

# TRUCKEE TAHOE AIRPORT LAND USE COMMISSION

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## MEMORANDUM

TO: The Truckee Tahoe Airport Land Use Commission

FROM: Daniel B. Landon, Executive Director 

SUBJECT: Affirmation of Foothill Airport Land Use Commission Resolution No. 04-09-P

DATE: October 11, 2010

**ACTION REQUESTED:** Adopt Resolution 10-01, affirming *Foothill Airport Land Use Commission Resolution No. 04-09-P, Adoption of Negative Declaration and Adoption of Truckee Tahoe Airport Land Use Compatibility Plan.*

**BACKGROUND:** The State Aeronautics Act (Public Utilities Code (PUC), Section 21670 et seq.) requires preparation of an airport land use compatibility plan for nearly all public-use airports in the State of California (PUC Section 21675). Compatibility plans are the fundamental tool used by airport land use commissions in fulfilling their purpose of promoting airport land use compatibility. The law describes the purpose of these plans in essentially the same terms as it uses with respect to the purpose of the commissions themselves (PUC Section 21675(a)). Specifically, compatibility plans have two purposes:

- “Provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission...;” and
- “Safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general.”

PUC Section 21670(a) provides additional focus on these two purposes by declaring that it is in the public interest to:

- 1) Promote the overall goals and objectives of the California airport noise standards and to prevent the creation of new noise and safety problems.
- 2) 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 airports to the extent that the areas are not already devoted to incompatible uses.

Both the noise and safety categories of airport impacts have individual components that are considered in the Truckee Tahoe Airport Land Use Compatibility Plan.

**Noise Impacts**—Noise-related impacts fall into two general groups:

1. The most intensive and disruptive *noise* impacts are ones occurring within the cumulative noise level contours—measured in California in terms of Community Noise Equivalent Level (CNEL)—typically prepared for airports.
2. Noise exposure in areas beyond the outermost contours can also be annoying and regarded as locally significant. These are generally described under the heading of *overflight* impacts.

**Safety Impacts**—Two types of aviation-related safety concerns affect land uses near airports:

1. Concerns directed toward minimizing the severity of an aircraft accident by limiting the types of land uses near an airport.
2. Concerns regarding land uses that can create hazards to flight. *Airspace protection* primarily involves limitations on the height of objects on the ground near airports. Other concerns include activities that can cause electronic or visual impairments to navigation or attract large numbers of birds.

**Compatibility Plan Content**—In accordance with state law and the California Airport Land Use Planning Handbook, the Truckee Tahoe Airport Land Use Compatibility Plan contains the following elements:

**Chapter 1-Introduction**—This section describes the scope and function of the plan, as well as, information about the Truckee Tahoe Airport Land Use Commission (ALUC) and its relationship to local governments. There is also discussion regarding the preparation, review, adoption, and implementation of the land use compatibility plan.

**Chapter 2-Policies**—The policies and maps in this chapter are the most important components of the plan. The policies establish compatibility criteria for future land use development in the airport environs. The policies also define the types of actions to be submitted for ALUC review and the procedures the ALUC will follow in making compatibility determinations.

**Chapter 3-Background Data: Truckee Tahoe Airport and Environs**—This chapter and the Appendices contain background and supporting information used in the creation of the plan. Data specific to the Truckee Tahoe Airport and its environs is found in Chapter 3. The Appendices include a copy of state statutes concerning airport land use commissions along with other general information pertaining to airport land use compatibility planning. A copy of the California Environmental Quality Act (CEQA) Initial Study and documents related to the adoption of the Negative Declaration and the Compatibility Plan are attached at the back of the document.

The Truckee Tahoe Airport Land Use Compatibility Plan was adopted by the Foothill Airport Land Use Commission (ALUC) on December 2, 2004. Adoption of the plan and the associated Negative Declaration came after development of the plan by the consulting firm Mead & Hunt and after receiving public input on the plan during Foothill ALUC meetings and public workshops in August 2003, March 2004, and July 2004. Additionally, the Foothill ALUC held

formal public hearings on the draft plan and environmental documents in Truckee in October and December 2004.

After reviewing the Truckee Tahoe Airport Land Use Compatibility Plan and the Negative Declaration, it is staff's opinion that the plan, together with its compatibility criteria, technical data, and environmental document are relevant and well suited for guiding the work of the Truckee Tahoe Airport Land Use Commission.

attachments

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:

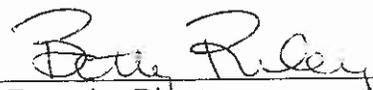
AYES: Commissioners GOTTARDI, PIGLI, SANDS, VANZANT

NOES: Commissioners NONE

ABSENT: Commissioners BLOOMFIELD, ENDS, HUEBNER, PAINE

  
\_\_\_\_\_  
co Chair,  
Foothill Airport Land Use Commission

WITNESS, my hand this 2<sup>ND</sup> day of DECEMBER, 2004

  
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Executive Director,  
Foothill Airport Land Use Commission

**RESOLUTION 10-01  
OF THE  
TRUCKEE TAHOE AIRPORT LAND USE COMMISSION**

**IMPLEMENTATION OF  
*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, the State Aeronautics Act (Public Utilities Code Section 21670 et. seq.) requires preparation of airport land use compatibility plans; and

WHEREAS, compatibility plans are the fundamental tool used by airport land use commissions in fulfilling their purpose of promoting airport land use compatibility; and

WHEREAS, the Truckee Tahoe Airport Land Use Compatibility Plan and a Negative Declaration were adopted by the Foothill Airport Land Use Commission on December 2, 2004 by approval of Resolution 04-09-P; and

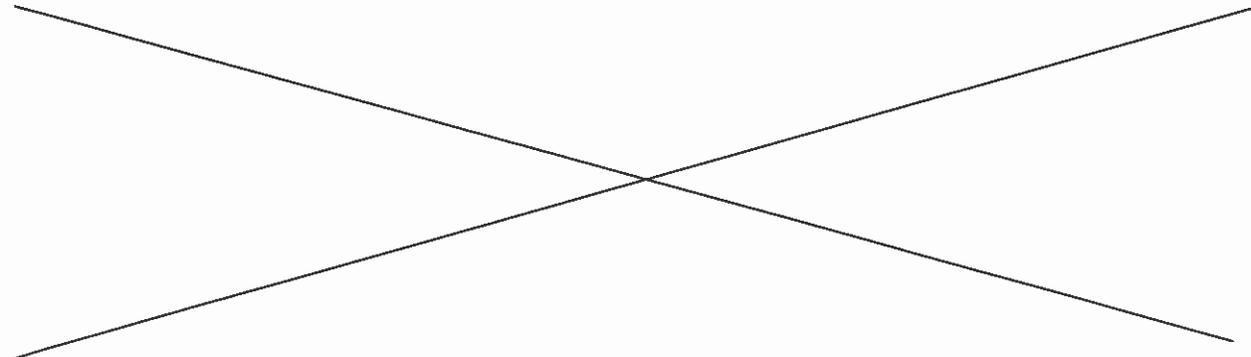
WHEREAS, Placer and Nevada Counties have rescinded the designation of the Foothill Airport Land Use Commission as the Airport Land Use Commission for the Truckee Tahoe Airport; and

WHEREAS, pursuant to Public Utilities Code Section 21670.4, Placer and Nevada Counties and the city selection committees for both counties have established a separate airport land use commission – the Truckee Tahoe Airport Land Use Commission – to serve as the successor Airport Land Use Commission for the Truckee Tahoe Airport, which shall be staffed by the Nevada County Transportation Commission; and

WHEREAS, the members of the Truckee Tahoe Airport Land Use Commission have been selected by the appropriate agencies pursuant to Public Utilities Code Section 21670.4(c)(1); and

WHEREAS, the Truckee Tahoe Airport Land Use Compatibility Plan and the Negative Declaration adopted by the Foothill Airport Land Use Commission remain relevant and well suited for guiding the work of the Truckee Tahoe Airport Land Use Commission.

NOW THEREFORE BE IT RESOLVED, that the Truckee Tahoe Airport Land Use Commission, as the successor agency to the Foothill Airport Land Use Commission, will implement the Truckee Tahoe Airport Land Use Compatibility Plan and the Negative Declaration adopted by the Foothill Airport Land Use Commission, by Resolution 04-09-P.



PASSED AND ADOPTED by the Truckee Tahoe Airport Land Use Commission on October 19, 2010 by the following vote:

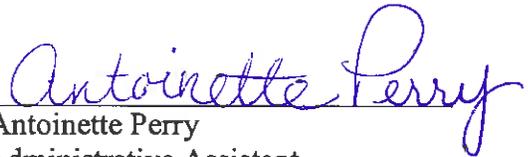
Ayes: Commissioners Brown, Collinson, Foster, Joiner, Montgomery, Owens and Smith

Noes: None

Absent: None

Abstain: None

  
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Chairman Ted S. Owens  
Truckee Tahoe Airport Land Use Commission

Attest:   
\_\_\_\_\_  
Antoinette Perry  
Administrative Assistant