
CEQA INITIAL STUDY AND NEGATIVE DECLARATION

Truckee Tahoe Airport Land Use Compatibility Plan

Prepared for
**Truckee Tahoe Airport
Airport Land Use Commission**

Prepared by
The logo for Mead & Hunt, featuring the word "Mead" in red, "&" in grey, and "Hunt" in red.

Mead & Hunt, Inc.
Santa Rosa, California
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July 2016 Draft

INITIAL STUDY

1. **Project Title:** Truckee Tahoe Airport Land Use Compatibility Plan
2. **Lead Agency Name and Address:** Truckee Tahoe Airport Land Use Commission
101 Providence Mine Rd # 102
Nevada City, CA 95959
3. **Contact Person and Telephone:** Dan Landon, Executive Director
Nevada County Transportation Commission
530.265.3202
4. **Project Location:** Truckee Tahoe Airport and surrounding area, including the unincorporated area of Nevada and Placer Counties and Town of Truckee
(See **Exhibit 1**)
5. **Project Sponsor's Name and Address:** Truckee Tahoe Airport Land Use Commission
101 Providence Mine Rd # 102
Nevada City, CA 95959
6. **General Plan Designation(s):** Various: Public/Quasi-Public, Industrial, Commercial, Residential, Open Space, Recreation, Forest
7. **Zoning Designation(s):** Various: Public Facility, Manufacturing, Light Industrial, Community Commercial, Residential, Open Space, Recreation, Forest, General Agricultural, Business Park
8. **Description of Proposed Project:**

The creation of airport land use commissions and preparation of airport land use compatibility plans are requirements of the California State Aeronautics Act, Article 3.5, Public Utilities Code (PUC) Section 21670 *et seq.* As expressed by state law, the purpose of an airport land use commission is to protect public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public and military airports to the extent that these areas are not already devoted to incompatible uses.

The Truckee Tahoe Airport is situated in both Nevada County and Placer County. The Truckee Tahoe Airport Land Use Commission (TTALUC) is an intercounty ALUC established pursuant to PUC Section 21670.4. The six ALUC members are selected, one each, by the Nevada County and Placer County Board of Supervisors, City Selection Committees, and Airport Managers of each county. A seventh member is chosen by the six members to represent the general public. As of May 19, 2010, the Nevada County Transportation Commission staff support the TTALUC.

The TTALUC is responsible for preparing and adopting an Airport Land Use Compatibility Plan (ALUCP) for the Truckee Tahoe Airport. The proposed project is the adoption of the Draft Truckee Tahoe Airport Land Use Compatibility Plan dated June 2016. A copy of the proposed ALUCP for Truckee Tahoe Airport is attached.

The proposed ALUCP will replace the existing ALUCP for Truckee Tahoe Airport adopted by the TTALUC on October 19, 2010. The current 2010 ALUCP is based upon the 2000 Truckee Tahoe Airport Master Plan which included proposals for the construction of two additional runways. The Truckee Tahoe Airport District (TTAD) recently amended the 2000 Airport Master Plan to eliminate both future runways. Additionally, the 2025 Truckee Tahoe Airport Master Plan, which was adopted by the TTAD in June 2016, proposes to widen Runway 2-20 and extend it to the south. PUC Section 21675(a) requires that each 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 proposed runway reconfiguration, as well as other Master Plan proposals, necessitate changes to the current 2010 ALUCP if it is to match the assumptions of the 2025 Master Plan. The Master Plan proposals have off-airport land use compatibility implications include:

- Elimination of a new 5,650-foot runway proposed to parallel the existing primary runway (11-29) for flight training operations.
- Elimination of a turf 2,000-foot runway proposed to parallel the crosswind runway (2-20) for use by sailplanes.
- Continuation of the primary runway (now 11-29 but then designated 10-28) as a runway design code (RDC) B-II facility rather than upgrading it to category C-II. The latter requires greater setback distances around the runway and larger runway protection zones.
- Lengthening and widening Runway 2-20 and upgrading the runway from RDC B-I to RDC B-II for use by larger, heavier aircraft.
- Elimination of the proposed nonprecision instrument approach to Runway 29. The future nonprecision instrument approach to Runway 11 is still proposed.
- Reflecting a new nonprecision instrument approach to Runway 20.
- A reduced projection of future aircraft operations from 120,000 to 31,139 annual operations.

In accordance with PUC Section 21674.7, the proposed ALUCP was guided by the *California Airport Land Use Planning Handbook* published by the California Department of Transportation (Caltrans), Division of Aeronautics, in October 2011. The proposed ALUCP reflects the anticipated growth of the Airport for the next 20 years as required by PUC Section 21675(a). The objective of the proposed ALUCP is two-fold:

- To meet California legislative mandate to prepare and adopt an ALUCP pursuant to the requirements of PUC Section 21675; and
- Adopt an ALUCP for the areas within the jurisdiction of the TTALUC surrounding the Truckee Tahoe Airport that will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general (PUC Section 21675(a) and (b)) and ensure the orderly development of the airport.

Geographic Scope

The Truckee Tahoe Airport is bifurcated by the Nevada and Placer county line. The northern portion of the airport, which includes most of the airport facilities, lies within the County of Nevada. The southern end of the runways and about a third of the contiguous airport property lies in Placer County. The Town of Truckee, the only incorporated place in the region, lies directly to the northwest with the town boundary wrapping around the west and north sides of the

airport property. These three local agencies have land use authority around the airport. **Exhibit 1** provides a location and vicinity map for Truckee Tahoe Airport.

The proposed ALUCP defines the Airport Influence Area as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. As defined by the TTALUC, the proposed Airport Influence Area boundary extends 19,200 feet (3.6 statute miles) to the northwest and 14,200 feet (2.7 statute miles) to the northeast and south beyond the airport's runway ends. The overall shape and size of the proposed Airport Influence Area and individual compatibility zones are depicted in **Exhibit 2**. The adopted 2010 Airport Influence Area is shown as redlines for comparison purposes. The outer limits of the proposed Airport Influence Area is nearly identical to the adopted zones except beyond the ends of Runway 2-20 where the boundary limit extends further beyond the ends of the runway to reflect a proposal to extend the runway. The basic compatibility criteria applicable within each compatibility zone is presented in **Exhibit 3**.

Function of the ALUCP

The basic function of the proposed ALUCP is to promote compatibility between the airport and the land uses in its vicinity to the extent that these areas have not already been devoted to incompatible uses. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to future development around the airport. Additionally, the ALUCP serves as a tool for use by the TTALUC in fulfilling its statutory duty to review plans, regulations and other land use actions of local agencies for consistency with the TTALUCP criteria.

Neither the ALUCP nor the TTALUC have authority over existing land uses or over the operation of the airport or over state, federal, or tribal lands. The ALUCP also does not prohibit the construction of a single-family home on a legal lot of record if the use is permitted by local land use regulations.

The proposed Airport Influence Area encompasses lands within the local jurisdictions of Nevada County, Placer County, and the Town of Truckee. As required by state law, each local jurisdiction is expected to incorporate the compatibility criteria and procedural policies from the proposed ALUCP into its general plan and zoning ordinances to ensure that future land use development will be compatible with the long-term operation of the Truckee Tahoe Airport. These agencies also have the option of overruling the TTALUC in accordance with the steps defined by state law (PUC Section 21676).

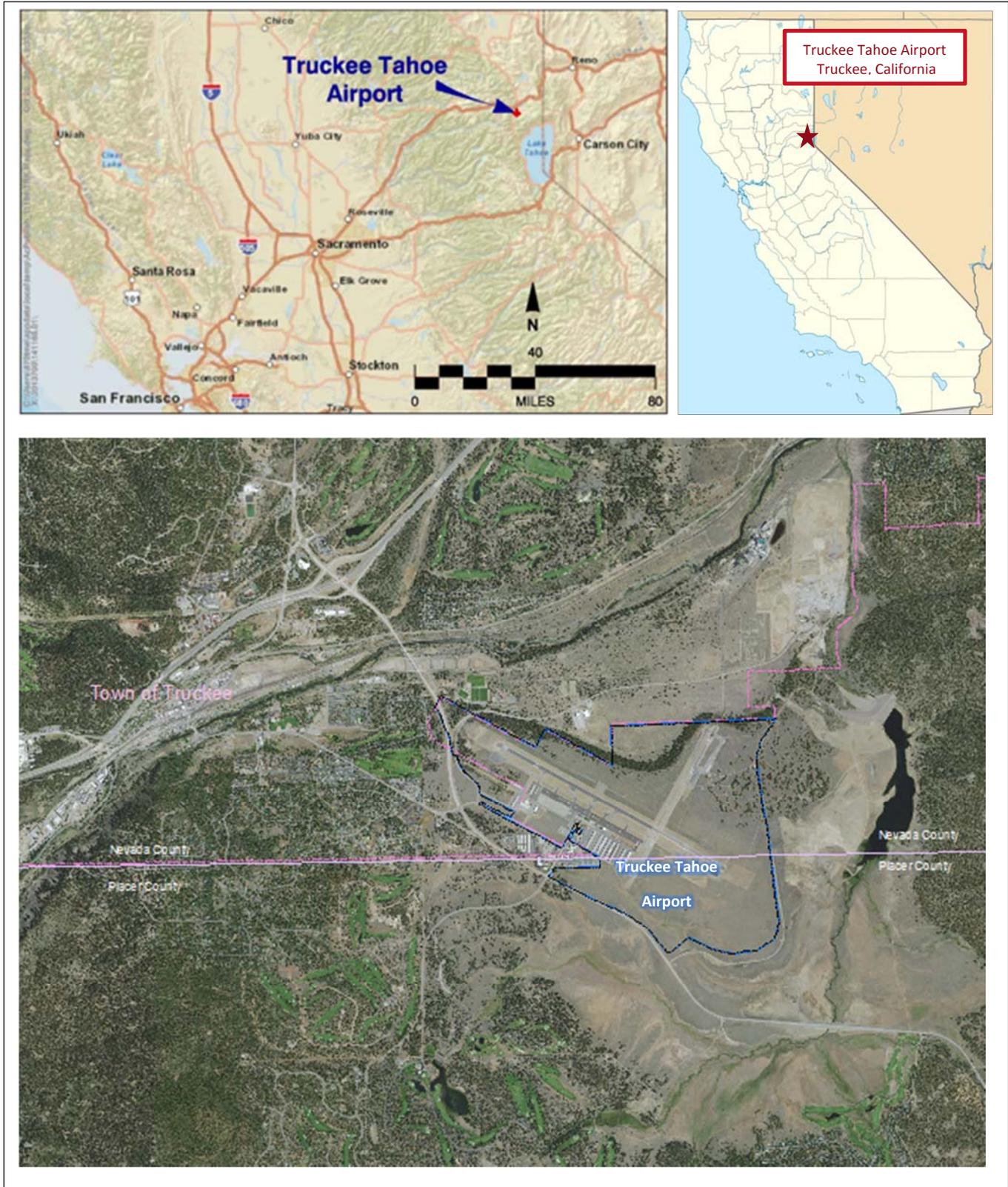


Exhibit 1

Location and Vicinity Map

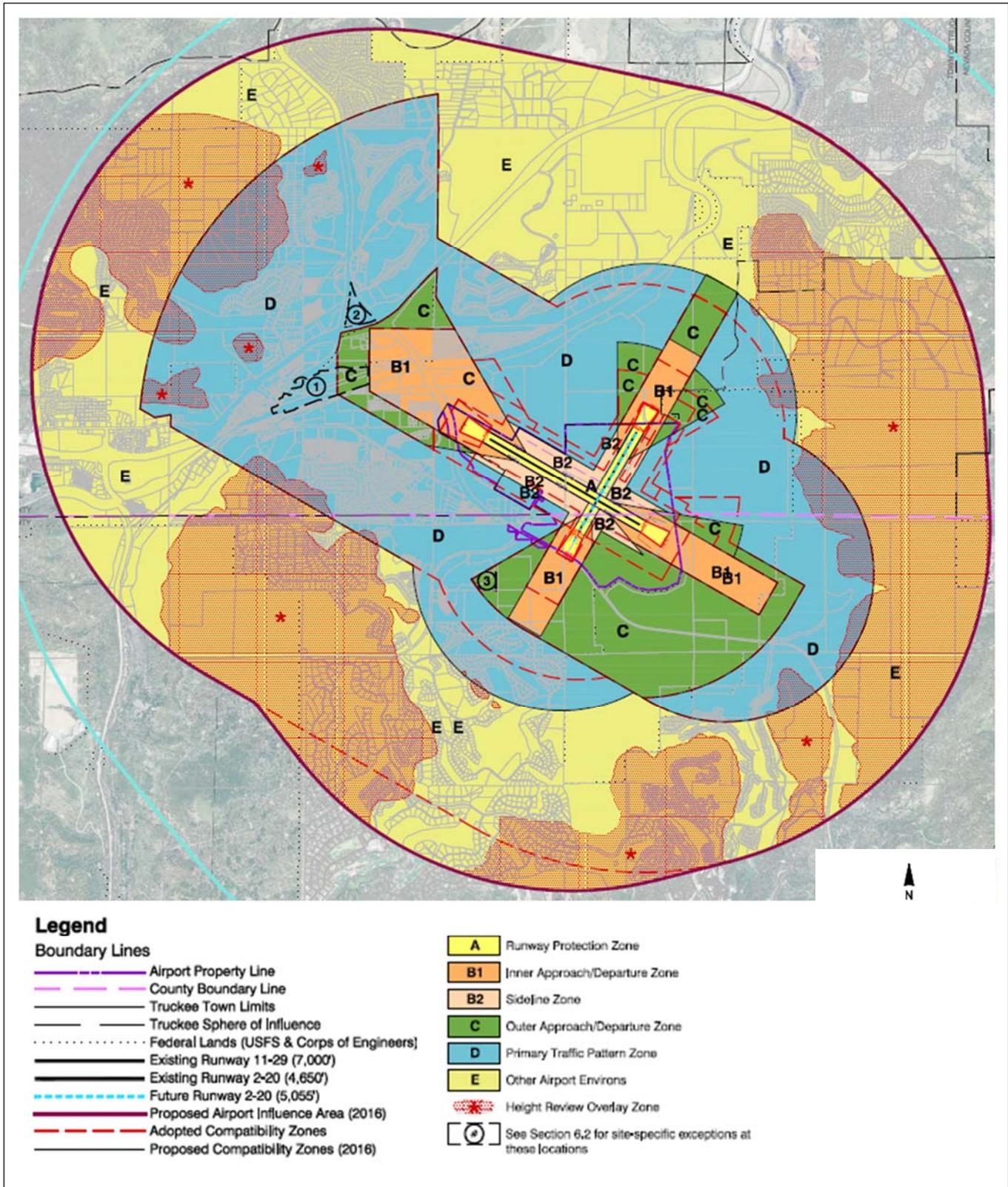


Exhibit 2

Airport Influence Area

Zone	Locations	Maximum Densities / Intensities			Req'd Open Land ³	Additional Criteria	
		Residential (du/ac) ¹	Other Uses (people/ac) ²			Prohibited Uses ⁴	Other Development Conditions ⁵
		Average ⁶	Single Acre ⁷				
A	Runway Protection Zone and within Building Restriction Line	0	0	0	All Remaining	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight⁸ 	<ul style="list-style-type: none"> Mostly on existing or future airport property or other public lands Avigation easement dedication on remainder
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	40	80	30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Buildings with >2 habitable floors above ground Highly noise-sensitive uses (e.g., outdoor theaters) Aboveground bulk storage of hazardous materials⁹ Critical community infrastructure facilities¹⁰ Hazards to flight⁸ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹¹ Airspace review required for objects >35 feet tall¹² Avigation easement dedication
B2	Adjacent to Runway	0.05 (average parcel size ≥20.0 ac.)	100	300	No Req't	Same as Zone B1	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹¹ Airspace review required for objects >35 feet tall¹² Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	225	20%	<ul style="list-style-type: none"> Children's schools, libraries, day care centers Hospitals, nursing homes Buildings with >3 habitable floors above ground Highly noise-sensitive uses (e.g., outdoor theaters) Hazards to flight⁸ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings¹¹ Airspace review required for objects >50 feet tall Overflight easement required
D	Primary Traffic Patterns	See Policy 3.1.3(b)	150 ¹³	600 ¹³	10%	<ul style="list-style-type: none"> Highly noise-sensitive uses Hazards to flight⁸ 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall Overflight easement required Children's schools, hospitals, nursing homes discouraged¹⁴
E	Other Airport Environs	No Limit	No Limit ¹⁵	No Limit	No Req't	<ul style="list-style-type: none"> Hazards to flight⁸ 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks¹⁵
	Height Review Overlay	Same as Underlying Compatibility Zone			Not Applicable	Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> Airspace review required for objects >35 feet tall¹² Avigation easement dedication

Exhibit 3

Basic Compatibility Criteria

NOTES:

- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 5.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.5.
- ² Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- ³ Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 5.2.4 for definition of open land.
- ⁴ The uses listed here are ones which are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- ⁵ As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Policy 5.4.2 for details. Easement dedication requirements indicated for specific compatibility zones apply only to new development.
- ⁶ The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- ⁷ Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 5.2.5(b) for details.
- ⁸ Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 5.3.5 for details.
- ⁹ Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 5.2.3(c) for details.
- ¹⁰ Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 5.2.3(d) for details.
- ¹¹ NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 5.1.4(c) for details.
- ¹² Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 5.3.3 for details.
- ¹³ See Section 6.2 for site-specific exceptions to these limits.
- ¹⁴ See Policy 3.1.8 for explanation of term "discouraged."
- ¹⁵ Although no explicit upper limit on usage intensity is defined for Zone E, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. See Policy 3.1.8 for explanation of term "discouraged." This limitation notwithstanding, no use shall be prohibited in Zone E if its usage intensity is such that it would be permitted in Zone D.

Exhibit 3, continued

Basic Compatibility Criteria

9. Surrounding Land Uses and Setting:

Truckee Tahoe Airport is situated in the Martis Valley at an elevation of 5,900 feet and is surrounded by the Sierra Mountain resort communities and ski areas. The Lake Tahoe Basin is located seven miles to the south. The urban area of Truckee lies west and northwest of the airport. Residential areas are located to the northeast and in hills to south. The area along the airport's northeast and southeast flank is largely open land and the mountainsides more forested. The general plan land use designations for Nevada and Placer Counties and the Town of Truckee are shown in **Exhibits 4 and 5**, respectively.

10. Other Public Agencies Whose Approval Is Required:

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

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

11. Summary of Potential Environmental Effects:

In accordance with CEQA, the purpose of this Initial Study is to inform decision makers and the public about the potential environmental impacts of the proposed project—the adoption and subsequent implementation of the proposed ALUCP—and to reduce those environmental impacts to the extent feasible. The outcome of the Initial Study is to determine what type of environmental document—a Negative Declaration, Mitigated Negative Declaration or Environmental Impact Report—is required of the proposed project.

The proposed ALUCP is regulatory in nature (PUC Section 21674, 21675 and 21675.1), and neither the project—the adoption of the ALUCP—nor its subsequent implementation by local agencies will lead to any new development, construction or any physical change to existing land uses or the environment.

The proposed ALUCP does not prohibit future development in the vicinity of the airport, but rather would affect where and what type of development could occur within the Airport Influence Area. The proposed ALUCP seeks to guide the compatibility of future land uses by limiting the density, intensity, and height of new uses so as to avoid potential conflicts with aircraft operations and to preserve the safety of those living and working around the Airport as well as of those in flight. Therefore, the proposed ALUCP may indirectly influence future land use development patterns in the vicinity of Truckee Tahoe Airport by enabling development in some locations (to the extent that such development is consistent with local agency general plans) and constraining development in other locations.

Although policies in the proposed ALUCP would influence future land use development patterns within the Airport Influence Area, the proposed ALUCP would not increase levels of development above those projected within the general plans adopted by the affected local agencies. The environmental effects of development proposed in the adopted general plans have already been adequately analyzed in previously certified environmental documentation

and policies and/or mitigation measures have been adopted that would reduce those environmental effects. Additionally, any future development proposals would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated as appropriate.

Lastly, it is speculative to anticipate the specific characteristics or locations to which “displaced” future development might be moved or what the alternative uses might be for the sites from which the displacement occurs. Any indirect effect that may arise from shifts in future development patterns is uncertain because potential shifts cannot be accurately predicted as to when, where, or to what extent the development may occur. The environmental impacts of such shifts or “displacement” are speculative and, therefore, are reasonably considered to be less than significant for purposes of this CEQA analysis (Title 14, California Code of Regulations, Chapter 3, Article 10, §15145.). This finding of less than significant is further supported by the fact that state law (Government Code 65302.3) requires a local agency to amend its general plan and any applicable specific plan to be consistent with the ALUCP. Therefore, any conflicts identified in the Initial Study would be alleviated by the local agency amending the applicable plan to be consistent with the ALUCP or, alternatively, overruling the ALUC by adopting findings pursuant to PUC Section 21676. These actions are the responsibility and purview of the local agency, not the ALUC.

The need to analyze displacement as part of the environmental impact analysis for adoption of an ALUCP stems from a 2007 California State Supreme Court Case, *Muzzy Ranch Co. v. Solano County Airport Land Use Commission*. Among other things, in its decision in that case the court found that “...placing a ban on development in one area of a jurisdiction may have the consequence, notwithstanding existing zoning or land use planning, of displacing development to other areas of the jurisdiction.” While an ALUCP does not and need not determine where the displaced development would move to—and, indeed, ALUCs have no authority by which to make such a decision—the extent of the conflict that results in the displacement must be analyzed.

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

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

As described in Section 10, *Land Use/Land Use Planning*, the adopted general plan policies, general plan land use maps and zoning maps for the Counties of Nevada and Placer and Town of Truckee were reviewed for consistency with the proposed ALUCP. Minor conflicts were identified between the local jurisdictions’ compatibility measures and the proposed ALUCP. All three jurisdictions will need to make slight modifications to its general plan and/or implementing ordinances to be fully consistent with the ALUCP or to take action to overrule the ALUC.

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

REFERENCES

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

1. County of Nevada. Nevada County General Plan. Adopted by Board of Supervisors in 1996 and last amended in 2014.
2. County of Nevada. 2014-2019 Housing Element Update. June 2014.
3. County of Nevada. Zoning Boundaries & Designations, Eastern Nevada County, CA. Created by Nevada County GIS Division 8/28/2006.
4. County of Placer. Placer County General Plan, Countywide General Plan Policy Document. May 2013.
5. County of Placer. Martis Valley Community Plan, Land Use Diagram and Zoning. December 2003.
6. County of Placer. 2013-2021 Housing Element. August 2013.
7. State of California Department of Transportation (Caltrans) Division of Aeronautics. California Airport Land Use Planning Handbook. October 2011.
8. Town of Truckee. 2025 General Plan and Land Use Map. November 2006.
9. Town of Truckee. Truckee Municipal Code, Title 18, Development Code. September 2013.
10. Truckee Tahoe Airport District. 2025 Truckee Tahoe Airport Master Plan. June 2016.

DETERMINATION

Completed By Lead Agency: Truckee Tahoe Airport Land Use Commission

On the basis of this initial study:

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

Signature

Date

Dan Landon, Executive Director

Truckee Tahoe Airport Land Use Commission
For

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

CATEGORY	ANALYSIS SUMMARY (See individual pages for details)					
	Pg	Potentially Significant Impact				
		Less than Significant Impact with Project Mitigation				
		Less than Significant Impact				
		No Impact				
					Comments (Also see discussion above starting on page 7, Topic 11)	
1. AESTHETICS	14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. AGRICULTURE/FORESTRY RESOURCES	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. AIR QUALITY	16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. BIOLOGICAL RESOURCES	17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. CULTURAL RESOURCES	18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. GEOLOGY/SOILS/SEISMICITY	19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. GREENHOUSE GAS EMISSIONS	20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. HAZARDS/HAZARDOUS MATERIALS	21	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	e) ALUCP limits exposure of people to aircraft accident hazards by restricting risk-sensitive uses in airport vicinity
9. HYDROLOGY/WATER QUALITY	23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. LAND USE/LAND USE PLANNING	24	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	b) Minor modifications needed to Land Use Plans.
11. MINERAL RESOURCES	37	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. NOISE	38	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	e) ALUCP limits exposure of people to noise, but does not regulate aircraft operations
13. POPULATION/HOUSING	40	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	b) No housing will be displaced
14. PUBLIC SERVICES	41	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	a) Negligible effect on special districts, school districts and community college districts as well as government staff workloads
15. RECREATION	42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
16. TRANSPORTATION/TRAFFIC	43	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	c) ALUCP does not regulate air traffic
17. UTILITIES/SERVICE SYSTEMS	44	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
18. MANDATORY FINDINGS OF SIGNIFICANCE	45	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	b) No cumulative impacts

ENVIRONMENTAL CHECKLIST

1. Aesthetics

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

Discussion

a – d): See Summary of Potential Environmental Effects (No. 11 on page 7). Both Nevada and Placer Counties have a wide variety of landscapes and scenic resources. Both Counties have extensive amount of scenic highways, vistas, trails and state and federal forests covering hundreds of thousands of acres of scenic land. The Interstate-80 corridor which is located about 1 mile north of Truckee Tahoe Airport is designated by the California Department of Transportation as a state scenic route of significance. The Town of Truckee also designates several scenic vistas in vicinity of the Truckee Tahoe Airport (e.g., Martis Creek Lake, Truckee River). The proposed Airport Influence Area contains a wide variety of other aesthetic resources, both known and unknown. Nevertheless, the proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any impacts to aesthetic resources.

Mitigation

None required.

2. Agriculture and Forestry Resources

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

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

Discussion

a – e): See Summary of Potential Environmental Effects (No. 11 on page 7). Given Truckee Tahoe Airport's location in the Sierra Mountains, little to no agricultural uses exist within the proposed Airport Influence Area. However, forested land in the unincorporated areas of Nevada and Placer Counties does exist within the proposed Airport Influence Area (e.g., Forest 160 acre and Timberland). The proposed ALUCP regulates future land use development and does not regulate existing land uses or forest activities. The proposed ALUCP also does not provide for any physical change to the environment that would directly or indirectly conflict with forestry use within the Airport Influence Area or result in their conversion to other uses.

Mitigation

None required.

3. Air Quality

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

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

Discussion

a – e): See Summary of Potential Environmental Effects (No. 11 on page 7). The Northern Sierra Air Quality Management District, which serves Nevada County, and the Placer County Air Pollution Control District are special districts created by state law to enforce local, state and federal air pollution regulations. The Districts require Air Pollution permits for open outdoor burning and for proposed construction, alteration or replacement of equipment or facilities which may cause the issuance of air contaminants. The proposed Airport Influence Area has the potential to contain a wide variety of air quality plans and sensitive receptors, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any impacts to air quality.

Mitigation

None required.

4. Biological Resources

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

Discussion

a – e): See Summary of Potential Environmental Effects (No. 11 on page 7). The Town of Truckee’s General Plan, conservation and Open Space Element, includes policies aimed at protecting areas of significant wildlife habitat and sensitive biological resources. The general plans for both Nevada County and Placer County contain similar policies protecting biological resources from incompatible land uses and development. The proposed Airport Influence Area has the potential to contain a wide variety of biological resources, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any impacts to biological resources.

f): The southern portion of the proposed Airport Influence Area falls within the Placer County Conservation Plan (PCCP). The PCCP is a county-proposed solution to coordinate and streamline the permitting process by allowing local entities to issue state and federal permits. The PCCP is a Habitat Conservation Plan under the Federal Endangered Species Act and a Natural Community Conservation Plan under the California Natural Community Conservation Planning Act. The proposed Airport Influence Area does not fall within any other known Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Mitigation

None required.

5. Cultural Resources

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

Discussion

a – d): See Summary of Potential Environmental Effects (No. 11 on page 7). The California State Parks, Office of Historic Preservation provides a list of California Historical Landmarks by County. Nevada and Placer Counties have several historical landmarks, but none exist within the proposed Airport Influence Area. Although the Downtown Truckee was established in 1868 as a railroad community and is historic in nature, no registered historical landmarks are noted for the areas within the proposed Airport Influence Area. Nevertheless, the proposed Airport Influence Area has the potential to contain a wide variety of cultural resources, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any impacts to cultural resources.

Mitigation

None required.

6. Geology, Soils, and Seismicity

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

Discussion

a – e): See Summary of Potential Environmental Effects (No. 11 on page 7). The proposed Airport Influence Area has the potential to contain a wide variety of geology, soils or seismicity, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any impacts to geology, soils or seismicity.

Mitigation

None required.

7. Greenhouse Gas Emissions

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

Discussion

a, b): See Summary of Potential Environmental Effects (No. 11 on page 7). The Northern Sierra Air Quality Management District, serving Nevada County, and the Placer County Air Pollution Control District implements the Air Quality Programs in Nevada and Placer Counties, respectively. The proposed Airport Influence Area has the potential to contain a wide variety of greenhouse gas emission plans and policies, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any impacts to greenhouse gas emissions.

Mitigation

None required.

8. Hazards and Hazardous Materials

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

Discussion

a – d, f – h): See Summary of Potential Environmental Effects (No. 11 on page 7). The proposed Airport Influence Area has the potential to contain a wide variety of hazards and hazardous materials, both known and unknown. The proposed ALUCP includes land use compatibility policies that prohibit or restrict land uses that manufacture, process and/or store bulk quantities of hazardous materials within the proposed Airport Influence Area. Nevertheless, the proposed ALUCP

is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in creating a significant hazard to the public or the environment.

e): Pursuant to the State Aeronautics Act, the purpose of the ALUCP is to minimize the public's exposure to excessive noise and safety hazards within the airport vicinity. Therefore, adoption and implementation of the proposed ALUCP would have a beneficial impact by restricting development that would expose people within the Airport Influence Area to airport-related safety hazards including aircraft accidents.

The proposed ALUCP uses the aircraft accident risk data and safety compatibility concepts provided in the California *Airport Land Use Planning Handbook* (Caltrans, 2011) to establish airport land use compatibility zones to include areas exposed to significant safety hazards. The ALUCP also establishes safety criteria and policies that limit concentrations of people within the compatibility zones. The purpose of the policies is to minimize the risks and potential consequences associated with an off-airport aircraft accident or emergency landing. The policies consider the risks both to people and property in the vicinity of the airport and to people on board the aircraft.

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

Mitigation

None required.

9. Hydrology and Water Quality

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

Discussion

a – j): See Summary of Potential Environmental Effects (No. 11 on page 7). The Truckee River is located less than a half mile north of the Truckee Tahoe Airport and the Martis Creek Lake is located about three quarters of a mile to the east. The proposed Airport Influence Area has the potential to contain a wide variety of hydrology and water quality standards, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any impacts to hydrology and water quality.

Mitigation

None required.

10. Land Use and Land Use Planning

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

Discussion

a): See Summary of Potential Environmental Effects (No. 11 on page 7). The proposed Airport Influence Area has the potential to contain a wide variety of communities, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in physically dividing an established community.

b): State law (Government Code Section 65302.3) requires each local agency having jurisdiction over land uses within an ALUC's planning area, also referred to as the Airport Influence Area, to modify its general plan and any affected specific plans to be consistent with the ALUCP. The law says that the local agency must take this action within 180 days of ALUCP adoption or amendment. The only other course of action available to local agencies is to overrule the ALUC by, among other things, a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of state airport land use planning statutes (Public Utilities Code Section 21676(b)). A general plan does not need to be identical with an ALUCP in order to be consistent with it. To meet the consistency test, a general plan must do two things:

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

With regard to the proposed ALUCP, the Counties of Nevada and Placer and Town of Truckee are the three general purpose government entities having land use jurisdiction in the proposed Airport Influence Area. As such, once the ALUCP is adopted by the ALUC, these jurisdictions will be required to amend their respective general plans and/or implementing ordinances to be consistent with the ALUCP or to take action to overrule the ALUC.

The general plan consistency review detailed below focuses on two types of inconsistencies:

1. Adopted general plan policies pertaining to airport land use compatibility planning that either directly conflict or need to be amended to reflect new policies and compatibility zones included in the proposed ALUCP; and
2. Land use designations provided in the adopted general plan land use map or zoning map that may conflict with the ALUCP criteria.

General Plan Policies

All three affected local jurisdictions (i.e., Counties of Nevada and Placer and Town of Truckee) include comprehensive general plan policies pertaining to airport land use compatibility. These jurisdictions also implement an airport overlay district or combining district which require that the underlying zoning district conform to the ALUCP criteria. **Exhibit 4** below summarizes the compatibility measures established by each jurisdiction.

Land Use Designations

In order to attain general plan consistency with the proposed ALUCP, no direct conflicts should exist between planned land uses shown in the local jurisdictions' general plan maps and the proposed ALUCP criteria (conflicts that result from general plan designations reflecting existing land uses may remain as ALUCs have no authority over existing land uses). The compatibility zones and basic compatibility criteria provided in the proposed ALUCP are the primary policy instruments to be used in determining whether a general plan land use designation is consistent with the proposed ALUCP. A copy of the proposed ALUCP policy map is included as **Exhibit 2** (above) and a copy of the basic compatibility criteria is provided as **Exhibit 3** (above). Both the table and map take into account all four compatibility concerns: noise, safety, airspace protection and overflight. There are six compatibility zones proposed for the Truckee Tahoe Airport:

- Zone A – Runway Protection Zone
- Zone B1 – Inner Approach/Departure Zone
- Zone B2 – Sideline Zone
- Zone C – Outer Approach/Departure Zone
- Zone D – Primary Traffic Pattern Zone
- Zone E – Other Airport Environs

To identify potential conflicts with the proposed ALUCP, the proposed compatibility zones were overlaid onto the general plan land use maps for the Counties of Nevada and Placer (see **Exhibit 5**) and Town of Truckee (see **Exhibit 6**). The compatibility zones which could potentially prohibit or restrict future residential densities (dwelling units per acre) or non-residential usage intensities (people per acre) were compared to the allowable densities and intensities provided in the local agencies' general plans and zoning ordinances. A conflict would exist if the general plan densities exceed the ALUCP density criteria (i.e., allow more residential units than would be permitted under the ALUCP). For non-residential uses, a conflict would potentially result if the land use designation allows higher intensities than permitted by the proposed ALUCP criteria. These land use conflicts can result in changes to future land use development patterns by shifting or "displacing" the location of that development to less restrictive areas of the Airport Influence Area or to other parts of the community where there are no ALUCP restrictions. Displacement involves changes to the patterns of land use development that has not yet occurred. The ALUCP has no effect on existing land uses; therefore no displacement of existing development will occur as a result of adoption of the ALUCP. The task of measuring displacement includes calculating how much new development can be built in the airport influence area in accordance with the provisions of the applicable general plan, then compare that amount with how much development would be allowed under the restrictions of the proposed ALUCP and the difference is the displacement.

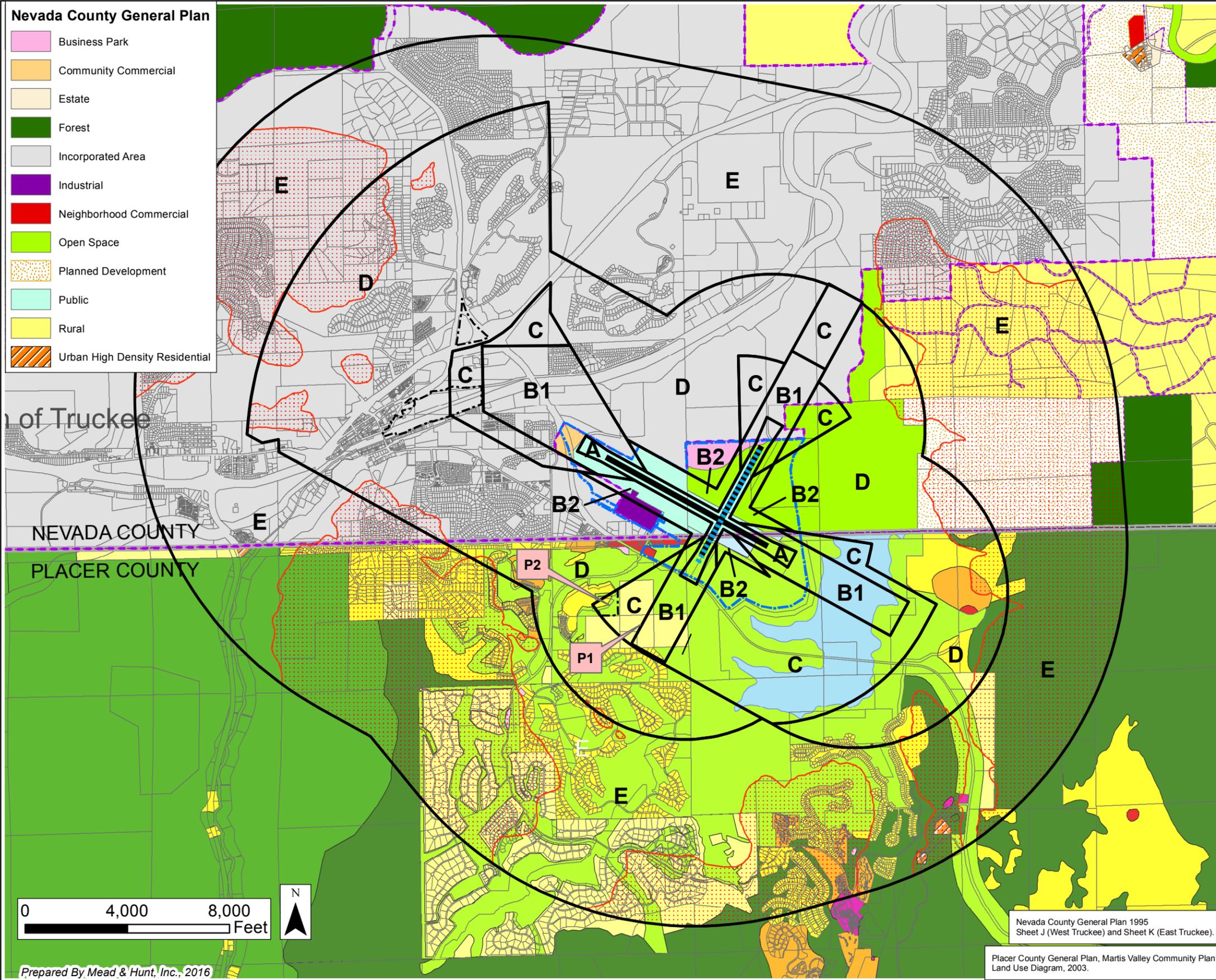
As detailed in **Exhibit 7** below, several residential land use designations directly conflict with the basic compatibility criteria of the proposed ALUCP, as well as the adopted 2010 ALUCP. However, all three local jurisdictions (i.e., Nevada and Placer Counties and Town of Truckee) have an airport overlay/combining zoning district which requires the underlying zoning district to conform to the ALUCP criteria. As such, no direct conflicts are anticipated between the underlying zoning district and the proposed ALUCP criteria. The analysis summarized below in **Exhibit 7** is intended to merely identify the areas of potential compatibility concern.

ESTABLISHED COMPATIBILITY MEASURES

- **Nevada County General Plan (2014)**
 - Implement adopted ALUCPs to maintain compatible land use development patterns within airport influence zones (Policy 1.10.1)
 - Refer all land use actions which always require TTA-LUC review and major land use actions affecting property within the airport influence area in accordance with ALUCP policies (Policy 1.10.2)
 - Protect safety and general welfare of people in vicinity of airports by implementing appropriate noise compatibility policies to avoid establishment of noise-sensitive land uses in areas exposed to significant levels of aircraft noise (Policy 9.1.20)
 - Ensure development of compatible land uses adjacent to airports by implementing ALUCP noise criteria (Policy 9.1.22)
 - Enforce noise criteria standards consistent with airport noise policies adopted by TTA-LUC (Policy 9.1.23)
 - Maintain land use and development patterns in vicinity of airports that reflect and are consistent with policies set forth by the ALUCPs (Policy 10.4.1)
 - Enforce airport ground and height safety areas, and land use compatibility standards, consistent with ALUCPs (Policy 10.4.2)
- **Nevada County Zoning Codes**
 - Airport Influence (AI) Combining District (Sec. L-II 2.7.1) serves to implement ALUCP policies
 - All proposals for development in AI district to be forwarded to ALUC for review; county will comply with ALUC findings unless a finding is made that "a hardship clearly outweighs the public health, safety, and welfare objective of ALUCP" and Board of Supervisors overrules the ALUC
 - Truckee Tahoe Airport Zoning Ordinance (Sec. L-III 2.1) sets height limits based on FAR Part 77
- **Town of Truckee General Plan (2006)**
 - Ensure consistency of General Plan with ALUCP and implement ALUCP to ensure protection of airport operations from incompatible land uses (Policy P13.3)
 - Residential development regarded as normally acceptable at noise exposure up to 60 dB CNEL and conditionally acceptable up to 65 dB CNEL (Figure N-3)
 - Enforce noise compatibility criteria and policies set forth in ALUCP (Policy P1.6)
 - Maintain land use and development pattern near airport consistent with ALUCP (Policy P6.1)
- **Town of Truckee Zoning Codes**
 - Airport Operations Overlay District (Sec. 18.20.030) and Truckee Tahoe Airport Area Restrictions (Sec. 18.64) implements compatibility criteria by setting airport-related height limits, ALUC safety zone criteria, prohibiting residential and other noise-sensitive development within 65 dB CNEL contour, and requiring aviation easement dedication for development within 55 dB CNEL contour or overflight zone
- **Placer County General Plan (2013)**
 - Requires 2,000-foot buffer between airports and new residential development (Policy 1.B.4)
 - Support continued use of the Truckee Tahoe Airport as a general purpose airport (Policy 3.F.1)
 - Work with ALUC to ensure protection of airports from urban encroachment (Policy 3.F.2)
 - Ensure that new development around airports does not create safety hazards such as lighting, smoke, electrical interference, hazardous chemicals, etc. (Policy 8.D.1)
 - Limit land uses in safety zones to those listed in ALUC plans as compatible uses (Policy 8.D.2)
 - Ensure that development within airport approach and departure zones complies with Federal Aviation Regulations Part 77 height limitations (Policy 8.D.3)
 - New development of noise-sensitive land uses not permitted in areas exposed to existing or projected noise from transportation sources, including airports, exceeding specified levels unless effective mitigation to reduce outdoor and indoor noise levels is included in the design; maximum allowable for residential uses is 60 dB CNEL outdoors and 45 dB CNEL indoors (Policy 9.A.8 and Table 9-3)
 - A noise exposure up to 65 dB CNEL may be allowed if 60 dB CNEL cannot be achieved with "practical application of the best-available noise reduction measures;" an acoustical analysis is required (Policy 9.A.10 and Table 9-3)
- **Placer County: Martis Valley Community Plan (2003)**
 - Ensure that residential land uses are separated and buffered from such major facilities as airports (Policy 1.B.3)
 - Require areas hazardous to public safety and welfare (e.g., airport safety zones) be retained as open space (Policy 1.1.1)
 - Support continued use of the Truckee Tahoe Airport as a general purpose airport (Policy 5.E.1)
 - Work with ALUC in planning of land uses around Truckee Tahoe Airport to ensure protection of airport operations from urban encroachment and establishment of compatible land uses within the overflight zones (Policy 5.E.2)
 - Consider ALUCP when evaluating high-density recreation activities (Policy 7.B.5)
 - Consider ALUCP projected noise levels in ALUCP to assure that new noise sensitive development will not be effected by airport operations (page 139)
- **Placer County Zoning Codes**
 - Aircraft Overflight (AO) Combining District (Sec. 17.52.030) sets height limit, noise, and safety development standards in accordance with FAR Part 77 and compatibility plan criteria. All discretionary land use permit must be referred to TTA-LUC "if the proposed use is not identified as a compatible use by the ALUCP"

Exhibit 4

General Plan Policies
Counties of Nevada and Placer and Town of Truckee



Legend

- Airport Property Boundary
- Draft Compatibility Zones
- Height Review Overlay Zone
- Site Exception
- Community Boundary
- City Sphere Boundary
- County Boundary
- Existing Runway
- Future Runway 2-20 Configuration

Placer County General Plan

- Agriculture/Timberland - 40 Ac. Min.
- Agriculture/Timberland - 80 Ac. Min.
- Forest 40 - 640 Ac. Min.
- Forest Residential 2.5 - 10 Ac. Min.
- General Commercial
- High Density Residential 10 - 15 DU/Ac.
- High Density Residential 3,500 - 10,000 Sq. Ft. (10-21 DU)
- Low Density Residential 1 - 5 DU./Ac.
- Low Density Residential 10,000 Sq. Ft. - 1 Ac. Min. (1-5 DU)
- Medium Density Residential 5 - 10 DU./Ac.
- Open Space
- Professional Office
- Public/Quasi-Public
- Rural Residential 0.4 - 1 DU./Ac.
- Rural Residential 1 - 10 Ac. Min.
- Tourist/Resort Commercial
- Water Influence

P# See Exhibit 7 for land use summary

**Truckee Tahoe Airport
Land Use Compatibility Plan
(July 2016 Draft)**

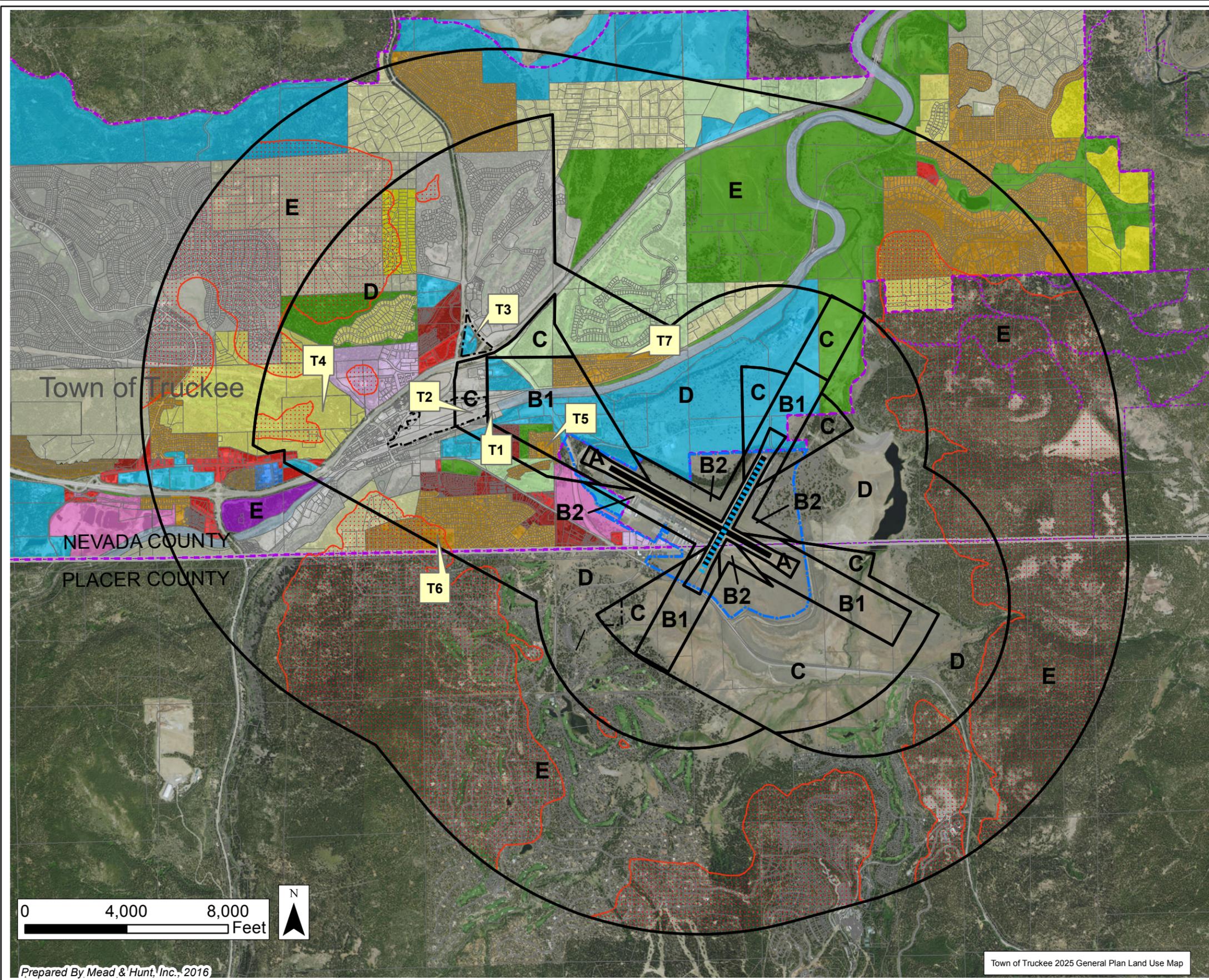


Nevada County General Plan 1995
Sheet J (West Truckee) and Sheet K (East Truckee).

Placer County General Plan, Martis Valley Community Plan
Land Use Diagram, 2003.

Prepared By: Mead & Hunt, Inc., 2016

Nevada and Placer County General Plan Land Uses



Legend

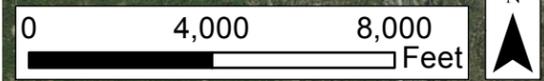
- Airport Property Boundary
- Draft Compatibility Zones
- Height Review Overlay Zone
- Site Exceptionion
- CitySphereBoundary
- CommunityBoundary
- Truckee Town Limits
- AirportDistrict
- Existing Runway
- Future Runway 2-20 Configuration

Truckee General Plan Land Use Designations

- Commercial
- High Density Residential 6 - 12 du/acre
- Industrial
- Open Space Recreation
- Plan Area
- Planned Community
- Public
- Public Hospital/Office
- Rail Transportation Corridor
- Residential 0.5 - 1 du/acre
- Residential 0.5 du/acre
- Residential 1 - 2 du/acre
- Residential 3 - 6 du/acre
- Residential Cluster Average Density 1 du/10 acres
- Residential Cluster Average Density 1 du/5 acres
- Resource Conservation/Open Space
- Special Study Area

T# See Exhibit 7 for land use summary

**Truckee Tahoe Airport
Land Use Compatibility Plan
(July 2016 Draft)**



Prepared By Mead & Hunt, Inc., 2016

Town of Truckee 2025 General Plan Land Use Map

Exhibit 6: Affected Land Use Designations			
General Plan / Community Plan / Zoning Designations	ALUCP Zone	Consistency Discussion	Finding
County of Nevada			
Zoning: Airport Influence Combining District (AI)	All Zones	<p>The AI district establishes land use regulations beyond those in the base zoning district for certain properties within vicinity of the Truckee Tahoe Airport. The AI district is intended to implement the provisions of the ALUCP adopted by the TIALUC.</p> <p>Generally, the AI district is consistent with the proposed ALUCP. However, the code will need to be modified to refer explicitly to the new ALUCP for Truckee Tahoe Airport; this step is necessary as confirmation that the County intends to adhere to the proposed compatibility criteria rather than those in a previous ALUCP and that the district boundaries reflect the proposed airport influence area.</p> <p>Additionally, a clause in AI district indicates that Board of Supervisors can overrule the ALUC if it finds that “a hardship clearly outweighs the public health, safety, and welfare objectives” of the Compatibility Plan; hardship is not a sufficient rationale for overruling the ALUC—the code will need to reference the specific findings required by the State Aeronautics Act that must be made to overrule the ALUC.</p>	Conditionally Consistent. Requires modification to code language.
General Plan/Zoning: Business Park	A, B1, B2, C, D	<p>This district provides for a variety of manufacturing, distribution, small-scale processing, service, and research and development uses.</p> <p>These uses are generally consistent with the proposed ALUCP criteria provided that the uses can satisfy the intensity (people per acre) criteria for each compatibility zone and that no new structures would be erected in Zone A.</p> <p>Implementation of the Airport Influence (AI) Combining District discussed above is anticipated to remove any potential conflicts.</p>	Conditionally consistent. Implementation of the Airport Influence Combining District will remove any potential inconsistency.
General Plan/Zoning: Community Commercial	B1	<p>This district provides for a wide range of retail and service uses that serve the varied needs of large geographic areas.</p> <p>Certain uses allowed with a use permit (e.g., hospitals, convalescent homes) would be prohibited within Zone B1.</p>	Conditionally consistent. Implementation of the Airport Influence Combining District will remove any potential inconsistency.

		Nevertheless, no conflicts are anticipated given the provisions of the Airport Influence (AI) Combining District discussed above.	
General Plan: Forest-160 acres Zoning: Timberland Production Zone (TPZ)	E	The TPZ district provides for forest resource management and the continued use of timberlands for the production of timber products and compatible uses. It is established in conformance with the Forest Taxation Reform Act of 1976 and all associated requirements and restrictions. It is intended to be a district where the land is devoted to the growing and harvesting of timber and for such compatible uses that do not significantly detract from the use of the land for the growing and harvesting of timber.	No conflict anticipated.
General Plan: Industrial Zoning: Light Industrial (M1)	B2, D	The Light Industrial (M1) district provides areas for the production, repairing, distribution, and warehousing of goods and equipment, along with supporting businesses and services. These uses are generally consistent with the proposed ALUCP criteria provided that the uses can satisfy the intensity (people per acre) criteria for each compatibility zone and do not create airspace hazards. No conflicts are anticipated given the provisions of the Airport Influence (AI) Combining District discussed above.	Conditionally consistent. Implementation of the Airport Influence Combining District will remove any potential inconsistency.
General Plan/Zoning: Open Space (OS)	All Zones	The OS district provides for areas of open space protected from development. This district includes, but is not limited to, areas dedicated to recreation, resource and habitat preservation, and protection of environmental resources. The OS district is generally consistent with the proposed ALUCP provided that certain habitats are not enhanced in a manner that would increase their attractiveness to hazardous wildlife (e.g., attract birds). No conflicts are anticipated given the provisions of the Airport Influence (AI) Combining District discussed above.	Conditionally consistent. Implementation of the Airport Influence Combining District will remove any potential inconsistency.
General Plan: Planned Development Zoning: Interim Development Reserve (IDR)	D, E	The IDR district is intended to be used as an interim zoning district to reflect and reserve the development potential of property designated as Planned Development in the General Plan. The IDR district allows a mix of Estate Residential (182 acres), Residential (180 acres) Forest-40 acres (365 acres) and Open Space (122 acres). Although these uses are consistent with the ALUCP criteria, the Truckee Tahoe	No conflict anticipated.

		Airport District (TTAD) in association with local conservation groups purchased the property for permanent open space. No development is anticipated on this property.	
General Plan/Zoning: Public	A, B1, B2	<p>This district provides for areas occupied by Federal, State and local government agencies, or by a private entity providing a service or function normally provided by a governmental agency. This district applies to most of the airport property.</p> <p>In accordance with state law, the ALUC has no authority over aviation-related development on the airport (e.g., hangars, terminal, aviation businesses).</p> <p>Any non-aviation development on the Airport would be subject to the ALUCP criteria (e.g., intensity limits).</p> <p>No conflicts are anticipated given the provisions of the Airport Influence (AI) Combining District discussed above.</p>	Conditionally consistent. Implementation of the Airport Influence Combining District will remove any potential inconsistency.
General Plan: Rural-20 acres Zoning: General Agricultural	D, E	This district provides areas for farming, ranching, agricultural support facilities and services, low intensity uses, and open space. This designation is consistent with the proposed ALUCP.	No conflict anticipated.
County of Placer			
Zoning: Aircraft Overflight (AO) Combining District	All Zones	<p>This district requires adherence to ALUC compatibility criteria, thus effectively adopting ALUC policies by reference.</p> <p>Nevertheless, the district boundaries will need to be updated to reflect the proposed ALUCP. Additionally, the code will need to be modified to refer explicitly to the new ALUCP for Truckee Tahoe Airport; this step is necessary as confirmation that the county intends to adhere to the compatibility criteria herein rather than those in a previous plan.</p>	Conditionally Consistent. Requires modification to code language.
Community Plan: Agriculture/ Timberland Production – 80 acre minimum	E	The Timberland Production (TPZ) district is intended to be an exclusive area for the growing and harvesting of timber and those uses that are an integral part of a timber management operation. This district is consistent with the proposed ALUCP.	No conflict anticipated.
Community Plan: Forest 40 – 460 acre minimum	D, E	The Forestry (FOR) zone is intended to designate portions of the mountainous areas of Placer County where the primary land uses will relate to the growing and harvesting of timber and other forest products, together with public and commercial	No conflict anticipated.

		recreational uses. This designation is consistent with the proposed ALUCP.	
Community Plan: Forest Residential 2.5 – 10 acre minimum	B1, C, D, E	<p>The purpose of the Residential-Forest district is to provide opportunities for rural residential living in the forested, mountainous or foothill areas of Placer County.</p> <p>Three large parcels in Zones B1 and C are zoned Forest Residential Planned Development (RF PD = 0.5), which allow 2-acre residential parcels. The affected parcels are: 080-061-017-000 (29 ac.), 080-061-016-000 (10 ac.), and 080-061-015-000 (40 ac.). See P1 on Exhibit 5.</p> <p>The proposed ALUCP, as well as the currently adopted 2010 ALUCP, limit residential densities to 20-acre parcels in Zone B1 and 5-acre residential parcels in Zone C1. These density limits would preclude future lot splits.</p> <p>Although the Residential-Forest designation is inconsistent with the ALUCP, this inconsistency is removed through implementation of the Aircraft Overflight (AO) Combining District discussed above.</p>	Conditionally Consistent. Implementation of the Aircraft Overflight Combining District will remove any potential inconsistency.
Community Plan: Low Density Residential 1 – 5 du/ac	B1, C, D, E	<p>This designation primarily reflects existing residential communities. The proposed ALUCP does not affect existing land uses.</p> <p>Additionally, the proposed ALUCP provides a site-specific exception (Policy 6.2.3) for seven undeveloped parcels in the Hopkins Ranch Residential neighborhood located in Zone C southwest of the Airport. See P2 on Exhibit 5.</p> <p>No direct conflicts are anticipated given the ALUCP exception for the Hopkins Ranch neighborhood and the provisions of the Aircraft Overflight (AO) Combining District discussed above.</p>	No conflict anticipated.
Community Plan: Medium Density Residential 5 – 10 du/ac	D, E	This designation reflects existing residential communities. The proposed ALUCP does not affect existing land uses.	No conflict anticipated.
Community Plan: Open Space	All Zones	<p>The purpose of the open space (O) district is to protect important open space lands within Placer County by limiting allowable land uses to low intensity agricultural and public recreational uses.</p> <p>This designation is consistent with the proposed ALUCP provided that future low intensity recreational facilities satisfy the intensity (people per acre) limits and other ALUCP criteria.</p>	Conditionally Consistent. Implementation of the Aircraft Overflight Combining District will remove any potential inconsistency.

		No conflicts are anticipated given the provisions of the Aircraft Overflight (AO) Combining District discussed above.	
Community Plan: Public/Quasi-Public	On Airport	This designation applies to the Truckee Tahoe Airport. Future non-aviation development on the Airport would be subject to the ALUCP criteria (e.g., intensity limits). No conflicts are anticipated given the provisions of the Aircraft Overflight (AO) Combining District discussed above.	Conditionally Consistent. Implementation of the Aircraft Overflight Combining District will remove any potential inconsistency.
Community Plan: Rural Residential 0.4 – 1 du/ac	E	The proposed ALUCP does not establish limits on residential development in Zone E.	No conflict anticipated.
Community Plan: Tourist / Resort Commercial	E	The proposed ALUCP does not establish intensity (people per acre) limits on nonresidential development in Zone E.	No conflict anticipated.
Town of Truckee			
Airport Operations (AO) Overlay District	All Zones	The purpose of the Airport Operations (-AO) overlay district is to regulate land uses in the vicinity of the Truckee-Tahoe Airport. The AO overlay district is established and applies to: <ol style="list-style-type: none"> 1. Areas below the imaginary surfaces above and around the airport established in compliance with the Federal Aviation Regulations, Volume XI, Part 77, of the U.S. Federal Aviation Administration (FAA); 2. Safety areas surrounding the airport as identified in the Truckee-Tahoe Airport Comprehensive Land Use Plan adopted and as amended by the Foothill Airport Land Use Commission; and 3. Areas subject to high noise levels from aircraft operations. The AO district will need to be modified to refer explicitly to the compatibility criteria in the proposed ALUCP; this step is necessary as confirmation that the town intends to adhere to the compatibility criteria herein rather than those in a previous ALUCP.	Conditionally Consistent. Requires modification to code language.
Commercial	D, E	This designation is generally consistent with the proposed ALUCP provided that future uses satisfy the intensity (people per acre) limit for Zone D and other compatibility criteria. No conflicts are anticipated given the provisions of the Airport Operations (AO) Overlay District discussed above.	Conditionally Consistent. Implementation of the Airport Operations Overlay District will remove

			any potential inconsistency.
<p>General Plan: Downtown Specific Plan Area</p> <p>Zoning: Downtown High Density Residential – 24 du/ac; Downtown Manufacturing/Industrial; Downtown Master Plan (i.e., Railyard Master Plan)</p>	B1, C, D, E	<p>This designation allows commercial, industrial, public and residential uses, and mixed use commercial and residential uses.</p> <p>The proposed ALUCP establishes the more stringent criteria for Zones B1 and C compared to Zones D and E with few restrictions. Within Zones B1 and C, only low-intensity development would be acceptable.</p> <p>The Downtown High Density Residential district, which allows a maximum density of 24 du/acre, applies to lands within Zones B1 and C. This designation is inconsistent with the proposed ALUCP density criteria, as well as the adopted 2010 ALUCP criteria which limit densities to 20-acre parcels in Zone B1 and 5-acre parcels in Zone C. However, no conflicts are anticipated given the provisions of the Airport Operations (AO) Overlay District discussed above. See T1 in Exhibit 6.</p> <p>Downtown Manufacturing district, which allows a variety manufacturing, industrial and processing uses, is generally consistent with the ALUCP provided that future uses do not create airspace hazards (e.g., plumes). Future uses are also subject to the intensity limits and other compatibility criteria.</p> <p>The Downtown Master Plan district, which is also known as the Railyard Master Plan, covers areas in Zones C and D. The Railyard Master Plan allows a mix of residential, commercial, industrial, recreational and mixed uses. The adopted 2010 ALUCP, as well as the proposed ALUCP, provide a special site-specific exception for this Master Plan area, thus removing any potential inconsistency. See ALUCP Policy 6.2.1 for site-specific exception. See T2 in Exhibit 6.</p>	Conditionally Consistent. Implementation of the Airport Operations Overlay District will remove any potential inconsistency.
General Plan: High Density Residential (6 – 12 du/ac)	B1, C, D	This designation reflects existing multi-family residential neighborhoods. The majority of this designation is developed, except for some parcels located in Zone D. The proposed ALUCP does not apply to existing land uses. For the undeveloped areas in Zone D, the High Density Residential (6 – 12 du/acre) designations is consistent with the ALUCP’s high-density option requiring that densities be greater than 5 du/acre.	No conflict anticipated.
General Plan: Industrial	D	This designation is generally consistent with the proposed ALUCP subject to intensity (people per acre) limit and other compatibility criteria. No conflicts are anticipated given the provisions of the	Conditionally Consistent. Implementation of the Airport Operations Overlay District will remove

		Airport Operations (AO) Overlay District discussed above.	any potential inconsistency.
General Plan: Open Space Recreation	C, D, E	The open space designation is consistent with the proposed ALUCP.	No conflict anticipated.
General Plan: Planned Community	B2, C, D, E	<p>This general plan designation applies to several established neighborhoods (e.g., Tahoe Donner, Prosser Lakeview, Prosser Lake Heights) and other existing developments (e.g., Alder Creek Middle School, Truckee Donner Recreation and Park District).</p> <p>The designation also applies to an area near the intersection of Highway 267 and Brockway Road/Soaring Way. This area includes several zoning districts including industrial, manufacturing, commercial, open space and a multifamily (20 du/ac) residential district in Zone D. These uses are generally consistent with the proposed ALUCP subject to the intensity/density limits and other compatibility criteria. No conflicts are anticipated given the provisions of the Airport Operations (AO) Overlay District discussed above.</p>	Conditionally Consistent. Implementation of the Airport Operations Overlay District will remove any potential inconsistency.
General Plan: Public Zoning: Public Facilities	All Zones	<p>The Public Facilities zoning district applies to areas appropriate for public, institutional and auxiliary uses that are established in response to the recreational, safety, cultural and welfare needs of the Town. Allowable land uses may include public parks and facilities, schools, hospitals and government offices, and other appropriate uses for public agencies.</p> <p>Certain public facilities—those attracting large groups of people or containing vulnerable occupants (e.g., schools, hospitals)—would be inconsistent with the proposed ALUCP criteria for Zones A, B1, B2, C and D. Additionally, all structures in Zone A are prohibited.</p> <p>No conflicts are anticipated given the provisions of the Airport Operations (AO) Overlay District discussed above. Additionally, the adopted 2010 ALUCP and the proposed ALUCP provide a special site-specific exception (Policy 6.2.2) for the Truckee-Donner Community Center to exceed the intensity limits for Zone D. See T3 in Exhibit 6.</p>	Conditionally Consistent. Implementation of the Airport Operations Overlay District will remove any potential inconsistency.
General Plan: Rail Transportation Corridor	B1, D, E	This designation applies to the rail line. This designation is consistent with the ALUCP.	No conflict anticipated.
General Plan: Residential 0.5 – 1 du/ac	D, E	This land use designation is inconsistent with the basic compatibility criteria for Zone D which provides a low-density option of 0.2 du/acre (average parcel size of ≥5.0 acres) and high-density option of ≥5 du/acre. See T4 in Exhibit 6 .	Conditionally Consistent. Implementation of the Airport Operations Overlay District will remove

		<p>However, the adopted 2010 ALUCP and the proposed ALUCP include a policy (Policy 3.1.3) that allows “any residential project to proceed if it is allowed under the local general plans/specific plans in effect as of the original adoption date of the ALUCP (December 2, 2004).” Therefore, this inconsistency is removed through implementation of ALUCP Policy 3.1.3 and implementation of the Airport Operations (AO) Overlay District discussed above.</p> <p>The proposed ALUCP does not establish limits on future residential development in Zone E.</p>	any potential inconsistency.
General Plan: Residential 1 – 2 du/ac	B1, C, D, E	<p>This designation is inconsistent with Zone B1 criterion of ≥ 20 acres average parcel size; Zone C criterion of ≥ 5 acres average parcel size; and Zone D’s density options (average parcel size of ≥ 5 acres or more than 5 du/ac).</p> <p>APNs 1945069 (1 acre), 1945070 (1 acre), 1945071 (3 acres) and 1945021 (5 acres) fall within Zones B1 and C. Although, an existing dwelling exists on each parcel, the proposed ALUCP would preclude subdividing the parcels to achieve the higher densities. However, no conflicts are anticipated given the provisions of the Airport Operations (AO) Overlay District discussed above. See T5 in Exhibit 6.</p> <p>APNs 1947040 (19.5 acres) and a 3-acre portion of 1947039 fall within Zone D west of the Airport (see T6 in Exhibit 6). APN 1972014 (16.4 acres) falls within Zone D north of the Airport (see T7 in Exhibit 6). Although this designation is inconsistent with the basic compatibility criteria for Zone D, the adopted 2010 ALUCP and the proposed ALUCP include a policy (Policy 3.1.3) that allows “any residential project to proceed if it is allowed under the local general plans/specific plans in effect as of the original adoption date of the ALUCP (December 2, 2004).” Therefore, this inconsistency is removed through implementation of ALUCP Policy 3.1.3 and Airport Operations (AO) Overlay District discussed above.</p>	Conditionally Consistent. Implementation of the Airport Operations Overlay District will remove any potential inconsistency.
General Plan: Residential 3 – 6 du/ac	E	Portion of an existing residential neighborhood falls within Zone E. The proposed ALUCP does not apply to existing land uses nor does it limit future residential development.	No conflict anticipated.
General Plan: Residential Cluster 1 du/10 ac	D	This designation is consistent with the proposed ALUCP.	No conflict anticipated.
General Plan: Residential Cluster 1 du/5 ac	D, E	The proposed ALUCP does not establish limits on future residential development in Zone E. In Zone D, this land use designations is consistent with the	No conflict anticipated.

		ALUCP's low-density option of 0.2 du/acre (average parcel size of ≥5.0 acres).	
General Plan: Resource Conservation / Open Space	B1, C, D, E	The RC zoning district is applied to areas appropriate for protection as open space because of significant environmental resources, but where limited development may be appropriate if clustered. Land uses in this zoning district include open space, passive recreational uses and single-family homes with a conditional use permit. This designation is generally consistent with the proposed ALUCP provided that the single-family designation complies with the density limits. No conflicts are anticipated given the provisions of the Airport Operations (AO) Overlay District discussed above.	Conditionally Consistent. Implementation of the Airport Operations Overlay District will remove any potential inconsistency.
General Plan: Special Study Area (SSA-1)	D, E	This designation applies to an 83-acre area located at the southeast corner of the intersection of Interstate 80 and Highway 89 South. The Sierra College currently exists on this property. This designation allows institutional uses, including a community college campus; open space for passive recreation, preservation of habitat and scenic values; and certain commercial uses. These commercial uses may include limited retail development uses associated with an educational institution, an office park, or a destination resort. Limited clustered residential uses may also be permitted. These uses are consistent with the proposed ALUCP.	No conflict anticipated.
General Plan: Tahoe Donner Planned Community	D	This designation reflects an established residential community. Under the adopted ALUCP, the eastern portion of the community fell within Zones E and D. Under the proposed ALUCP, only a small portion (10 acres) of the existing development lies within Zone D. The proposed ALUCP does not apply to existing land uses.	No conflict anticipated.

Findings

General Plan Policies: No direct conflicts exist between the general plan policies pertaining to airport land use compatibility and the proposed ALUCP. However, the zoning ordinances addressing compatibility matters will need to be amended to specifically reference the proposed ALUCP and reflect the compatibility zones and criteria of the proposed ALUCP. The specific changes required to the zoning ordinances are summarized below.

County of Nevada

- The Airport Influence Combining District (Sec. L-II, 2.7.1, C) indicates that the County will comply with ALUC's findings *unless* a finding is made that "a hardship clearly outweighs the public health, safety and welfare objectives of the CLUP." This statement is inconsistent with the proposed ALUCP and California ALUC statutes. State law requires a local jurisdiction to make specific findings that its proposed action is consistent with the purposes of Article 3.5, of the State Aeronautics Act (Public Utilities Code Section 21676 (b)). A financial hardship is an insufficient reason for overruling the ALUC's determination of inconsistency.

- The Airport Influence Combining District must specifically reference the new ALUCP to confirm and clarify the County's intention of implementing the new plan.

County of Placer

- The Aircraft Overflight Combining District must specifically reference the new ALUCP to confirm and clarify the County's intention of implementing the new plan.

Town of Truckee

- The Airport Operations Overlay District (Development Code 18.20.030) must specifically reference the new ALUCP to confirm and clarify the Town's intention of implementing the new plan. Additionally, Section B of the zoning code must reference the Truckee Tahoe Airport Land Use Commission rather than the former Foothill Airport Land Use Commission.
- The Truckee-Tahoe Airport Area Restrictions (Development Code 18.64) which specifies the land use standards and requirements applicable within the Airport Operations Overlay District references the 2004 ALUCP and criteria. This Chapter must reference the new ALUCP and associated criteria.
- The General Plan or Development Code need to add a policy specifying the types of land use actions requiring review by the Truckee Tahoe Airport Land Use Commission. The ALUCP referral requirements are detailed in Section 1.4 of the proposed ALUCP.

Land Use Designations: The airport-related overlay/combining zoning districts adopted by each of the three affected local jurisdictions (i.e., Nevada and Placer Counties and Town of Truckee) remove all direct and potential conflicts identified above in Exhibit 7 between the primary zoning district (or general plan land use designation) and the proposed ALUCP. Additionally, the proposed ALUCP includes special exceptions for residential land uses in Zone D (see ALUCP Policy 3.1.3) and for three sites within the Airport Influence Area (see ALUCP Policy Section 6.2). No changes to the general plan land use maps are required.

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

Mitigation

None required.

11. Mineral Resources

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

Discussion

a – b): See Summary of Potential Environmental Effects (No. 11 on page 7). The Town of Truckee’s 2025 General Plan identifies important mineral resources along the Truckee River between the river and the airport. The proposed Airport Influence Area has the potential to contain a wide variety of mineral resources, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any impacts to mineral resources.

Mitigation

None required.

12. Noise

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

Discussion

a – e): See Summary of Potential Environmental Effects (No. 11 on page 7). The proposed Airport Influence Area has the potential to contain a wide variety of noise standards and sensitive receptors, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in exposing persons to noise or generating noise.

The ALUCP does not regulate the operation of aircraft or the noise produced by that activity. State law explicitly denies the ALUC authority over such matters.

Pursuant to the State Aeronautics Act, the purpose of the ALUCP is to minimize the public's exposure to aircraft noise within the airport vicinity. Therefore, adoption and implementation of the proposed ALUCP would not generate new sources of aviation-related noise or expose people residing and working in the vicinity of the airport to excessive noise.

Airport-related noise and its impacts on land uses were considered in the development of the proposed ALUCP. The forecast noise contours from the Truckee Tahoe Airport Master Plan (2016) were brought forward for use in the proposed ALUCP. The noise contours are described in terms of the Community Noise Equivalent Level (CNEL), the metric adopted by the State of California for land use planning purposes. In accordance with PUC Section 21675(a), the airport

forecast noise contours cover the requisite 20-year planning timeframe and represent approximately 31,139 annual aircraft operations.

The airport noise contours are one of four compatibility factors used to establish the compatibility zones for the proposed ALUCP. The ALUCP establishes criteria that reduce the potential exposure of people to excessive aircraft-related noise by limiting residential densities (dwelling units per acre) and other noise-sensitive land uses in locations exposed to noise levels in excess of 60 dB CNEL or higher. Thus, the proposed ALUCP would not expose people residing or working in the area to excessive noise levels.

Mitigation

None required.

13. Population and Housing

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

Discussion

a - c): State law requires jurisdictions to amend their respective general plans to be consistent with the ALUCP or to take special steps to overrule the ALUC (Public Utilities Code Section 21676(a)). Jurisdictions are also mandated by state law to accommodate their share of the regional housing needs (Government Code Section 65580). Modifying a general plan for consistency with the ALUCP has the potential to restrict a jurisdiction’s ability to satisfy its share of the regional housing needs, as an ALUCP may preclude or limit the future development, including future housing units, within portions of the Airport Influence Area. Therefore, the ALUCP has the potential to change future land use development patterns by shifting or “displacing” the location of that development to less restrictive areas of the Airport Influence Area or to other parts of the community where there are no ALUCP restrictions. Displacement involves changes to the patterns of land use development that has not yet occurred. The ALUCP has no effect on existing land uses; therefore no displacement of existing development, housing or people will occur as a result of adoption of the ALUCP.

As noted in Section 10, *Land Use and Planning* (see **Exhibit 7**), several residential land use designations directly conflict with the basic compatibility criteria of the proposed ALUCP, as well as the adopted 2010 ALUCP. However, all three local jurisdictions (i.e., Counties of Nevada and Placer and Town of Truckee) have an airport overlay/combining zoning district which requires the underlying zoning district to conform to the ALUC’s compatibility criteria. As such, no direct conflicts are anticipated between the underlying zoning district and the proposed ALUCP criteria. Thus, no displacement will result from implementation of the proposed ALUCP.

Mitigation

None required.

14. Public Services

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

Discussion

a.i – a.iv: See Summary of Potential Environmental Effects (No. 11 on page 7). The Tahoe-Truckee Sanitation Agency and Truckee Policy Department are located within vicinity of the Truckee Tahoe Airport. Additionally, several schools including Alder Creek Middle School, Forest Charter School, Placer County Community School and Sierra College are within the proposed Airport Influence Area. Public Utilities Code Section 21670(f) indicates that special districts, school districts and community college districts are included among the local agencies that are subject to airport land use laws. Land use plans, facility master plans, capital improvement plans and individual development projects proposed by these districts would be subject to the compatibility criteria of the proposed ALUCP. Lastly, the proposed Airport Influence Area also has the potential to contain a wide variety of other public services, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any adverse physical impacts to listed government facilities or services.

a.v): Adoption and implementation of the proposed ALUCP would create a temporary increase in the staff workloads as a result of the state requirement to modify the local general plan to be consistent with the ALUCP. As described in Section 10 of this Initial Study, minor changes and/or additions would be needed to bring the local general plans into consistency with the proposed ALUCP. Over the long-term, procedural policies included in the proposed ALUCP will simplify and clarify the ALUC project review process, thereby reducing the workload for ALUC staff and planning staffs of Nevada and Placer Counties and Town of Truckee.

Mitigation

None required.

15. Recreation

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

Discussion

a, b): See Summary of Potential Environmental Effects (No. 11 on page 7). The River View Community Sports Park, Truckee Community Center, Veteran’s Building and Truckee River Regional Park are located north of the Airport in the Town of Truckee. The proposed Airport Influence Area has the potential to contain a wide variety of other recreational resources, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any impacts to recreation.

Mitigation

None required.

16. Transportation and Traffic

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

Discussion

a – b, d – g): See Summary of Potential Environmental Effects (No. 11 on page 7). The proposed Airport Influence Area has the potential to contain a wide variety of transportation systems, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any impacts to on-ground transportation and traffic.

c): Neither the ALUC nor the policies set forth in the proposed ALUCP have authority over airport operations. However, in accordance with state law, certain off-airport development proposals that could have airport compatibility implications are subject to ALUC review. Nonetheless, adoption and implementation of the proposed ALUCP will not result in any change to air traffic patterns at Truckee Tahoe Airport.

Mitigation

None required.

17. Utilities and Service Systems

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

Discussion

a – g): See Summary of Potential Environmental Effects (No. 11 on page 7). The Tahoe-Truckee Sanitation facility is located immediately north of the Truckee Tahoe Airport. The proposed Airport Influence Area has the potential to contain a wide variety of other utilities and service systems, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any impacts to utilities and service systems.

Mitigation

None required.

18. Mandatory Findings of Significance

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

Discussion

a - c): See Summary of Potential Environmental Effects (No. 11 on page 7). The proposed Airport Influence Area has the potential to contain a wide variety of environmental resources, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in a substantial adverse effect on the environment or human beings or substantially degrade the environment.

The proposed ALUCP addresses potential noise and safety impacts and other airport land use compatibility issues associated with potential future development that public entities or private parties may propose within the Airport Influence Area. Adoption and implementation of the ALUCP would prevent persons associated with future land use projects from being exposed to significant negative noise or safety hazards connected with living or working in the Airport Influence area. No displacement associated with future development would occur as a result of the adoption of this ALUCP. Although some staff effort would be required to revise the local jurisdictions' general plans and/or implementing ordinances, this effort would be temporary and result in a simplified review process following ALUCP adoption. Therefore, adoption and implementation of the proposed ALUCP has no potential to create cumulatively significant environmental impacts.

Mitigation

None required.

[DRAFT]

NEGATIVE DECLARATION

Truckee Tahoe Airport Land Use Compatibility Plan

Project Name: Truckee Tahoe Airport Land Use Compatibility Plan

Lead Agency: Truckee Tahoe Airport Land Use Commission (TTALUC)

Project Contact: Dan Landon, Executive Director
Nevada County Transportation Commission
101 Providence Mine Road - Suite 102
Nevada City, CA 95959
Phone: (530) 265-3202
Email: dlandon@nccn.net

Project Location (Latitude/Longitude: 39° 19' 12.152" N / 120 08' 22.426" W): The proposed project is located at the Truckee Tahoe Airport and within the associated Airport Influence Area (AIA). The AIA is defined as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. For Truckee Tahoe Airport, the proposed AIA boundary extends approximately 3.6 statute miles to the northwest and 2.7 miles to the northeast and south beyond the Airport's runway ends. The proposed AIA encompasses unincorporated areas of Nevada and Placer Counties and incorporated areas of the Town of Truckee (see **Exhibit 2** in the Initial Study). The project area includes lands that are designated for various uses including: Residential, Industrial, Commercial, Office, Recreation, Open Space, Forest, etc.

Project Description: The proposed ALUCP will replace the plan adopted by the Truckee Tahoe Airport Land Use Commission (TTALUC) in 2010 for the Truckee Tahoe Airport, which is owned and operated by the Truckee Tahoe Airport District. A copy of the proposed ALUCP is attached.

The preparation or amendment of an ALUCP for public use airports is required by the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*). The purpose of the proposed ALUCP is to promote compatibility between the Truckee Tahoe Airport and future land uses in its vicinity. The proposed ALUCP establishes a set of compatibility criteria that the TTALUC will use to evaluate the compatibility of land use plans and development proposals within the airport vicinity.

The local affected jurisdictions (i.e., Counties of Nevada and Placer, Town of Truckee, Special Districts, School Districts and Community College Districts) are expected to incorporate/implement certain compatibility criteria and procedural

policies from the proposed ALUCP into their respective general plans, specific plan, master plans and/or zoning ordinances to ensure that future land use development will be compatible with the long-term operation of the Truckee Tahoe Airport. These local agencies (County and districts) also have the option of overruling the ALUC in accordance with the steps defined by state law.

Neither the proposed ALUCP nor the TTALUC have authority over existing land uses, operation of the airport, or over state, federal, or tribal lands. No physical development or any other physical change to the environment is associated with the proposed project.

Potential Impacts: The proposed ALUCP is regulatory in nature, and neither the project—the adoption of the ALUCP—nor its subsequent implementation by local agencies would directly lead to development or to any physical change to the environment. However, the proposed ALUCP has the potential to indirectly cause a physical change in the environment by influencing future land use development patterns through the establishment of compatibility guidelines that are intended to prohibit or constrain certain types of development within specifically delineated areas. Although the proposed ALUCP prohibits some specific land uses in certain locations, it does not prohibit new development in the vicinity of the Truckee Tahoe Airport. The proposed ALUCP policies were reviewed and compared to the local general plans and zoning policies, and no significant conflicts were identified. As such, no significant impacts to the CEQA environmental resource categories were identified during the analysis performed for the Initial Study (see attached). Therefore, based on the CEQA analysis performed, adoption and implementation of the proposed ALUCP will not create a potentially significant effect on the environment.

Mitigation Measures: No mitigation measures are proposed.

Proposed Finding: *Based on the Initial Study and in light of the whole record before the Commission, including comments received in response to this notice and the Initial Study, the Truckee Tahoe Airport Land Use Commission finds that there is no substantial evidence that the proposed project may have a significant effect on the environment. This Initial Study/Negative Declaration reflects the Commission’s independent judgment and analysis.*

Dan Landon, Executive Director
Truckee Tahoe Airport Land Use Commission

Date