

# Truckee Tahoe Airport Land Use Compatibility Plan (June 2016 Draft)

## Overview of Draft Policy Changes

August 24, 2016

Public Utilities Code Section 21675(a) requires that an Airport Land Use Compatibility Plan (ALUCP) be based on a long range master plan that reflects the anticipated growth of the airport during at least the next 20 years. The current 2010 Truckee Tahoe ALUCP is based upon the 2000 Truckee Tahoe Airport Master Plan which included proposals for the construction of two additional runways. In June 2016, the Truckee Tahoe Airport District (TTAD) amended the 2000 Master Plan to eliminate both future runways. The 2025 Master Plan also includes a proposal to widen Runway 2-20 and extend it to the south. The proposed runway reconfiguration, and other Master Plan proposals, necessitate changes to the current 2010 ALUCP if it is to match the assumptions of the 2025 Master Plan. A summary of the principal changes made to the ALUCP include:

1. The inner compatibility zones for Runway 11-29 are smaller, particularly to the north, as a result of eliminating the future parallel runway concept and keeping the runway at its current Runway Design Code (RDC) as a B-II runway (FAA coding). See attached map.
2. The compatibility zones for Runway 2-20 are narrower, particularly to the east, to reflect elimination of the future parallel runway concept. However, the compatibility zones now extend further to the northeast and southwest to reflect the proposal to lengthen and upgrade the runway to a RDC B-II runway. Certain parcels in Placer County are now within the proposed Airport Influence Area. These parcels are located in the Lahonton and Northstar neighborhoods southwest of the airport. The principal limitations on these parcels would be related to satisfying Federal Aviation Regulation (FAR) Part 77 height criteria.
3. The single-acre intensity limits in Table 2A, *Basic Compatibility Criteria*, for Compatibility Zones B2, C and D are less stringent, consistent with new guidance in the California Airport Land Use Planning Handbook (see page 2-45).
4. The ALUCP is reorganized to more closely match the Nevada County ALUCP (2011). These changes simplify and streamline project reviews conducted by the Truckee Tahoe Airport Land Use Commission (TTALUC) staff, who also serve as staff to the Nevada County ALUC. Definitions and code reference to the ALUC statutes were also added.
5. Other noteworthy policy changes or additions include:
  - Policy 1.1.1: Requires TTALUC review of certain proposed development of the Truckee Tahoe Airport property (e.g., airport expansion plans and nonaviation development).
  - Policy 1.1.2: Establishes the effective date of the ALUCP.
  - Policy 1.1.3(b)(3): Requires that environmental documents for Projects within the Airport Influence Area specifically address the compatibility criteria in the ALUCP in addition to the guidance provided in the California Airport Land Use Planning Handbook.
  - Policy 1.1.3(c): Specifies that charter schools are among the school districts that are subject to the ALUCP.
  - Policy 1.5.3: Specifies the circumstances in which a land use no longer qualifies as an Existing Land Use.
  - Policy 2.1.3: Requires that review fees be submitted with the TTALUC submittal form.
  - Policy 2.2.5: Specifies that the TTALUC's review period is 60 days, as provided by state law.
  - Policy 2.3.3: Provides an appeal process for actions made by the TTALUC Executive Director.
  - Policy 3.1.5: Explains methods for evaluating mixed-use developments.
  - Policy 5.1.5: Indicates that single noise events is a factor in determining compatibility of highly noise-sensitive land uses.
  - Policy 5.2.2: Explains methods for calculating nonresidential intensity.
  - Policy 6.1.5: Recommends that the potential for the use of a building to change over time be considered.
  - Policy 6.2.1: Revises the site-specific exception for the Truckee Railyard Redevelopment Area to reflect recent proposals approved by TTALUC in April 2016.