

**COUNTY OF NEVADA:
GENERAL PLAN (1996) AND ZONING CODES**

Land Use Designations

- > **Compatibility Zone A**
 - = The only affected unincorporated land in this zone is on airport property
 - = Portions of the runway/taxiway areas are shown as Public and others as Open Space with no clear logic as to the basis for the distinction; to be consistent, both designations should indicate that no development is allowed
 - = Commercial use [N1] indicated for Runway 10 protection zone is a conflict—no structures are allowed in Zone A
- > **Compatibility Zone B1**
 - = No inconsistencies noted
- > **Compatibility Zone B2**
 - = Only airport property is affected
 - = Moderate intensity limits apply to area designated Business Park [N2]
- > **Compatibility Zone C**
 - = Only airport and Army Corps of Engineers lands affected; no inconsistencies noted
- > **Compatibility Zone D**
 - = The southwest corner of Planned Development east of airport (Waddle Ranch) [N3] extends into this zone; residential development in this area is potentially in conflict with compatibility criteria depending upon the location and density of the development
 - = Moderate intensity limits apply to area designated Business Park [N2]
- > **Compatibility Zone E**
 - = No inconsistencies noted

Other Policies

- > **General Plan**
 - = No direct conflicts noted
 - = Basic approach is to "enforce" ALUC policies, in effect incorporating them by reference
- > **Zoning Codes**
 - = Airport-related height limit zoning established, but refers to 1972 map of airspace surfaces; updating to refer to map from current *Airport Master Plan* is needed
 - = Zoning codes establish Airport Influence Combining District, but the district boundaries may need to be revised to reflect airport influence area as defined in this *Compatibility Plan*
 - = A clause in Combining District code indicates that Board of Supervisors can overrule 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 specific findings required by the State Aeronautics Act must be made
- > **Overall**
 - = Airport Influence Combining District code language requires that all development proposals in district be submitted to ALUC for review; this requirement is not essential once any direct conflicts are eliminated; however, major land use actions as defined in Chapter 2 herein should continue to be submitted on an advisory basis once consistency of the General Plan is accomplished
 - = Zoning code and perhaps also the General Plan should be modified to refer explicitly to this new *Compatibility Plan* for Truckee Tahoe Airport (and to the applicable plans for other airports in the county as well); this step is necessary as confirmation that the county intends to adhere to the compatibility criteria herein rather than those in the 1990 ALUC plan

Exhibit 3N

General Plan Consistency Review (Preliminary)
Truckee Tahoe Airport Environs

**COUNTY OF PLACER:
GENERAL PLAN (1994), MARTIS VALLEY COMMUNITY PLAN (MAY 2003 DRAFT), AND ZONING CODES**

Land Use Designations

- > *Compatibility Zone A*
= Only airport property and federal lands are affected
- > *Compatibility Zone B1*
= A portion of the proposed Forest Residential (2.5–10 acre minimum) area in Runway 1 approach [P1] is inconsistent with 20-acre minimum for *Zone B1*
- > *Compatibility Zone B2*
= No inconsistencies noted
- > *Compatibility Zone C*
= Forest Residential designation in Runway 1 approach [P2] is consistent with *Zone C* criteria only if parcels average at least 5.0 acre
= Low-Density Residential (1–5 d.u./ac.) [P3] is inconsistent with *Zone C* criteria; a site-specific exception (Policy 3.4.3) allows the 6 or 7 previously planned lots in this area, part of Hopkins Ranch, to be developed.
- > *Compatibility Zone D*
= At 1 to 5 dwelling units per acre, Low-Density Residential designations southwest and east of the airport [P4] fall between the high- and low-density options of *Zone D* and is therefore inconsistent except where the development already exists or is reflected in an already adopted county plan
= The Medium-Density Residential (5–10 d.u./ac.) area east of the airport [P5] meets the criteria for the minimum-density option (≥ 5.0 d.u./ac.) of *Zone D*
- > *Compatibility Zone E*
= No inconsistencies noted

Other Policies

- > *General Plan*
= Noise element policy allows residential development at exposures up to 65 dB CNEL if "practical application of the best-available noise reduction measures" cannot achieve 60 dB CNEL; depending upon how this policy is applied with respect to airports, it may represent a conflict with the ALUC criterion of no new residential development inside the 60 dB CNEL contour
= Noise contours to be used should be included or referenced explicitly
= Land Use element policy requiring a 2,000-foot buffer between airports and residential development is insufficient for locations beyond the runway ends at Truckee Tahoe Airport
= No other direct conflicts with ALUC policies noted
= Basic approach is to "work with" ALUC on airport land use compatibility matters
- > *Martis Valley Community Plan*
= Basic approach and specific policies parallel those of *General Plan*
- > *Zoning Codes*
= Aircraft Overflight (AO) Combining District requires adherence to ALUC compatibility criteria, thus effectively adopting ALUC policies by reference; district boundaries will need to be updated to reflect new *Compatibility Plan*
- > *Overall*
= Apparent process established by AO Combining District is that any proposed development not clearly consistent with ALUC compatibility criteria must be referred to ALUC for review; this section could be updated to require referral of only major land use actions
= Zoning code and perhaps also the *General Plan* should be modified to refer explicitly to this new *Compatibility Plan* for Truckee Tahoe Airport (and to the applicable plans for other airports in the county as well); this step is necessary as confirmation that the county intends to adhere to the compatibility criteria herein rather than those in the 1990 ALUC plan

Exhibit 3N, continued

TOWN OF TRUCKEE: GENERAL PLAN (2000) AND ZONING CODES

Land Use Designations

- > **Compatibility Zone A**
 - =Some lands in the approaches to Runways 10 and 19 and the future 4th runway fall within *Zone A* and are designated Public; to be consistent, designation needs to indicate that area must remain undeveloped
- > **Compatibility Zone B1**
 - =Low-Density (1–2 d.u./ac.) and Medium-Density Residential (6–12 d.u./ac.) are inconsistent with *Zone B1* criterion of ≥ 20 acres average parcel size; existing development is nonconforming; remaining large parcels need to be redesignated [T1]
 - =Public and Downtown Study Area (mixed use) uses in *Zone B1* are acceptable only if usage intensities are low [T2]
 - =Low-intensity limitation is also appropriate for National Forest lands in *Zone B1*, but ALUC has no authority over federal lands [T3]
- > **Compatibility Zone B2**
 - =Commercial, Industrial, and Planned Community designations along southwest edge of airport [T4] generally compatible, but moderate intensity limits apply
- > **Compatibility Zone C**
 - =Low-Density (1–2 d.u./ac.) and Medium-Density Residential (6–12 d.u./ac.) are inconsistent with *Zone C* criterion of ≥ 5 acres average parcel size; existing development is nonconforming; remaining large parcels need to be redesignated [T1]
 - =Public and Downtown Study Area designations [T5] are basically consistent subject to intensity limitations and prohibition of certain uses; residential is acceptable as part of mixed-use development, but not as stand-alone use unless very-low density
- > **Compatibility Zone D**
 - =Large residential development south of downtown [T6] is nonconforming with *Zone D* criteria, but consistent because it already exists
 - =High-density residential designation [T7] is consistent with *Zone D* high-density (≥ 5.0 d.u./ac.) option
 - =Residential cluster designation (1 d.u./5.0 acres) south and east of downtown and east of Tahoe Donner [T8] is consistent with *Zone D* low-density option
 - =Low-density (0.5 d.u./ac.) designation north of downtown [T9] falls between high- and low-density options and is consistent only to the extent the use already exists or is shown on adopted Truckee General Plan
 - =Planned Community area along Highway 89 northeast of downtown [T10] is an approved development and therefore not in conflict with the *Compatibility Plan*
- > **Compatibility Zone E**
 - =No conflicts noted

Other Policies

- > **General Plan**
 - =Basic approach is to "work with" ALUC in planning and implementation of compatibility plan
 - =Noise Element policy conditionally allowing new residential development at exposures up to 65 dB CNEL conflicts with *Compatibility Plan* limit of 60 dB even if interior 45 dB CNEL criterion is met; policy does not state what set of noise contours are to be used in application of this criterion
- > **Zoning Codes**
 - =Airport Operations Overlay District sets airport-related height limits, but no map defining the surfaces is included or referenced
 - =Overlay District permits new residential development at noise exposure up to 65 dB CNEL; this criterion conflicts with ALUC limit of 60 dB CNEL
 - =Airport safety policies in overlay district code do not conform with compatibility zone dimensions and criteria of the *Compatibility Plan* and need to be revised
- > **Overall**
 - =Nothing in General Plan or Zoning Code specifically indicates requirement to refer certain actions to ALUC for review
 - =Zoning code and perhaps also the General Plan should be modified to refer explicitly to the compatibility criteria in this new *Compatibility Plan* for Truckee Tahoe Airport; this step is necessary as confirmation that the town intends to adhere to the compatibility criteria herein rather than those in the 1990 ALUC plan

Exhibit 3N, continued

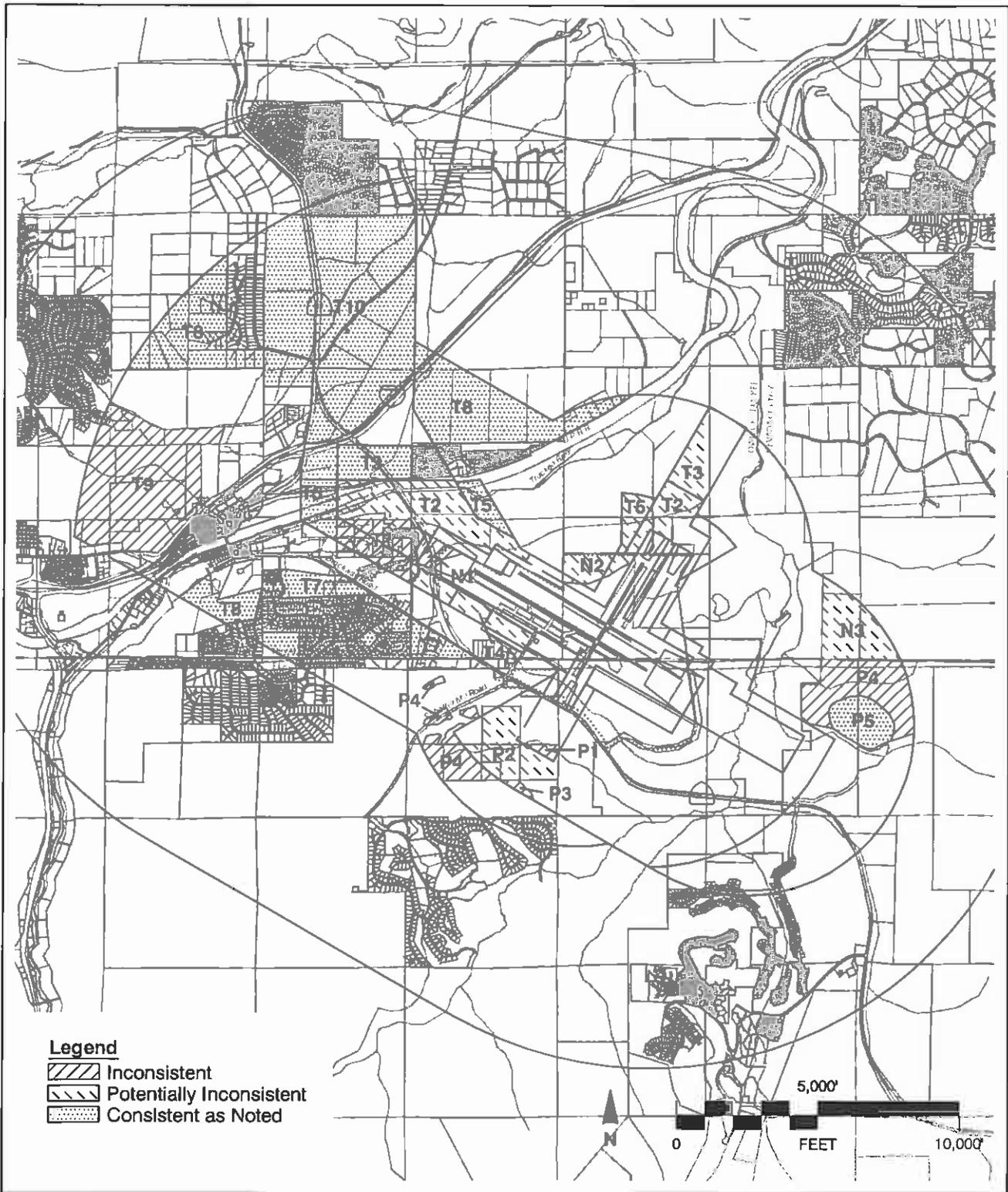


Exhibit 3N, continued