land Conversion (PCCP 6.3.1.3) The applicant shall pay the current PCCP general land conversion fees for conversion of approximately 0.75 acres of Annual Grassland. Final acreages will be determined in coordination with the PCCP.*<br>• *PCCP General Condition 5, Conduct Worker Training (PCCP 6.3.1.5).* | Prepare and submit PCCP application and pay all required fees. | Prior to construction | DPW<br>PCCP |
| **Cultural Resources** | | | |
| Mitigation Measure 3.3-1: Stop Work if Buried Cultural Deposits are | Cease work and contact qualified archaeologist if archaeological | During all construction | DPW<br>LHM |

| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
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| Encountered during Construction Activities<br><br>*If any additional archaeological discoveries (human skeletal remains, culturally modified lithic materials, structural features, or historic artifacts) are encountered during ground disturbing activities, all such activities should halt within a 100-foot radius of the discovery, and a qualified archaeologist should be contacted to determine the nature of the find, evaluate its significance, and, if necessary, suggest preservation or mitigation measures.*<br><br>*If human remains of Native American origin are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the NAHC (PRC 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:*<br>• *The County coroner has been informed and has determined that no investigation of the cause of death is required; and*<br>• *If the remains are of Native American origin:*<br>• *The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98; or*<br>• *The NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the NAHC.*<br><br>*According to the California Health and Safety Code (CHSC), six or more human burials at one location constitute a cemetery (CHSC 8100), and disturbance of Native American cemeteries is a felony (CHSC 7052). CHSC 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California NAHC.* | deposits or artifacts are inadvertently exposed.<br><br>Cease work and contact Placer County Coroner and Native American Heritage Commission if human remains or associated funerary objects are encountered. | | |

| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
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| **Geology and Soils** | | | |
| Mitigation Measure 3.4-5: Stop Work if Substantial Fossil Remains are Encountered During Construction<br><br>*If substantial fossil remains (particularly vertebrate remains) are discovered during earth-disturbing activities on the airport, activities will stop immediately until a state-registered professional geologist or qualified professional paleontologist can assess the nature and importance of the find and a qualified professional paleontologist can recommend appropriate treatment. The City will be responsible for ensuring that recommendations regarding treatment and reporting are implemented.* | Cease work and contact qualified geologist or professional paleontologist if fossil remains are inadvertently exposed. | During all construction. | DPW<br>LHM |
| **Hazards and Hazardous Materials** | | | |
| Mitigation Measure 3.5-1: Prepare and Implement a Hazardous Materials Spill Prevention Control and Countermeasure Plan During Construction<br><br>*As part of compliance with the NPDES Construction General Permit, a Hazardous Material Spill Prevention Control and Countermeasure Plan will be prepared for the use of construction equipment for the proposed Project and will minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and identifies the parties responsible for monitoring and spill response. The measures and monitoring procedures required under the Construction General Permit will minimize the potential for the release of hazardous materials to the environment. The City will review and approve the Hazardous Materials Spill Prevention Control and Countermeasure Plan before allowing construction to begin.*<br><br>*The City will routinely inspect active portions of the Project Area to verify that the BMPs specified in the plan are properly implemented and maintained, and will immediately notify the contractor if there is a noncompliance issue and will require compliance. The federal reportable spill quantity for petroleum* | Prepare a Hazardous Material Spill Prevention Control and Countermeasure Plan.<br><br>Verify implementation of Plan. | Before and during all construction. | DPW<br>LHM |

| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
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| *products, as defined in the EPA's CFR (40 CFR 110) is any oil spill that: (1) violates applicable water quality standards; (2) causes a film or sheen upon or discoloration of the water surface or adjoining shoreline; or (3) causes a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines.*<br><br>*If a spill is reportable, the contractor's superintendent will immediately notify the City of Lincoln, Placer County Department of Environmental Health and the DTSC, which have spill response and cleanup ordinances to govern emergency spill response. A written description of reportable releases will be submitted to the SVRWQCB. This submittal will include a description of the release, including the type of material and an estimate of the amount spilled, the date of the release, an explanation of why the spill occurred, and a description of the steps taken to prevent and control future releases. The releases will be documented on a spill report form.*<br><br>*If a reportable spill has occurred, and results determine that project activities have adversely affected surface or groundwater quality in excess of water quality standards, a detailed analysis shall be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City and its contractors will select and implement measures to control contamination, with a performance standard that water quality will be returned to baseline conditions. These measures will be subject to approval by the Placer County Department of Environmental Health and DTSC.* | | | |
| Mitigation Measure 3.5-2: Prepare a Health and Safety Plan (HSP) for Construction Activities on Known Hazardous Materials Sites<br><br>*If construction is anticipated to take place on a known hazardous materials site, as required by Cal-OSHA standards, a hazardous operation site-specific HSP for construction activities that take place on this site will be prepared and implemented. The site-specific HSP will be developed, as necessary, by an environmental contractor before any investigation or cleanup activities or* | Contract qualified environmental contractor to develop site-specific Health and Safety Plan. | Before construction | DPW<br>LHM |

| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
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| *construction activities begin in the area. Workers who could directly contact soil, vapors, or groundwater containing hazardous levels of constituents will perform all activities in accordance with the HSP.* | | | |
| Mitigation Measure 3.5-3: Stop Work and Implement Hazardous Materials Investigations/Remediation<br><br>*Prior to the onset of construction, all construction workers will be trained in the identification of potentially contaminated soil and water, including information on the characteristics of potential contamination, such as discolored soil, oils or sheens on water, and unusual odors. In the event that hazardous materials are encountered during construction, all construction activities in the area of the discovery will stop, and the project owner will conduct hazardous materials investigations to identify the nature and extent of contamination and evaluate potential impacts on project construction. If necessary, the City will implement remediation measures consistent with all applicable local, state, and federal codes and regulations. Construction will not resume until remediation is complete.*<br><br>*If waste disposal is necessary, the City will ensure that all hazardous materials removed during construction are handled and disposed of by a licensed waste-disposal contractor and transported by a licensed hauler to an appropriately licensed and permitted disposal or recycling facility, in accordance with local, state, and federal requirements.* | Train construction workers in identification of potentially contaminated soil and water.<br><br>Stop work if contamination is identified. | Before and during all construction | DPW LHM Contractors |
| **Hydrology and Water Quality** | | | |
| Mitigation Measure 3.6-1: Comply with National Pollutant Discharge Elimination System General Construction Permit<br><br>*All construction activities will comply with the NPDES Construction General Permit, which contains standards to ensure that water quality is not degraded. As part of this permit, standard erosion control measures and BMPs will be identified in a Storm Water Pollution Prevention Plan (SWPPP) and will be implemented during construction to reduce sedimentation of waterways and loss of topsoil. As a performance standard, BMPs to be selected will represent* | Identify and implement BMPs in a SWPPP | Before and during construction | DPW LHM |

| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
|---|---|---|---|
| *the best available technology (BAT) that is economically achievable and the best conventional pollutant control technology (BCT) to reduce pollutants.*<br><br>*Commonly practiced BMPs may consist of a wide variety of measures taken to reduce pollutants in storm water and other non-point-source runoff. Measures range from source control to treatment of polluted runoff. BMPs can include watering active construction areas to control dust generation during earthmoving activities; using water sweepers to sweep streets and haul routes; and installing erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, and sandbag dykes) to prevent silt runoff to public roadways, storm drains or waterways. Topsoil will be stockpiled and replaced at the conclusion of construction activities. If appropriate for the development site, disturbed soil will be revegetated as soon as possible with the appropriate selection and schedule of plants. No disturbed surfaces will be left without erosion control measures in place between the rainy season, which generally occurs between October 15 and April 15.* | | | |
| Mitigation Measure 3.6-2: Construct the Proposed Stormwater Detention Swale Between Runway 15R-33L and Runway 15L- 33R Prior to Significantly Increasing the Amount of Impermeable Surfaces<br><br>*In consideration of the Project buildout scenario, the addition of the stormwater swale between Runway 15R-33L (existing) and Runway 15L-33R (proposed) will help to detain storm water flows from flowing unimpeded into Dutch Ravine and Markham Ravine. The swale will be constructed, and the vegetation established as erosion protection, before significantly increasing the amount of impermeable surfaces so that the detention swale can effectively detain runoff in such as way that they can match the pre-project runoff conditions.* | Verify construction of stormwater swale will be conducted by the Department of Public Works. | Before construction.<br><br>After construction of swale. | DPW<br>LHM |
| Mitigation Measure 3.6-3a: Develop Hazardous Material Spill Prevention Control and Countermeasure Plan for Construction<br><br>*The Project applicants or their contractors will prepare a Hazardous Material* | Prepare and implement Hazardous Material Spill Prevention Control and Countermeasure Plan. | Before construction | DPW<br>LHM |

| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
|---|---|---|---|
| *Spill Prevention Control and Countermeasure Plan as part of the NPDES Construction General Permit to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction of the Project. This plan will describe storage procedures and construction site housekeeping practices and identify the parties responsible for monitoring and spill response. Routine inspections and monitoring of BMPs by the City will ensure that minimal impacts to the environment occur. Commonly practiced BMPs include the use of containment devices for hazardous materials, the training of construction staff regarding safety practices to reduce the chance for spills or accidents, and the use of nontoxic substances where feasible. The plan also will describe actions required if a reportable spill occurs, such as which authorities to notify and the proper cleanup procedures. The Hazardous Material Spill Prevention Control and Countermeasure Plan will contain standards considered sufficiently protective such that significant adverse impacts on surface and groundwater quality will be avoided.* | | | |
| Mitigation Measure 3.6-3b: Implement Measures to Maintain Groundwater or Surface Water Quality<br><br>*If an appreciable spill has occurred, and results determine that Project activities have adversely affected surface water or groundwater quality, the City shall be responsible for ensuring that a detailed analysis will be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to ASTM standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City, its contractors, and applicants for specific development projects within the airport will select and implement measures to control contamination, with a performance standard that surface water or groundwater quality must be returned to baseline conditions. These measures will be subject to approval by the City.* | Contract RWQCB if spill has occurred.<br><br>Implement measures to control contamination. | In the event of a spill | DPW LHM |
| **Public Services; Utilities and Service Systems** | | | |
| Mitigation Measure 3.8-2: Implement Procedures to Reduce Fire Risk During Construction | The Airport will monitor the construction area. | Before and during construction. | DPW<br>LHM |

| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
|---|---|---|---|
| *During construction, all staging areas or areas slated for development using spark-producing equipment will be cleared of dried vegetation or other materials that could serve as fire fuel. Any construction equipment that normally includes a spark arrester will be equipped with an arrester in good working order. In addition, during construction, adequate water will be made available for fire protection.* | | | |
| Mitigation Measure 3.8-5: Conduct an Investigation of Utility Line Locations and maintain Utility Services<br><br>*A detailed study identifying the locations of utilities along the proposed Project alignment will be conducted during the design phase of the Project. For areas with the potential for adverse impacts on utility services, the following measures will be implemented.*<br><br>• *Utility excavation or encroachment permits will be required from the appropriate agencies. These permits include measures to minimize utility disruption. The City and its contractors will comply with permit conditions. Such conditions will be included in construction contract specifications.*<br>• *Utility locations will be verified through a field survey (potholing) and use of the Underground Service Alert services.*<br>• *Detailed specifications will be prepared as part of the design plans to include procedures for the excavation, support, and fill of areas around utility cables and pipelines. All affected utility services will be notified of the City's construction plans and schedule. Arrangements will be made with these entities regarding the protection, relocation, or temporary disconnection of services.*<br>• *Residents and businesses in the Project Area will be notified of planned utility service disruption 2 to 4 days in advance, in conformance with County and state standards. Disconnected cables and lines will be reconnected promptly.*<br>• *The City will observe California Department of Health Services (DHS) standards, which require:*<br>  • *A 10-foot horizontal separation between parallel sewer and water mains, and*<br>  • *A 1-foot vertical separation between perpendicular water and sewer line* | The Airport will verify that the utility survey is completed. | Before Construction | DPW<br>LHM |

| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
|---|---|---|---|
| *crossings. In the event that separation requirements cannot be maintained, the City will obtain a DHS variance through provisions of water encasement or other means deemed suitable by the department.* | | | |
| **Noise** | | | |
| Mitigation Measure 3.9-1: Implement Airport Land Use Compatibility Guidelines<br><br>*Placer County Airport Land Use Compatibility Plan establishes land use practices within the CNEL 60 dBA contour, the approach and departure zones, to reduce impacts of noise on sensitive receptors:*<br>*1. Locate new structures a maximum distance from the extended runway centerlines;*<br>*2. As necessary, construct new residential units with a minimum noise limit reduction of 20 dBA; and*<br>*3. Do not allow construction of schools, day care centers, libraries, hospitals, nursing homes or outdoor theaters.* | Implement Placer County Airport Land Use Compatibility Plan. | Before, during and after construction. | DPW<br>LHM |
| Mitigation Measure 3.9-2a: Limit Hours of Construction<br><br>*Construction activities will be prohibited on Sundays, or anytime on City-observed holidays. Construction activities will be permitted between the hours of 7 a.m. and 7 p.m. Monday through Friday. The City, with prior approval, may allow construction activities on Saturdays.* | The City will monitor the construction site | During construction | DPW<br>LHM |
| Mitigation Measure 3.9-2b: Employ Noise-Reducing Construction Practices<br><br>*The construction contractor will employ noise-reducing construction practices such that City noise ordinance standards are not exceeded. Measures that will be used to limit noise include:*<br><br>• *Locating equipment as far as practical from noise-sensitive uses;*<br>• *Not using equipment that is louder than standard equipment;*<br>• *Selecting haul routes that affect the fewest number of people;*<br>• *Using noise-reducing enclosures around noise-generating equipment; and*<br>• *Constructing barriers between noise sources and noise- sensitive land uses to block sound transmission.* | The City will monitor the construction site | During construction | DPW<br>LHM<br>Contractor |

| Mitigation Measures | Monitoring and Enforcement Action | Implementation/ Timing | Party Responsible for Verifying Compliance |
|---|---|---|---|
| | | | |
| Mitigation Measure 3.9-2c: Prepare a Noise Control Plan<br><br>*The construction contractor will prepare a detailed noise control plan based on the construction methods proposed. This plan will identify specific measures that will be taken to ensure compliance with the noise limits specified above. The noise control plan will be reviewed and approved by City staff before any noise-generating construction activity begins.* | City will review Noise Control Plan | Before and during construction | DPW<br>LHM |
| **Transportation and Circulation** | | | |
| Mitigation Measure 3.10-1: Impact would be Temporary in Nature Until the Bypass is Opened<br><br>*Construction of the approved and funded State Route 65 Lincoln Bypass would divert much of the traffic currently using State Route 65 from downtown Lincoln to the Bypass. This would improve the level of service at this intersection to "D" or better. Therefore, this impact would be temporary in nature until the Bypass is opened and less than significant.* | City will monitor traffic | This impact is temporary | DPW |

# STAFF REPORT

Item Number 9.A

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| **SUBJECT:** | Open Space Discussion (Sean Scully) |
| **SUBMITTED BY:** | Sean Scully |
| **DEPARTMENT:** | City Manager's Office |
| **DATE:** | May 20, 2026 |

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# STAFF REPORT

Item Number 10.A

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**SUBJECT:** Planning Entitlement Tracker Discussion (Nita Wracker)

**SUBMITTED BY:** Nita Wracker

**DEPARTMENT:** Community Development

**DATE:** May 20, 2026

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**ATTACHMENTS:**
PC Tracker May 2026.pdf

# PLANNING ENTITLEMENT TRACKER (as of 5/11)

## VILLAGE 1

| PROJECT | PERMIT TYPES | PROJECT DESCRIPTION | LOCATION | PROJECT STATUS |
|---|---|---|---|---|
| **Heartland at Hidden Hills Production Homes** | Design Review | Design Review application to develop 14 lots within the Heartland at Hidden Hills subdivision. Four single-story plans ranging from 2,247 SF to 3,250 SF are proposed with three architectural styles: Stratford Modern, Santa Barbara and Traditional Farmhouse. | 565 Oak Tree Lane (APN: 021-274-026-000) | Under review for completeness |
| **The Waterfront** | Development Agreement | Proposed Mixed Use Development consisting of 271 residential apartment units and 50,000 square feet of commercial within Village 1 Specific Plan. | Southeast corner of McBean Park Drive and Oak Tree Lane (APN: 021-274-033-000) | Waiting for resubmittal from applicant |
| **Turkey Creek Golf Course Driving Range Netting** | Conditional Use Permit (CUP) | Amendment to the Turkey Creek Golf Course's Conditional Use Permit for the proposed construction of a maximum 100-foot netting along Driving Range portion of Turkey Creek Golf Course. | Oak Tree Lane north of McBean Park Drive on Turkey Creek Golf Course (APN 021-272-009-000) | Pending receipt of updated information for applicant |

## VILLAGE 5

| PROJECT | PERMIT TYPES | PROJECT DESCRIPTION | LOCATION | PROJECT STATUS |
|---|---|---|---|---|
| **Windsor Cove** | General Development Plan Amendment/Large Lot Tentative Subdivision Map/Small Lot Tentative Subdivision Map/Development Agreement | Proposed Large Lot and Small-Lot Tentative Subdivision Map creating a total 172 residential lots, recreational and open space lots | Northeast corner of Moore Road & Fiddyment Road (APN: 021-490-002-000) | PC tentatively scheduled for 6/17/26 |

## VILLAGE 7

| PROJECT | PERMIT TYPES | PROJECT DESCRIPTION | LOCATION | PROJECT STATUS |
|---|---|---|---|---|
| **Liberty at Lincoln - Village 8** | Small Lot Tentative Subdivision Map | Small Lot Tentative Subdivision Map to create 106 50'x55' single family residential lots within the Village 7 Specific Plan area. | Southeast corner of Ferrari Ranch Road and future Western Blvd (APN: 327-380-002-000) | Under departmental review |
| **Liberty at Lincoln - Village 9** | Small Lot Tentative Subdivision Map | Small Lot Tentative Subdivision Map to create 48 50'x95' single family residential lots and a 9.5-acre community park site. | West of future Western Blvd extension (APN: 021-283-044-000) | Waiting for resubmittal from applicant |
| **Village 7B Amendments** | Specific Plan Amendment/General Development Plan Amendment | Amendments to Specific Plan and General Development to modify the land use plan for annexed land within Village 7, as well as unannexed land within Village 7 and Village 5. | Northwest corner of Moore Road & Sorrento Parkway (multiple APNs) | PC tentatively scheduled for 6/17/26 |
| **Village 7B Annexation** | Annexation | Request Pre-Annexation approval for filing of an application to Placer County LAFCO for annexation of approximately 180 acres of property within the northern portion of the Village 7 Specific Plan (~146 acres) and a portion within the Village 5 Specific Plan (~34 acres). | Northwest corner of Moore Road & Sorrento Parkway (multiple APNs) | Under departmental review |

## SUD-B NEQ

| PROJECT | PERMIT TYPES | PROJECT DESCRIPTION | LOCATION | PROJECT STATUS |
|---|---|---|---|---|
| **NO PROJECTS UNDER REVIEW** | | | | |

# PLANNING ENTITLEMENT TRACKER (as of 5/11)

## OTHER AREAS

| PROJECT | PERMIT TYPES | PROJECT DESCRIPTION | LOCATION | PROJECT STATUS |
|---|---|---|---|---|
| **Lincoln Retirement Residence** | Conditional Use Permit (CUP) Time Extension and Specific Development Plan (Design Review) | Time Extension to an expiring Conditional Use Permit to an approved independent Senior Living Facility (Hawthorn) and proposal for new SDP/Design Review for the facility. | 658 Red Rock Road | Under review for completeness |
| **Home Depot CUP Modification** | Conditional Use Permit (CUP) | CUP modification request to alter existing CUP for outdoor storage to utilize 28 parking stalls to store rental equipment and vehicles associated with a new tool rental center. | 1000 Groveland Lane | Waiting for resubmittal from applicant |
| **JLC Ready Mix** | Design Review | Project proposes to build a two story office building with concrete plant observation room. | 1360 Gladding Road | Waiting for resubmittal from applicant |
| **Lincoln Skyways Hangar** | Design Review Permit | Proposed construction and operation of a new 100 foot x 135 foot steel building aircraft hangar within the Lincoln Regional Airport. | No situs address; APN: 021-590-016-000 | PC scheduled for 5/20/26 |
| **Lincoln 14** | Rezone/General Plan Amendment/General Development Plan Amendment/Tentative Subdivision Map | The project proposal includes a Rezone, General Plan Amendment, and GDP amendment to rezone commercial and business-professional uses to residential and open space uses. The proposed Tentative Subdivision Map will create 55 single-family residential lots. | Southwest corner of Nicolaus Road & Joiner Parkway (APN: 021-310-017, -032, and -100) | Project on hold |
| **Lincoln 270** | Rezone/General Plan Amendment/Specific Plan Amendment/General Development Plan Amendment/Design Guidelines Amendment/Development Agreement Amendment/Large Lot Tentative Map Modification | Proposed amendments to the adopted Lincoln Village 270 Specific Plan, General Development Plan, and Design Guidelines to rezone some commercial and business-professional uses to residential and park uses. A Development Agreement Amendment and Large Lot Tentative Map Amendment will be required due to the proposed rezone. | Located between Highway 65 and Industrial Avenue (multiple APNs) | Project on hold |
| **Lincoln Gateway Residential** | General Development Plan Amendment/Rezone/Tentative Subdivision Map | Proposed amendment to the General Development Plan, Rezone 1.5 acres from Business Professional to Medium Density Residential RD 12.9. The proposed Tentative Subdivision Map would divide the property into 16 lots. | Southwest corner of 1st Street and E Street (APN: 008-280-032-000) | Under departmental review |
| **Prairie Point Telecommunications Facility** | Conditional Use Permit (CUP) | CUP to build a 60-foot mono-broadleaf cell communications tower within a 3,600SF lease area and associated improvements located on an open space parcel near Twelve Bridges Elementary School. | Located Southwest of Twelve Bridges Elementary School (APN: 334-010-013-000) | Waiting for resubmittal from applicant |

| PLANNING ENTITLEMENT TRACKER (as of 5/11) | | | | |
|---|---|---|---|---|
| **Starbucks/Circle K at 1st St and Joiner Parkway** | Tentative Subdivision Map/Conditional Use Permit | The project includes the following entitlements: Tentative Subdivision Map to divide the existing 2 acre property into two approximately one-acre lots. Conditional Use Permits for alcohol sales (gas station), a drive-through at the quick service restaurant (Starbucks), and a nonconforming parcel (less than one-acre). | Southeast corner of 1st Street and Joiner Parkway (APN: 021-321-089-000) | DRB recommended approval on 11/20/25; PC recommended approval on 4/15/2026; CC scheduled for 5/26/26 |
| **1905 Aviation - Storage Yard** | Specific Development Plan/Development Permit/Conditional Use Permit (CUP) | Specific Development Plan/Development Permit and Conditional Use Permit Application to develop a vacant parcel into a fenced storage yard near the airport | (APN: 021-562-005-000 & 021-562-007-000) | Under review for completeness |