

**AIRPORT LOCATION**

- > *Location*
  - = On boundary between Nevada and Placer counties
  - = Two miles southeast Truckee town center; 35 miles west of Reno, Nevada
- > *Topography*
  - = Situated in center of Martis Valley at 5,900 ft. elevation
  - = Sierra Nevada Range surrounds valley; peaks 8,500 to 9,500 ft. within 10 miles in all directions; highest point, Mt. Rose (10,776 ft.) 10 miles east

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**

- > *County of Nevada*
  - = Northern two-thirds of airport property within unincorporated Nevada County
- > *County of Placer*
  - = Southern third of airport property within County limits
- > *Town of Truckee*
  - = Town boundary adjoins north and west sides of airport property

**EXISTING AIRPORT AREA LAND USES**

- > *General Character*
  - = Urban area of Truckee west and northwest of airport
  - = Residential areas to northeast and in hills to south
  - = Generally open land near airport; mountainsides more forested
  - = Open space/evergreen forest associated with the and Tahoe National Forest
  - = Rising Terrain to the east, south, and west
- > *Runway Approaches*
  - = Northwest (Rwy 10): Residential areas to each side of runway centerline within 1.0 mile of runway end; Hwy 267 (0.4 mi.); Truckee wastewater treatment ponds, Union Pacific rail line (0.7 mi.); Interstate 80 (1.6 mi.)
  - = Southeast (Rwy 28): Martis Creek Lake National Recreational Area borders airport; rising terrain beyond
  - = Southwest (Rwy 1): Rangelands, wetlands beyond runway end; Lahontan resort area 1.0 mile distant and 100 to 200 feet above runway end
  - = Northeast (Rwy 19): Largely open, undeveloped lands; Glenshire/Devonshire 2.0 miles distant
- > *Traffic Pattern*
  - = Southwest (Rwy 28 downwind): Mixture of commercial uses and vacant land along Highway 267; golf course and residential west of Rwy 10 end
  - = South (Rwy 28 downwind/base and Rwy 19 left 225° overhead departure): Martis Creek Lake National Recreation Area

**STATUS OF COMMUNITY PLANS**

- > *County of Nevada*
  - = General Plan adopted in 1996
  - = Martis Valley General Plan adopted in 1975
- > *County of Placer*
  - = General Plan adopted August 1994
  - = Martis Valley General Plan adopted in 1975
  - = Martis Valley Community Plan draft (May 2003) in public review process
- > *Town of Truckee*
  - = General Plan adopted February 1996; amended September 2000
  - = General Plan update in process

**PLANNED AIRPORT AREA LAND USES**

- > *County of Nevada*
  - = Continued open space directly east
  - = Planned development 1.0 mile east including residential, estate residential, and open space
  - = Large-lot (20-acre) residential 1.2 miles northeast
- > *Town of Truckee*
  - = Existing residential uses of various densities remain immediately to northwest; downtown area beyond
  - = Planned community designation (mostly commercial and office uses, partially existing) adjacent to west side of airport
  - = Existing public facility uses (wastewater ponds), planned open space recreation, open space conservation, and large lot (5-acre) residential within 2 miles north and northeast
  - = Existing residential and open space recreation between railroad line and freeway to north
- > *County of Placer*
  - = Additional residential development in hills southwest (Hopkins Ranch, Eaglewood, Lahontan, Sillers Ranch), south (Northstar), and southeast (Waddle Ranch)
  - = Other areas remain forest and open space

Exhibit 3J

## Airport Environs Information

### Truckee Tahoe Airport

**ESTABLISHED COMPATIBILITY MEASURES**

- > *Nevada County General Plan (1996)*
  - = Ensure that land use development adjacent to Truckee Tahoe Airport is consistent with ALUC recommendations (Noise Element Policy 9.18)
  - = Enforce noise standards set in 1986 Truckee Tahoe Airport compatibility plan (Noise Policy 9.19)
  - = Enforce ALUC safety and height compatibility standards and reflect changes to ALUC plan in General Plan (Safety Element Policy 10.7)
- > *Nevada County Zoning Codes*
  - = Airport Influence (AI) Combining District (Sec. L-II 2.7.1) serves to implement Truckee Tahoe Airport compatibility plan 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 the CLUP" and the 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 (2000)*
  - = Work with ALUC in planning and implementation of compatibility plan to ensure protection of airport from urban encroachment (Circulation Policy 7.3)
  - = Maintain land use and development pattern near airport consistent with ALUC plan (Safety Policy 2.2)
  - = Residential development regarded as normally acceptable at noise exposure up to 60 dB CNEL and conditionally acceptable up to 65 dB CNEL (Table 6.1)
  - = Proposed new residential development within airport 55-CNEL contour must be evaluated for aircraft noise and incorporate mitigation sufficient to reduce interior noise level to 45 CNEL (Noise Policy 1.3)
- > *Town of Truckee Zoning Codes*
  - = Airport Operations Overlay District implements compatibility criteria by setting airport-related height limits, referring to 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 (1994)*
  - = Requires 2,000-foot buffer between airports and new residential development (Policy 1.B.4)
  - = 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, 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)
  - = 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)
- > *Martis Valley General Plan (1975)*
  - = Text notes that "A conscious attempt must be made in all future land use decisions to avoid potential conflicts between the urbanizing area and [the Truckee Tahoe Airport]" (p.43)
  - = No compatibility criteria or policies included in plan
- > *Placer County: Martis Valley Community Plan (May 2003 draft)*
  - = Ensure that residential land uses are separated and buffered from such major facilities as airports (Policy 1.B.3)
  - = 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)
  - = Noise policies from General Plan carried into Martis Valley Community Plan
- > *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 applications shall be referred to ALUC for review and comment "if the proposed use is not identified as a compatible use by the applicable airport land use plan"

Exhibit 3J, continued