

Attachments



CEQA INITIAL STUDY FOR THE TRUCKEE TAHOE AIRPORT LAND USE COMPATIBILITY PLAN

PROJECT INFORMATION

1. Project Title:

Truckee Tahoe Airport Land Use Compatibility Plan

2. Lead Agency Name and Address:

Foothill Airport Land Use Commission
Sierra Planning Organization
560 Wall Street, Suite F
Auburn, CA 95603

3. Contact Person and Phone Number:

Ms. Betty Riley
President
(530) 823-4703

4. Project Sponsor Name and Address:

(See Lead Agency above)

5. Project Location:

The Truckee Tahoe Airport Land Use Compatibility Plan primarily applies to land use planning and future development within the environs of the Truckee Tahoe Airport. The plan defines the affected locations as the airport influence area. A Compatibility Map depicting the proposed boundary of the airport's influence area is included in the plan document. The airport influence area extends roughly 3.6 miles northwest of the approach end of Runway 10 and about 2.7 miles beyond the other airport runways ends. This influence area encompasses lands within three local government jurisdictions:

- › County of Nevada;
- › County of Placer; and
- › Town of Truckee.

Additionally, portions of the airport influence area affect lands within the jurisdiction of the U.S. Forest Service and U.S. Army Corps of Engineers. Although the authority of the Foothill Airport Land Use Commission does not extend to federal lands, policies in the *Compatibility Plan* address the importance of coordination on airport land use compatibility matters.

6. General Plan Designation:

Various

7. Zoning:

Various

8. Description of Project:

The *Truckee Tahoe Airport Land Use Compatibility Plan* is to be adopted by the Foothill Airport Land Use Commission (ALUC). It will replace the outdated *Truckee-Tahoe Comprehensive Land Use Plan* adopted by the ALUC in 1986 and last revised in 1990. The proposed plan is prepared in accordance with requirements of the California State Aeronautics Act (Public Utilities Code Sections 21670 et seq.). In preparation of the plan, the Commission and its consultants have been guided by

the *California Airport Land Use Planning Handbook* published by the California Division of Aeronautics as required by state law (Public Utilities Code Section 21674.7). As further required by state law (Public Utilities Code Section 21675(a)), the proposed *Compatibility Plan* is based upon the long-range airport master plan for Truckee Tahoe Airport as adopted by the Truckee Tahoe Airport District.

The *Compatibility Plan* provides a set of policies for use by the ALUC in evaluating the compatibility between future proposals for land use development in the vicinity of Truckee Tahoe Airport and the potential long-range aircraft activity at the airport. The compatibility criteria defined by the policies are also intended to be reflected in the general plans and other policy instruments adopted by the three entities having jurisdiction over land uses near the airport. These jurisdictions will need to modify their respective general plans, zoning ordinances, and other local land use policies to assure that future land use development will be compatible with aircraft operations or take the steps defined in the law to overrule the ALUC action.

9. Surrounding Land Uses and Setting:

Truckee Tahoe Airport straddles the boundary between Nevada and Placer counties. The Town of Truckee surrounds the airport on the north and west, but the airport property is not within the town limits. In addition to these three local land use jurisdictions, major portions of the airport environs are under the control of the federal government; specifically, the U.S. Forest Service (Tahoe National Forest) and U.S. Army Corps of Engineers (Martis Creek Lake National Recreation Area). Residential areas exist to the northwest, west, and in the hills to the south.

10. Agencies Whose Approval is Required:

Although input from various entities is necessary, the Foothill Airport Land Use Commission can adopt the *Truckee Tahoe Airport Land Use Compatibility Plan* without formal approval from any other agency, either state or local. A copy of the plan must be submitted to the California Division of Aeronautics (Public Utilities Code Section 21675(d)). The Division is required by state law (Public Utilities Code Section 21675(e)) to assess whether the plan includes the matters that must be included pursuant to the statutes and to notify the ALUC of any deficiencies. Also a statutory requirement is that the ALUC establish (or revise) planning boundaries (the airport influence area) only after "hearing and consultation with involved agencies" (Public Utilities Code 21675(c)).

Beyond these requirements, an important consideration is that implementation of the *Compatibility Plan* policies can only be accomplished by the local jurisdictions which have authority over land use within the airport influence area: Nevada and Placer Counties and the Town of Truckee. State statutes require these entities to make their general plans consistent with the *Compatibility Plan* within 180 days or to overrule the ALUC. Among other things, 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.

11. Environmental Factors Potentially Affected:

General Comment

The project is regulatory in nature. No physical construction would result from the adoption of the *Truckee Tahoe Airport Land Use Compatibility Plan* or from subsequent implementation of the land use restrictions and policies. Although the *Compatibility Plan* would influence future land use development in the vicinity of the airport, it is speculative to anticipate the specific characteristics of that development or the types of environmental impacts that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged from present conditions. On the other hand, the *Compatibility Plan* neither precludes new development near the airport nor dictates the type of land uses that are allowed. The *Compatibility Plan* merely limits the density, intensity, and height of the uses so as to avoid creation of noise and safety compatibility conflicts with airport activities. Also, state law establishes a procedure by which affected local jurisdictions

can overrule the compatibility policies set forth in the plan.

As indicated in Table 1 below, no environmental categories would be potentially affected by this project to the extent of having a "Potentially Significant Impact." Several categories have a "Less than Significant Impact with Project Mitigation." These impacts are discussed following each of the checklist sections beginning on page 6.

Table 1
SUMMARY OF ENVIRONMENTAL IMPACTS

CATEGORY	Pg	ANALYSIS SUMMARY (See individual pages for details)			Comments*
		Potentially Significant Impact			
		Less than Significant Impact with Project Mitigation			
		Less than Significant Impact/No Impact			
I AESTHETICS	6	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
II AGRICULTURE RESOURCES	6	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Agricultural lands
III AIR QUALITY	7	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
IV BIOLOGICAL RESOURCES	8	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
V CULTURAL RESOURCES	9	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
VI GEOLOGY/SOILS	9	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
VII HAZARDS & HAZARDOUS MATERIALS	10, 11	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	e) Aircraft accidents
VIII HYDROLOGY/WATER QUALITY	12	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
IX LAND USE/ PLANNING	13, 14	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	b) Conflict with jurisdictions' applicable plans and policies
X MINERAL RESOURCES	14	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
XI NOISE	15	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	e) Public use airport
XII POPULATION/HOUSING	16	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	a) Induce population growth
XIII PUBLIC SERVICES	20	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	a) Schools and government staff work-loads
XIV RECREATION	21	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
XV TRANSPORTATION/TRAFFIC	21, 22	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	c) Air traffic
XVI UTILITIES/SERVICE SYSTEMS	22	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
XVII MANDATORY FINDINGS OF SIGNIFICANCE	23	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	b) No cumulative impacts
					* Also see General Comment (No. 11) on page 2.

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described 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, nothing further is required.

Signature: _____ Date: _____

Printed Name: _____

For Foothill Airport Land Use Commission
Sierra Planning Organization

SOURCE LIST

The following references are cited by number in the text that follows each topic below for the Initial Study.

1. California, State of. Department of Transportation. Division of Aeronautics. *California Airport Land Use Planning Handbook*. January 2002.
2. Foothill Airport Land Use Commission. *Truckee-Tahoe Airport Comprehensive Land Use Plan*. Adopted December 1986; revised February 1990.
3. Placer County. *Martis Valley General Plan*. November 1990.
4. _____. *Martis Valley Community Plan*. December 2003.
5. Nevada County. *Nevada County General Plan*. (1996).
6. Truckee, Town of. *Town of Truckee General Plan 1995-2014*. Adopted February 15, 1995; amended September 2000.
7. Truckee Tahoe Airport District. *Truckee-Tahoe Airport Master Plan*. November 1998. October 2000; amended December 2001.

CEQA INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS.				
Would the project:				
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?	<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 day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

See General Comment on page 2.

Mitigation:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a 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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

See General Comment on page 2. Furthermore, land use compatibility policies in the *Compatibility Plan* favor continuation of agricultural land uses in the vicinity of Truckee Tahoe Airport.

Mitigation:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. 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 project:				
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:

See General Comment on page 2.

Mitigation:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES.				
Would the project:				
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, 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:

See General Comment on page 2.

Mitigation:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES.				
Would the project:				
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"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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:

See General Comment on page 2.

Mitigation:

None required.

VI. GEOLOGY AND SOILS.

Would the project:

	Potentially Significant Impact	Potentially Significant Unless 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 a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<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:

See General Comment on page 2.

Mitigation:

None required.

VII. HAZARDS.

Would the project:

	Potentially Significant Impact	Potentially Significant Unless 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) 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?	<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 located 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), b), c), d), f), g), h) See General Comment on page 2.

e) The *Compatibility Plan* establishes the criteria by which safety hazards referred to in this topic would be evaluated. These criteria reduce the risk of exposure to the hazards of an off-airport aircraft accident by limiting residential densities and concentrations of people in locations near Truckee Tahoe Airport. The risks of aircraft accident occurrence are reduced by policies limiting the height of structures, trees, and other objects which might penetrate airport airspace as defined by Federal Aviation Regulations, Part 77. The *Compatibility Plan* also seeks to minimize the consequences of an off-airport aircraft accident by requiring a percentage of the land area in critical locations near the airport to remain open and reasonably suitable for a survivable emergency aircraft landing.

The proposed plan utilizes aircraft accident risk data from the *California Airport Land Use Planning Handbook* that was not available at the time the 1986 *Comprehensive Land Use Plan* was prepared. The new data indicates that a low to moderate risk level is present in areas beyond those addressed in the 1986 plan. Accordingly, the proposed plan includes some restrictions on the intensity of land use development over a wider area than is covered by the 1986 plan.

The proposed plan also recognizes that the community must find a balance between responding to aircraft accident risks and accommodating other community development needs. In recognition of special circumstances associated with two sites and their proposed uses—a theater complex at the rail yard site and a community center at the “triangle” site—the plan provides for more intense development of these sites than the criteria set forth in the plan would otherwise permit. Concentrating more people in a small area presents a slight additional risk in the event that these facilities should be involved in an aircraft accident. Although the specific circumstances cited in the plan largely mitigate this additional risk, the plan also encourages extra precautions be taken in the design of the buildings to minimize the risks. The overall objectives of the *Compatibility Plan* would not be compromised by these limited exceptions to the compatibility criteria.

Mitigation:

None required.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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VIII. HYDROLOGY AND WATER QUALITY.

Would the project:

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 the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<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"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which 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 of 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:

See General Comment on page 2.

Mitigation:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING.				
Would the project:				
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"/>

Discussion:

a) See General Comment on page 2.

b) State law (Government Code 65302.3) requires each local government having jurisdiction over land use within locations addressed by an airport land use *Compatibility Plan* to modify its general plan and any applicable specific plan for consistency with the *Compatibility Plan* (or to go through the special process required to overrule the airport land use commission). With regard to the *Truckee Tahoe Airport Land Use Compatibility Plan*, this requirement would apply to Nevada and Placer counties and the Town of Truckee. Exhibit 3N of the *Compatibility Plan* contains an evaluation of local general plans consistency with the *Compatibility Plan* policies. This evaluation indicates that certain modifications to the general plan of the affected jurisdictions would be required as a consequence of ALUC adoption of the *Compatibility Plan*.

For a general plan to be considered consistent with the *Compatibility Plan*, it must do both of the following: (1) it must not have any direct conflicts with the *Compatibility Plan* and (2) it must contain criteria and/or provisions for evaluation of proposed land use development situated within an airport influence area.

Direct conflicts most often occur with respect to land use designations and/or residential densities that are unacceptable for their proximity to the airport. Elimination of these conflicts will require reducing allowable densities in certain locations around the airport to ensure consistency with the *Compatibility Plan's* criteria.

Except for certain risk-sensitive uses—such as schools, hospitals, and storage of large volumes of fuel or other hazardous substances—nonresidential land uses mostly do not present potential direct conflicts with the compatibility criteria. Rather, most general categories of use would be acceptable, but the specific development would need to be limited in terms of usage intensity (the number of people on the site).

In all cases, only proposed land uses are affected. The ALUC has no authority over existing land uses even if those uses do not conform to the proposed compatibility criteria. The *Compatibility Plan* would be applicable to these locations only if redevelopment or extensive reconstruction were to be proposed.

The second requirement addresses the common problem that local general plans and/or other policy documents do not contain criteria for evaluating other compatibility factors such as limits on the usage intensity or height of structures. The project evaluation requirement can be met in any of several ways identified in the *Compatibility Plan*. Options include: (1) incorporation of the ALUC’s compatibility criteria into the general plan, zoning ordinance, and/or other local policy document; (2) adoption of the *Compatibility Plan* by reference; and (3) agreement to submit certain major land use actions to the ALUC for compatibility review.

Although ALUC adoption of the *Truckee Tahoe Airport Land Use Compatibility Plan* would establish compatibility criteria which would be applicable to Nevada and Placer counties and the Town of Truckee, the Commission does not have authority to implement the *Compatibility Plan*. This responsibility rests with the three land use jurisdictions through the general plan consistency process described above. Because the affected jurisdictions have multiple options with regard to how to implement the compatibility criteria, as well as the option to overrule the ALUC, the specific land use environmental impacts that may result cannot be determined at this time. Only a general evaluation of the impacts, primarily with regard to housing, is presently possible (see XII, Population and Housing, page 16). Each jurisdiction will need to assess these impacts at a higher level of detail as part of the CEQA process associated with the general plan changes and/or other policy actions taken in response to the *Compatibility Plan*.

Mitigation:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES.				
Would the project:				
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:

See General Comment on page 2.

Mitigation:

None required.

XI. NOISE.

Would the project result in:

	Potentially Significant Impact	Potentially Significant Unless 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 ground borne vibration or ground borne 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 project area to excessive noise levels?	<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 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), b), c), d), f) See General Comment on page 2.

e) The *Compatibility Plan* establishes criteria which reduce the potential exposure of people to excessive aircraft-related noise by limiting residential densities and concentrations of people in locations near Truckee Tahoe Airport. As required by state law, the noise contours included in the plan reflect the long-term (beyond 20 years) potential noise impacts of the airport. Compared to contours included in the 1986 plan which it would replace, the contours in the proposed plan are smaller in most locations, particular with respect to aircraft operations on the crosswind runway (Runway 1-19). The applicable criteria are more restrictive, however. The net effect is that a higher degree of noise compatibility would be provided by the proposed plan than by the existing plan.

The plan does not regulate the operation of aircraft or the noise produced by that activity. State law explicitly denies the ALUC authority over such matters. The future noise contours and the plan policies derived in part from them reflect where airport guidelines indicate aircraft should fly for noise abatement purposes, but with recognition that for safety or other reasons not all aircraft fly the prescribed routes.

Mitigation:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING.				
Would the project:				
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 checked="" type="checkbox"/>	<input 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) The *Compatibility Plan* does not directly or indirectly induce population growth either regionally or locally. In fact, its provisions limit the location, distribution, and density of residential and nonresidential land uses in the airport's environs to minimize potential noise impacts and safety concerns. Nevertheless, to the extent that such restrictions conflict with currently adopted county and city land use plans, adoption of the *Compatibility Plan* could cause population growth to be shifted to locations different from where now planned. As indicated by the data summarized in the following paragraphs, the net effect of any such shifts would be small relative to the overall projected growth in Nevada and Placer counties and the Town of Truckee. These impacts are judged to be less than significant.

The following analysis examines the effects that implementation of the *Compatibility Plan* policies could have on the number of allowable new residential dwelling units in the vicinity of the airport. Comparisons are made between the number of dwelling units allowable under the *Compatibility Plan* criteria and the number possible under applicable local general plans and zoning.

The analysis also assumes the numbers of single-family dwelling units and residential parcels to be equivalent. This assumption simplifies the analysis and, for most subdivisions, the two numbers are identical. Where some difference could occur is with respect to secondary dwelling units. The lost potential for secondary units on existing large parcels has not been reflected in the calculations, but this impact is tiny relative to the overall numbers discussed. For multi-family developments, the number of impacted dwelling units has been calculated using the maximum permitted density for the affected classification.

The analysis considers the plan's policy which allows any parcel that is split by the compatibility zone boundaries to be considered as if it were multiple parcels divided at the compatibility zone boundary line. The policy, however, encourages that the density of the development allowed within the more restricted portion of the parcel be transferred to the less restricted portion.

- ▶ **Compatibility Zone A:** Zone A comprises some 596 acres of land. The *Compatibility Plan* prohibits residential development in this zone. Over 88% (527 acres) of Zone A is on airport property. The portions of the zone located off airport property only affect federal lands and lands within the town's jurisdiction designated for open space, public, and commercial uses. Thus, the *Compatibility Plan* would not preclude any otherwise allowable dwelling units in Zone A.
- ▶ **Compatibility Zone B1:** Nearly 784 acres of land are within this zone. Zone B1 requires an average parcel size of 20 acres or more for residential uses. Impacts within each of the three land use jurisdictions are:

- › *County of Nevada*: Only airport property is affected.
- › *County of Placer*: About 9 acres of land designated as Forest Residential with a minimum parcel size of 2.5–10 acres (0.1–0.4 d.u./acre) lie within Zone B1 (P1 in Exhibit 3N). Nearly 159 acres of the same parcel lies within Zone C (P2). Based on the county’s designation, up to 3 new residential dwellings (9x0.4) could be developed within this zone. Because the *Compatibility Plan* considers any parcel which is split by the zone boundary as an individual parcel, 1 dwelling unit would be permitted on the 9-acre parcel even though it is less than the 20-acre minimum. However, the preferred option is to transfer the development rights to the less restrictive portion of the parcel (i.e., the portion located within Zone C), leaving the 9 acres undeveloped.
- › *Town of Truckee*: Zone B1 encompasses several residential designations within the town’s jurisdiction. However, much of this area is already committed to development. A 13- and 5-acre parcel (T1) are available for future residential development and are designated Low Density Residential (1–2 d.u./ac.). Based on the town’s density standards, up to 36 dwelling units (18 x 2) could be constructed on these properties. As mentioned above, the *Compatibility Plan* would permit 1 new residential unit on each of these parcels even though they do not meet the 20-acre minimum. Implementation of the *Compatibility Plan* thus could eliminate up to 34 dwelling units.
- ▶ **Compatibility Zone B2**: Some 271 acres of land are within Zone B2. The majority (nearly 87%) of this zone is on airport property. The balance (about 34 acres) is located within the town limits or falls within the County of Nevada’s jurisdiction. None of these lands are designated for residential uses. The number of potential new residential dwelling units would not be affected by this plan.
- ▶ **Compatibility Zone C**: Nearly 1,515 acres of land comprise this zone. Zone C limits residential densities to 1 dwelling unit per 5 acres (0.2 d.u./ac.).
 - › *County of Nevada*: Only airport and Army Corps of Engineers lands are affected.
 - › *County of Placer*: Approximately 150 acres within Zone C are designated as Forest Residential with a minimum parcel size of 2.5–10 acres (0.1–0.4 d.u./ac). If this area were subdivided into 2.5-acre parcels, up to 60 residential dwelling units (150/2.5) could be developed within this zone. The *Compatibility Plan* would permit only half this number (150/5). Another 15 acres of land associated with the Lahontan Development (P3) is designated as Low-Density Residential (1–5 d.u./ac.). The plan policies include a special exception permitting all or parts of up to 7 parcels within this area.
 - › *Town of Truckee*: Most of the properties affected by this zone are already committed to development. Approximately 16 acres of land remain available for future residential development (T1). Of this 16 acres, about 5 acres are designated as Low-Density Residential (1–2 d.u./ac.) and 11 acres as Medium-Density Residential (6–12 d.u./ac). Under these designations, up to 142 new residential units (5x2 + 11x12) could be constructed. The *Compatibility Plan* would permit only 3 dwelling units (16/5) on these parcels, a net reduction of up to 139 units. Proposed mixed use development (residential and non-residential) in central Truckee would not be held to Zone C residential density limits. The *Compatibility Plan* calculates residential portions of mixed use development as if it is nonresidential (see Policy 3.1.3 d)). No reduction in dwelling units would occur as long as the overall intensity limits on the parcel are not exceeded.
- ▶ **Compatibility Zone D**: Approximately 6,111 acres of land are within this zone. The *Compatibility Plan* provides two development options for Zone D. The low-density option limits densities to no more than 0.2 dwelling units per acre (i.e., an average parcel size of at least 5 gross acres). The high-density option requires densities of at least 5 dwelling units per acre (i.e., an average parcel size less than 0.2 gross acres). The concept is that higher densities will produce higher ambient noise levels and thus lower the intrusiveness of aircraft overflights. Additionally, the *Compatibility Plan* indicates that any residential development allowable under the Nevada County, Placer County, and Town of Truckee general plans and/or specific plans in effect as of the adoption date of this *Compatibility Plan*

is permitted to proceed. The policy, however, encourages clustering of development so that densities of 5 dwelling units per acre within any single acre is achieved.

- › *County of Nevada*: Approximately 115 acres of land associated with the Waddle Ranch Planned Development lies within the county's jurisdiction. Nearly 48% (362 acres) of the development is slated for residential development. At this time, the actual location and densities for this development are still uncertain, thus potential affects of the *Compatibility Plan* cannot be assessed.
 - › *County of Placer*: Nearly 477 acres of land within the county's jurisdiction is available for residential development. Some 312 acres are designated as Low-Density Residential (1–5 d.u./ac.); 117 acres as Medium-Density Residential (5–10 d.u./ac); and 48 acres as Forest Residential (0.1–0.4 d.u./ac.). The *Compatibility Plan* would not effect housing on the properties designated Medium-Density Residential, as it meets the high-density option. However, the densities permitted under the Low-Density Residential and Forest Residential designation fall between the low- and high-density option allowed in the *Compatibility Plan*. Under the county's Low-Density Residential designation, between 312 and 1,560 dwelling units (312x1 and 312x5) could be constructed. The *Compatibility Plan* would require a minimum of 1,560 dwelling units (312x5) or a maximum of 62 dwelling units (312x0.2). Based on the Forest Residential densities permitted, between 48 and 192 dwelling units would be permitted. The *Compatibility Plan* would require a minimum of 240 dwelling units (48x0.2) or a maximum of 9 dwelling units (48x0.2). In sum, no loss in potential dwelling units would occur if the development is clustered to meet the high-density option requirements of Zone D or if the development is already reflected in the county's adopted land use plan for the area, the *Martis Valley Community Plan*.
 - › *Town of Truckee*: Zone D encompasses about 4,150 acres of land in the Town of Truckee. Some 1,013 acres are designated for residential development of various densities. Much of the area is already developed or shown on the adopted *Truckee General Plan* (2000). The *Compatibility Plan* states that any residential development allowed under the jurisdiction's general plans and/or specific plans will be permitted to proceed. Therefore, the *Compatibility Plan* would have no effect on residential housing in Zone D for the Town of Truckee.
- **Compatibility Zone E**: No inconsistencies noted for all three jurisdictions.
- **Total Airport Influence Area**: Implementation of the *Compatibility Plan* could enable higher residential densities in some locations and would require lower densities in others compared to the densities currently planned. The net effect, though, is that the total number of new dwelling units that can be built in the airport influence area would not be significantly affected.

b), c) No housing or people will be displaced as a result of the plan's adoption. The *Compatibility Plan* does not apply to existing housing. Moreover, it explicitly allows construction of single-family houses on legal lots of record where such uses are permitted by local land use regulations. Also see General Comment on page 2.

Mitigation:

None required.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. PUBLIC SERVICES.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities/services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

iii) *Schools:* The *Compatibility Plan* prohibits new schools within much of the influence area of Truckee Tahoe Airport. The *Compatibility Plan* does not affect existing schools or their expansion on existing school property. The restriction is intended as a means of avoiding future noise and safety compatibility conflicts between aviation activity and school uses. Although local general plans do not specifically identify locations of future school sites, several parcels located north of the airport in the town's jurisdiction are within each of the compatibility zones and are designated for public use. The *Compatibility Plan* would prohibit new school sites within Zones A through C. School sites located within Zones D and E are acceptable. At present, two schools in the Town of Truckee exist within the latter two zones.

v) *Other Public Facilities/Services:* Adoption of the Truckee Tahoe Airport Land Use *Compatibility Plan* would create a temporary increase in the workload for the planning department staff of the three affected jurisdictions as a result of the requirement to modify local general plans for consistency with the *Compatibility Plan*. An initial assessment of the inconsistencies which would need to be addressed is included in Exhibit 3N of the *Compatibility Plan*. Over the long term, procedural policies included in the *Compatibility Plan* are intended to simplify the ALUC project review process and thus reduce workload both for ALUC staff and the staff of the affected land use jurisdictions.

Mitigation:

None required.

XIV. RECREATION.

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

Discussion:

See General Comment on page 2.

Mitigation:

None required.

XV. TRANSPORTATION/TRAFFIC.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency or 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) Result in inadequate parking capacity?	<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., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a), b),d), e), f), g) See General Comment on page 2.

c) The *Compatibility Plan* has no authority over the operation or air traffic, although it does include policies for review of certain aspects of proposed airport development which could have off-airport compatibility implications.

Mitigation:

None required.

XVI. UTILITIES AND SERVICE SYSTEMS.

Would the project:

	Potentially Significant Impact	Potentially Significant Unless 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 which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<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:

See General Comment on page 2.

Mitigation:

None required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project 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) Does the project have impacts that are individually limited, but cumulatively considerable? (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will 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 General Comment on page 2.

b) Because the *Compatibility Plan* is regulatory and restrictive in nature and will not cause any physical development to occur, it has no potential to create cumulatively significant environmental impacts. Rather, the *Compatibility Plan* addresses potential noise and safety impacts and other airport land use compatibility issues associated with potential future development that other public entities or private parties may propose for the vicinity of Truckee Tahoe Airport. Without adoption of the *Compatibility Plan*, the adverse impacts—both to airport functionality and to community livability—of allowing incompatible development to occur may be individually limited, but cumulatively considerable. The *Compatibility Plan* thus, in effect, serves as a mitigation plan designed to avoid impacts which might otherwise be cumulatively significant.

FOOTHILL AIRPORT LAND USE COMMISSION

RESOLUTION NO. 04-09-P

ADOPTION OF NEGATIVE DECLARATION

AND

ADOPTION OF TRUCKEE TAHOE AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, California Public Utilities Code (PUC) Section 21670 et seq. requires each county in which there is an airport operated for the benefit of the general public to establish an Airport Land Use Commission (ALUC) for the purpose of protecting "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 the areas around public airports to the extent that these areas are not already devoted to incompatible uses;" and

WHEREAS, the Foothill Airport Land Use Commission, functioning under the auspices of the Sierra Planning Organization, is designated to serve as the ALUC for the counties of El Dorado, Nevada, Sierra, and the Truckee Tahoe Airport environs; and

WHEREAS, PUC Section 21675 requires that an ALUC formulate and adopt an Airport Land Use Compatibility Plan (ALUCP) for each public-use or military airport in its jurisdiction; and

WHEREAS, the Foothill ALUC adopted such a plan entitled *Truckee Tahoe Airport Comprehensive Land Use Plan* (CLUP) in 1986 and last amended said plan in 1990; and

WHEREAS, PUC Section 21675(a) requires ALUCPs to be based upon the adopted master plan for an airport or, with approval of the California Division of Aeronautics, an airport layout plan; and

WHEREAS, the Board of Directors of the Truckee Tahoe Airport District adopted a new master plan for the Truckee Tahoe Airport in 2000 with amendments in 2001; and

WHEREAS, since the last amendment of the CLUP in 1990, changes in the characteristics of current and future usage of the Truckee Tahoe Airport have occurred or are now anticipated to occur; and

WHEREAS, these changes warrant preparation of a new ALUCP for the airport; and

WHEREAS, PUC Section 21674.7 requires that an ALUC that formulates, adopts, or amends such a plan shall be guided by information in the *California Airport Land Use Planning Handbook* published by the California Division of Aeronautics; and

WHEREAS, the Foothill ALUC prepared a draft *Truckee Tahoe Airport Land Use Compatibility Plan*, dated August 2003, based upon the *Truckee Tahoe Airport Master Plan* and guided by the *California Airport Land Use Planning Handbook*; and

WHEREAS, the Foothill ALUC held public workshops on the draft ALUCP on August 27, 2003, and March 3, 2004, and a public hearing on July 7, 2004, at which times comments on the plan were received from affected local jurisdictions, special districts, the general public, and others; and

WHEREAS, as documented in Addendum #3, dated August 2004, the draft ALUCP has been modified in response to the oral and written comments received; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the Foothill ALUC has prepared an Initial Study examining the impacts of adoption of the ALUCP; and

WHEREAS, based upon the Initial Study, the Foothill ALUC has determined that adoption of the ALUCP will not create significant environmental impacts and has therefore prepared a proposed Negative Declaration on such action; and

WHEREAS, the Foothill ALUC held a formal public hearing on the draft ALUCP and proposed Negative Declaration on October 13, 2004; and

WHEREAS, the public hearing was continued to December 2, 2004, because of inadequate public notice regarding the ALUC's intent to approve a Negative Declaration; and

WHEREAS, the December 2, 2004, public hearing and intended actions have been duly noticed; now therefore

BE IT RESOLVED, that the Foothill Airport Land Use Commission hereby adopts the proposed Negative Declaration prepared for adoption of the Truckee Tahoe Airport Land Use Compatibility Plan [as modified, if modified] finding on the basis of the whole record before it, including the Initial Study and any comments received, that there is no substantial evidence that the project will have a significant effect on the environment and that the Negative Declaration reflects the Commission's independent judgment and analysis. The location and custodian of the documents and materials which constitute the record of proceedings upon which the decision was based is the Foothill Airport Land Use Commission, 560 Wall Street, Suite F, Auburn, California, and

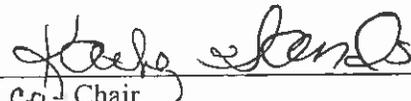
BE IT FURTHER RESOLVED, that after considering the Negative Declaration adopted herein together with the comments received, the Foothill Airport Land Use commission hereby adopts the Truckee Tahoe Airport Land Use Compatibility Plan, as represented by the draft document dated August 2003, together with Addendum #3 dated August 2004 [as modified, if modified].

The foregoing resolution was adopted on a motion by Commissioner SANDS and seconded by Commissioner GOTTARDI at special meeting held on December 2, 2004, by the following vote:

AYES: Commissioners GOTTARDI, PIGG, SANDS, VANZANT

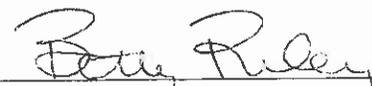
NOES: Commissioners NONE

ABSENT: Commissioners BLOOMFIELD, ENOS, HUEBNER, PAINE



co. Chair,
Foothill Airport Land Use Commission

WITNESS, my hand this 2ND day of DECEMBER, 2004



Executive Director,
Foothill Airport Land Use Commission

Notice of Determination

Appendix D

To: [X] Office of Planning and Research
For U.S. Mail: P.O. Box 3044 Sacramento, CA 95812-3044
Street Address: 1400 Tenth St. Sacramento, CA 95814

From: Public Agency: Foothill Airport Land Use Commission
Address: 560 Wall Street, Suite F Auburn, CA 95603
Contact: Betty Riley
Phone: 530 / 823-4703

[X] County Clerk
County of Nevada: 950 Maidu Ave., Nevada City, CA 95959
County of Placer: 175 Fulweiler Ave., Auburn, CA 95603
County of El Dorado: 330 Fair Lane, Placerville, CA 95667
County of Sierra: P.O. Box D, Downieville, CA 95936

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse):

Project Title: Truckee Tahoe Airport Land Use Compatibility Plan

Project Location (include county): Environs of Truckee Tahoe Airport, Nevada and Placer Counties

Project Description:

Adoption of airport land use compatibility plan in accordance with Public Utilities Code Section 21675

FILED
KATHLEEN SMITH
CLERK - RECORDER
2004 DEC 20 PM 2:55
2004-003 DEPUTY

POSTED IN THE COUNTY
CLERKS OFFICE FROM
BY [Signature] (DEPUTY)

This is to advise that the Foothill Airport Land Use Commission has approved the above described project on December 8, 2004 and has made the following determinations regarding the above described project:
[] Lead Agency or [X] Responsible Agency

- 1. The project [] will [X] will not] have a significant effect on the environment.
2. [] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
[X] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [] were [X] were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [] was [X] was not] adopted for this project.
5. A statement of Overriding Considerations [] was [X] was not] adopted for this project.
6. Findings [] were [X] were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the Negative Declaration, is available to the General Public at: Foothill Airport Land Use Commission

Signature (Public Agency) [Signature: Betty Riley] Title President/CEC
Date 12-9-04

Date received for filing at OPR:

**CALIFORNIA DEPARTMENT OF FISH AND GAME
CERTIFICATE OF FEE EXEMPTION**

De Minimis Impact Finding

Project Title:

Truckee Tahoe Airport Land Use Compatibility Plan

Location:

Truckee Tahoe Airport and environs, Nevada and Placer Counties

Project Description:

The Truckee Tahoe Airport Land Use Compatibility Plan contains specific compatibility policies to ensure long-term compatibility between the airport and the land uses which surround it. The plan sets forth noise, safety, and airspace protection compatibility criteria intended to be applied by the Foothill Airport Land Use Commission when evaluating local land use plans and specific development proposals for the Truckee Tahoe Airport environs. The criteria are also intended to be reflected in the general plans and specific plans of the affected local land use jurisdictions: the Town of Truckee, the County of Nevada, and the County of Placer.

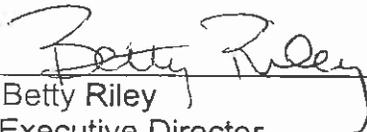
Findings of Exemption (attach as necessary):

This project will not have an individual or cumulative adverse effect on fish and/or wildlife resources in that the project is regulatory in nature and there no significant or sensitive environmental resources within the vicinity of the site.

Certification:

I hereby certify that the public agency has made the above finding and that the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

By:


Betty Riley

Title:

Executive Director

Lead Agency:

Foothill Airport Land Use Commission

Date:

December 2, 2004