



TRUCKEE TAHOE AIRPORT LAND USE COMMISSION

RICHARD ANDERSON – Nevada County Board of Supervisors
DR. MARK BROWN – Nevada County City Selection Committee (2013 Vice Chairman)
BRENT P. COLLINSON – Placer County Airport Managers
KEN FOSTER – General Public
PAUL JOINER – Placer County City Selection Committee (2013 Chairman)
JENNIFER MONTGOMERY – Placer County Board of Supervisors
KEVIN SMITH – Nevada County Airport Managers

DANIEL B. LANDON, Executive Director
Truckee Tahoe Airport Land Use Commission
Nevada County Transportation Commission

MINUTES OF MEETING October 4, 2013

A meeting of the Truckee Tahoe Airport Land Use Commission (TTALUC) was held on Friday October 4, 2013 in the Truckee Tahoe Airport Meeting Room A, 10356 Truckee Airport Road, Truckee, California. The meeting was scheduled for 10:00 a.m.

Members Present: Richard Anderson, Dr. Mark Brown, Brent Collinson, Ken Foster, Paul Joiner, Jennifer Montgomery, and Kevin Smith

Staff Present: Daniel Landon, Executive Director; Toni Perry, Administrative Assistant; Nevada County Transportation Commission

Standing Orders: Chairman Joiner convened the Truckee Tahoe Airport Land Use Commission meeting at 10:08 a.m.

Pledge of Allegiance

PUBLIC COMMENT

Executive Director Landon read into the record an email and letter from Denny Dickinson, a part-time resident of the Town of Truckee, regarding his request for a public hearing to be placed on the agenda. Mr. Landon noted that the email arrived in his office the day before the October 4th meeting and was, therefore, too short a notice to put on this meeting agenda. Mr. Dickinson stated in the email that the TTALUC had not met since his initial request for a public hearing. He said this was “a quest of public safety”, and asked, “how many children should be legally allowed to occupy a facility 7,000 feet from the end of a runway?” Mr. Dickinson’s letter was read into the record as public comment since he was currently out-of-state. The letter is attached.

Executive Director Landon said the TTALUC could discuss this letter when he presented his Executive Director’s Report.

CONSENT ITEMS

Commissioner Collinson asked that the December 19, 2012 Minutes be pulled. He noted on page 7, first paragraph, half way down, the sentence reads: “... the display were various GPS ‘wave’ points ...” and it should be “way” points.

1. TTALUC Minutes

December 19, 2012. *Approved as amended.*

Commissioner Montgomery made a motion to approve the TTALUC Minutes of December 19, 2012 as amended. Commissioner Brown seconded the motion. The motion passed with six aye votes and one abstention from Commissioner Anderson who was not at the December meeting.

INFORMATIONAL ITEMS

2. Correspondence

Executive Director Landon reported there were three letters in Correspondence regarding renewal of membership on the TTALUC and a memo sent to the Placer County Planning Department regarding a project application. He said staff had no comments and asked if the Commission had any questions. There were no questions or discussion.

3. Executive Director's Report

3.1 Project Reviews

Executive Director Landon provided the Commission a summary of projects staff has reviewed since the last TTALUC meeting in December. He noted with the last project, the Joerger Ranch Specific Plan, staff requested a deposit fee so the project could be reviewed by consultant Mead & Hunt. He was waiting to receive the check to proceed on the review of the project, in concert with the Town of Truckee.

Executive Director Landon said staff requested a deposit in May for the Carson Ridge Road – Monopine project so the FAA issue could be addressed. He said he has had no further contact from the applicant. Mr. Landon called the Placer County Planning Department several weeks ago and they have had no further response from the applicant either. Commissioner Foster asked for a specific location of the project. Commissioner Smith said it is located near Schaffer's Mill, where they have the two water tanks, and said it probably would not need anything more than a structure beacon. Mr. Landon said the project does penetrate the Part 77 surface, so staff noted to the applicant that they would need to go through FAA review. The ALUC would then want to hear the comments from the FAA to ensure that requirements were met. Commissioner Smith said he thought the applicant was still pursuing the project and going through the process. Commissioner Foster asked what type of project it was that penetrates the space. Commissioner Smith said it is a cell tower. Mr. Landon stated it is 200 feet tall and the average tree height is considerably less than that. Commissioner Smith said it would actually improve cell service at the airport.

Executive Director Landon reported on October 1st staff received a routing request from the Town of Truckee for review of the Truckee Donner Parks and Recreation District Aquatic Center. He said the Environmental Impact Report (EIR) for this project was reviewed by the Foothill ALUC, the TTALUC predecessor, in 2007, so his initial response was that the project had been reviewed. He added the Aquatic Center was not reviewed with the EIR, so staff requested the Town forward the deposit fee necessary and the review would be conducted. Mr. Landon said he anticipates having the deposit and requesting a meeting for the TTALUC's consideration of the project sometime in late October. He said as soon as the deposit is received

he will get the review done by the consultant and a meeting will be set up. Commissioner Anderson asked if the Town of Truckee was doing a CEQA review also, or is the review just being done by the TTALUC. Mr. Landon said there are multiple agencies reviewing the project. He believed the Truckee Tahoe Airport is also doing a review of the project and he spoke to Hardy Bullock about it. Commissioner Smith said he had seen some recent developments on the project.

Commissioner Montgomery referred to Denny Dickinson's letter regarding the project and said she thought he raised a reasonable point that there is no specific definition; it is pretty broad. She would like to see all of this come back before the Commission. Executive Director Landon said he spoke to the ALUC attorney the previous day and her guidance to the land use compatibility consultant was to make sure the issue of defining "a large number of children" is addressed.

Commissioner Anderson asked if the Recreation Center project passed scrutiny and met all the requirements back in 2007 when first reviewed and approved. Executive Director Landon said it did. Mr. Landon added when the Truckee Tahoe Airport Land Use Compatibility Plan was adopted, the Recreation Center was an issue that was addressed in the Policies and there was a specific exemption given for it. Commissioner Anderson asked if the exemption applied to the Aquatic Center also. Mr. Landon said that is what this review will ascertain; if it meets the same requirements. He said when looking at the project information, the intensity of the use does not appear to be greater than what would normally be allowed, but there is the issue of that specific language regarding large numbers of children. Mr. Landon said the ALUC attorney pointed out you certainly cannot have an aquatic center and not expect a large number of children, whatever that definition is. The attorney will make sure the issue is addressed appropriately, so whether the project moves forward or not, it has been given appropriate consideration and there is no loose ends left.

Commissioner Collinson said he recalled part of the exemption for the Recreation Center was that the building had to be engineered to a higher level. Executive Director Landon said that was correct and the applicant has submitted a list of materials and construction techniques for review, to insure there is additional strengthening of the building. Commissioner Smith said the airport staff looked at those requirements. He added that Denny Dickinson has come to him several times over the last few years to talk about the project. Commissioner Montgomery said her concern is the language is a little broad and needs to be better defined. Commissioner Anderson said he would like to be sure there is no safety issue. Commissioner Smith said the duration of occupancy also is a factor. For example, there could be high concentration for one hour of aircraft flying over the area, or the weather outside could cause aircraft not to fly during certain periods of time. Commissioner Smith said there are all kinds of factors that play into it, in addition to defining what a large group of children means.

Chairman Joiner said he was not familiar with the location. Mr. Landon responded that it is approximately 7,000 feet from the north end of the runway; just north of the I-80 corridor. Commissioner Smith said it is within the departure corridor, and aircraft also fly over the Junior High School and they have a large number of children for a long duration of time. Chairman Joiner said the project will be brought back for ALUC review probably at the end of October.

3.2 General Plan Compatibility

Executive Director Landon said at a TTALUC meeting about one year previously, the Commission talked about General Plan Consistency and he had provided a review that was in the Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP). It notes key points of the Town of Truckee, Placer County, and Nevada County General Plans and their consistency and potential inconsistency with the TTALUCP.

3.3 Nevada County – Placer County Delineation

Executive Director Landon noted that Commissioner Montgomery had asked at the previous meeting to see delineation lines for Placer and Nevada Counties at the Truckee Tahoe Airport. A map was provided and he noted that airport staff endeavor to provide adequate information when there are emergency calls. Commissioner Montgomery said her concern was that on a very rare occasion in the past there has been some confusion as to which jurisdiction was responsible when there was an emergency. She stated there had been an incident where an individual passed away and they needed to call the coroner. Commissioner Montgomery had a suggestion to plot the map with way pointing using GPS to plot the line, so you can tell which side of the line you are standing on. Commissioner Smith said the incidence they had when there was a need to call the coroner was when an RV crashed in 2010. It was off the airport property on the Army Corp of Engineer property, and it was hard to tell down off the road exactly where they were, but it was actually Placer County. He said when it is on the airport property staff can tell which county it is in, but when they have an emergency all units respond; usually the Town of Truckee is the first to arrive and then both counties and the California Highway Patrol arrive.

Commissioner Anderson said they brought up an important point, which involves identifying the county line in the approach and departure areas. Commissioner Smith said if there is an approach incident with Runway 29, the main runway, it is typically in Placer County. He said there are very few operations, unless it is glider operations, that are north and in Nevada County. Commissioner Smith stated he can work on trying to define that line further out. Commissioner Montgomery said she did not think it was a serious issue with dozens of problems, but she thought it would be good to have that data available.

Commissioner Anderson asked what the schedule was for bringing the various planning documents (e.g. General Plan) into compliance. He said in the TTALUCP there are compatibility issues noted on pages 3-13, 3-14, 3-15 with the Town of Truckee, Placer County, and Nevada County. He asked if the jurisdictions are in the process currently of updating their planning documents to ensure these issues are dealt with. Executive Director Landon said Nevada County is working on a General Plan update, and he did not think Placer County or the Town of Truckee are working on updates. He said the way the statutes recognize this is that the inconsistencies are identified and until the jurisdiction updates its General Plan or makes some action to bring their documents into consistency, and ask for a review, all projects within the airport influence area must be referred to the ALUC for its review. Mr. Landon said once they go through that consistency finding, then it is only a smaller list of major projects that then need to be referred to the ALUC. He said it is up to the jurisdiction's determination as to when they remedy the inconsistencies with the ALUCP. If they do not, then the ALUC continues to review all of their projects. Commissioner Anderson said that means there are additional fees that are collected from the applicant by the ALUC to fund reviews.

Commissioner Smith said as the airport finishes the Master Plan they will look at updating the TTALUCP, which will be three to five years from now when the plan is ten to fifteen years old.

4. Truckee Tahoe Airport Manager's Update – Airport Master Plan and Multilateration System Status Report

Commissioner Smith is the Truckee Tahoe Airport Manager and he gave a presentation to the Commission on their process to update the Truckee Tahoe Airport Master Plan. In regard to the Multilateration System update he noted that the TTALUC Minutes of December 19, 2012 reporting on the system were pretty much the current status except for some progression on radar surveillance and coverage.

Commissioner Smith said the Truckee Tahoe Airport is a Special District, which is different than the Nevada County Airport or the Reno Tahoe Airport. They are governed by a five member elected board and not by a city or a county. He said there are only seven or nine Airport Special Districts in California. The boundaries for the Truckee Tahoe Airport District are about the same as the Truckee United School District boundaries. Commissioner Smith said the Airport District was created in 1959 and the first runway was paved in 1963. The operations count per year at the airport is about 25,000. He said they started doing operations monitoring, which is part of the flight tracking system they have on the airport, back in about 2009, but he said he has heard numbers in the 1980's up to 58,000. The 1998 Master Plan listed numbers in the mid-90,000. Commissioner Smith said he does not know if they were ever that high because it was hard to count at that time. The camera system is the primary tool they use to count operations, but the Multilateration system also provides some information. He said to give you some perspective Reno Tahoe Airport is about 120,000 and SFO is 392,000, and they also measure how busy they are and their traffic by enplanements. Truckee Tahoe Airport does not count enplanements.

Commissioner Smith said they are a general aviation airport. They do not have scheduled commercial service, but unscheduled commercial flights come in every day, and charter operations. He said primarily they have recreational travelers, 150 based aircraft, and 217 hangars. They have a vacancy issue right now with T hangars, as is the trend in general aviation airports, but the jet fuel sales are very strong. He said price has not been the issue when people vacate hangars. They are starting to see that trend move in a positive direction. Commissioner Smith stated there are about fifteen businesses on the airport.

Commissioner Smith reported they partnered with Kids Zone and have a "Take Flight Tahoe" children's aviation exhibit in the Children's Museum. They have a Cessna 150, with half of one wing, built into the exhibit with a control tower and it teaches kids about aviation. They can get into an airplane that has a full instrument panel and they can do whatever they want to it. They finished the exhibit this spring. He said the airport conducted an Air Fair this year with 16,000 visitors; Bud Anderson and Sully Sullenberger were guests. He added on July 12, 2014 Patty Wagstaff is committed to be at the air festival; she is an icon in the aerobatic flight community and she will be the featured performer and speaker.

Commissioner Smith explained on a map the easements and property owned by the airport. He said there is a tiny parcel on Alder Hill the airport is in the process of purchasing. They are partners in the ownership of the Tahoe City Golf Course where they will build a helipad. He said the Master Plan is looking at what to do with all the land and in the community. He said they started the process in December 2012 and thought it would take 18 to 24 months to get through it. They did an aggressive outreach phase in February through May. They conducted

eight workshops throughout the Airport District; six of them in the Truckee area and two in the westshore and northshore of Lake Tahoe. Right now they are developing the alternatives they were given. The report that was done and presented by Mead & Hunt can be seen on their website. Commissioner Smith said the goal of the Master Plan is to be a community driven process. They asked two key questions: What do you want the airport to be; and what do you "not" want the airport to be? One of the vision statements to work towards is: "The Airport should be a mirror of the community it serves." This will drive future development and modernization efforts that they do.

Commissioner Smith said what they learned from the community driven process was to keep airport growth consistent with community needs and demands. They learned the community does not want them to go down the end of October to the National Business Aviation Association Conference in Las Vegas, which is a huge conference, and market the airport asking people to fly their jet here. But as the community grows they thought the airport should stay consistent with that. They did not think that the airport should not have any growth, but that they should not be outpacing growth in the community. Other goals were to continue their open space policy, and support emergency service needs. He said that continues to be one of the highest things that people say they like about the airport; they like knowing there is a helicopter that can transport them to a trauma center in 20 minutes. Another goal was to provide community and nonprofits use of the facilities. The meeting rooms at the airport are used every night for nonprofit groups. They are looking at future land leasing for public and private development, which was something people liked. A suggestion was to limit after-hours operations; people do not like aircraft flying in and out of the airport in the middle of the night. There was an idea of a large joint-use hangar, i.e. a hangar that could be used for community use, as well as de-icing aircraft, or parking business jets. He said that type of a facility trended very high in the survey and in the Master Plan, so they are looking at that right now. Commissioner Smith said people wanted recreational use of airport property; some airports have trail systems around the airport.

Commissioner Smith said they are reviewing four alternatives in the Master Plan based on the feedback; they are looking at key things such as runways, land use, and aviation facilities. He said you can see the details of the alternatives online if you go to the Master Plan website. He showed a land use map that was developed with orange areas depicting future aviation related uses and stated it was enough land to last the airport at least 50 to 75 years at the current rate of aviation growth. Commissioner Smith said the Master Plan with Mead & Hunt says they will need 20 to 25 acres for the next 15 to 20 years for aviation related development. He indicated an area on the map in blue that was marked for potential profit or nonprofit leasing as non-aviation use. He pointed out land that the airport currently does not own but should acquire. The green area is open space to preserve and the purple line is the airport boundary. He noted 20 useable flat acres, but it has severe access restrictions and it borders land owned by the TTSA (Truckee Tahoe Sanitation Agency), which has some concern about development on that property, so they are looking at some options for that land such as a business park, which is in the General Plan. Commissioner Anderson said he thought that property was in Nevada County. Commissioner Smith said the road in that area is owned by TTSA and they have some concern about development on it. He added there are utilities and other issues there too.

Commissioner Smith stated, regarding development alternatives, the Airport Board has been exploring how to shift and modify the two runways; primarily with an annoyance mitigation focus. He said there really is no need or desire from the Board of Directors to expand to accommodate larger aircraft. Even if they did expand, lengthen, and widen the runways they probably would not see that much of a difference in use of the airport as far as the larger aircraft.

Commissioner Smith said they are looking at pushing the runway so the take-off distance for an aircraft starts farther to the east, so that when they get over the neighborhoods the aircraft is higher. He said it would not change the length of the runway, but it would potentially get the aircraft higher. Since they have developed this idea, they have actually found that it is negligible, maybe 150 feet, and probably not enough of a benefit to warrant a \$6 million modification that the FAA will not pay for. Commissioner Smith said at this time the idea is being taken off the table, but they will present it to the public and explain why they are not recommending that. He said if the public thinks they should continue to look at it, they may. He said the other idea is looking at Runway 02-20 and there is more potential with that runway to encourage more aircraft to use that runway by potentially pushing it a little bit to the south. There would be infill and there is a drainage area that they would push the runway farther out on. It would provide for a longer take off distance run for an aircraft so more planes would use that runway, which would produce less of an impact on people living on the west end of the airport. He said these are things Mead & Hunt are considering currently to develop alternatives. Also, widening the runway to 100 feet is being considered. Commissioner Smith said for small aircraft, having a 100 foot wide runway, which is the same as the main runway, is more comfortable and may incentivize more touch and go operations. It will not incentivize any of the turbo-props or jets to use that runway because they will never be convinced that losing 2,000 feet in distance on take-off is a good thing, even with a cross wind. They want the longer runway no matter what the airport does to the other runway. He said the shorter runway is actually the one the prevailing winds favor. Mead & Hunt told them if they were designing the airport today they would switch the runways and have the shorter runway be the longer one and move the airport buildings. Commissioner Foster asked what was happening on Runway 02-20 that past Monday when they had 25 knot winds and it was closed. Commissioner Smith replied the FAA is requiring the airport to restripe the runway to a nonprecision parking system and crack-fill the surface. Commissioner Foster said he had a tremendous cross wind.

Commissioner Smith said they are also looking at the types of land uses that could be done on some of the property that is not needed for aviation uses. He pointed out where additional hangars would be built, based on what the Master Plan is showing. He said the types of hangars that are in demand right now are box hangars. The airport has 20 box hangars and there is a waiting list for them. The T hangars are smaller for the small piston aircraft and there are fewer of those aircraft flying around. Commissioner Smith said if he built five box hangars tomorrow he would fill them. He said in 12 to 15 years they could build more box hangars. He pointed out areas for parking of aircraft. He indicated an area of the property that potentially could be used for private and public use. He did not think people would want a chain link fence with hangar rows right up to Soaring Way, so they are planning development work that is consistent with what the Town of Truckee is doing with PC-3. Commissioner Smith pointed out an area on the map where Clear Capitol Company in Truckee was considering relocating their campus; a 6,000 to 8,000 square foot building and they are working with Nevada County and the Town on this process. He said the plan also shows potentially a community-use business jet hangar right next to the playground. There is a building there right now that would come down and they would redo the parking in the future in front of the building.

Commissioner Foster asked if there was any discussion on relocating or demolishing Kilo Row, which extends out closest to Runway 29. Commissioner Smith said yes, actually they protrude into the building restriction line; they are grandfathered. He said if they did decommission a couple of the T hangar rows because of lack of demand, it would be those. He said they are some of the oldest hangars, but they are actually in better condition than some of the newer ones. He added they are in the building restriction lines. Commissioner Foster said if he was reading

the attachment to the drawing correctly, they are literally right up to it, but not across it. Commissioner Smith said it gets into the whole airport classification, the code they are looking at, which is B2. Mead & Hunt told the airport they should change to code C2 because that is how they are operating. Commissioner Foster said ten years ago they suggested that and it did not fly. Commissioner Smith said he thought there was some interest in getting to the realization that the airport needs to be what they are. One of the reasons for that is, the airport is having those types of operations and there is safety area requirements and other things that pertain to a C2 airport that they can maintain, which they are currently maintaining the airport at C2 standards. Commissioner Anderson said he was lost in the discussion of B2 and C2 designations. Commissioner Smith said these are discussions that have been going on within the Ad Hoc Committee working on the Airport Master Plan Update. He explained that airports are classified by the approach speed of an aircraft, which is A-B-C-D; A represents slow and D represents San Francisco Airport. He added that the wing width of the aircraft is the 1-2-3 designation that is part of the classification. Commissioner Smith said the Truckee Tahoe Airport has been a B2, but the type of aircraft they are seeing now are B and C aircraft, so the committee is looking at that. He said it is their intention to keep the airport the way it is in the Master Plan, and there is not a tremendous desire as they move through the Master Plan process to project a lot of growth or expansion of the airport. They want to keep things the way they are, but also recognize what they are right now. Commissioner Brown repeated from the comments made that they are taking the airport and making it up to a C2 level, i.e. assuming a higher speed and larger aircraft. He asked if that would then affect the airport land use in the area that they are actually concerned about. Commissioner Smith said no, because the Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP) was designed at the C2 standard, so all the noise compatibility zones are designed to a C2 standard. Commissioner Brown asked about the building going on at the Truckee Recreation Center, and do the standards for that fit with the C2 designation. Commissioner Smith said the Rec Center fits with what the current TTALUCP shows. He said if they did a B2 and decided to redo the TTALUCP with a B2 standard, some of the noise compatibility zones would actually shrink. Commissioner Foster said they were being conservative.

Commissioner Foster said if something should change and Juliette and Kilo go away, or are scheduled to go away, would there be quite a bit of notice? Commissioner Smith said yes. He said the Master Plan is taking the airport out 10 to 15 years of projects and development options and goals and policies to set up, so it would not be to adopt the Master Plan and start doing that stuff; there would be a process. He said they are still looking at the C2 designation. There is a desire to capture that, essentially, and not go beyond it, because they are already there. Commissioner Smith said by saying the airport is going to a C2 standard; you have the same aircraft that you are seeing right now. He said when you get to C3 aircraft and you get into D level aircraft, those are large commercial jets; they are not going to fly to this airport. One of the biggest restrictions on the Truckee Tahoe Airport is the taxiways; business jets and any aircraft with low hanging engines will not go there because their engines will be hanging in the dirt. The airport would have to expand and widen their taxiways to be able to accommodate any of those type of aircraft; they will not fit on a ramp. He said the biggest aircraft they get right now is a Global Express, which is about the size of a Canada Air regional jet. Commissioner Foster noted that there is also snow on the sidelines. Commissioner Smith said a 737's engines are only two feet off the ground. He stated if you are flying one of those and rolling down the runway at 120 knots, those engines are bouncing two feet off the ground. In summary, he said these are the areas the Airport Master Plan is focusing development around.

Commissioner Smith said they appreciate the \$40,000 funding from the Nevada County Transportation Commission. He is also on the TNT/TMA Board and they are looking at the potential for a future Regional Transit Center somewhere on the property. The library has talked with the airport, and there have been other nonprofits and public agencies that have talked with the airport about public facilities on the public land. He said that is one thing they had to clarify with Clear Capital Company that the land is owned by the public, so the process to decide what to do with it and lease it long-term is a little more involved than property they would buy from a private individual. They embrace that and are OK with that.

Commissioner Smith indicated on the map the location of the Tahoe City Golf Course ~~the Tahoe City Police Department~~ and the fire station near Fairway Drive. He said they are looking at locating an emergency service helipad in that area. They have looked at other areas of the Airport District, whether it is Donner Summit or Kings Beach. People like this idea. The medevac operators love it because many times they cannot get a helicopter to locations where an incident occurs, so they ambulance people to a meeting point. He said if you have a place where an ambulance can meet a helicopter and it is a certified helipad, as the helicopter pilot is coming in on an approach, he can be assured the location meets basic approach surfaces that he is trained to and he is not going to hit anything. Then he can get in and out of there safer and quicker. Commissioner Smith said the helipads are designed to accommodate a Black Hawk helicopter, so if you have the Coast Guard or the National Guard who need to get anything in or out, that is the aircraft the helipad is designed to. He said the reason the golf course location was chosen is because there are four partners there and each partner has a different purpose; i.e. the Resort Association and Placer County have traffic and parking issues they want to address, and the Resort Association has lodging issues they want to address. The Truckee Tahoe Airport got involved because it was an opportunity to provide a service with the helipad that the people in that area asked for. Commissioner Smith said another partner is the Tahoe City PUD (Public Utility District) and they are looking at different recreational amenities such as an ice skating rink. He said a large contingency came to the public workshops wanting an ice skating rink and this was one of the locations. Commissioner Montgomery said one of the issues that has to be balanced are what are the critical needs in terms of the most reasonable land use. She said the hotel, the ice skating rink, and the helipad all want the same property, so it is a little problematic.

Commissioner Smith said the Oversight Board has released this site to the airport to do the design work and permitting, so once the design is complete, they are going to take this to the group and get final approval to move forward. He said they like the site because it is close to the fire station and it is also easy access to the road. They have environmental issues to look at with vegetation and a slope. It is going to be a round surface because there is less coverage.

Commissioner Smith reported the next steps for the Airport Master Plan update are to complete the Alternatives Analysis through October. He said the October 17th Board meeting will be a two hour discussion and presentation on these development alternatives where the Board will make some decisions on essentially two different alternatives from Mead & Hunt to fully develop. He said those alternatives will then be presented to the community at a workshop on November 13th, potentially from 12 Noon to 2:00 p.m. and another workshop from 6:00 to 8:00 p.m. He said the final public meetings will be in January and February 2014. The FAA has to approve the layout plan. The current layout plan will be de-emphasized because there are parallel runways that the airport will not do. They will go to CEQA scoping and then the final approval, optimistically, will be summer 2014. He said it may take a little longer than that. Commissioner Smith said the work they are doing on the airport primarily de-emphasizes some

of the things that were on the 1998 Master Plan, and then also it improves and modernizes the facility to a certain degree with changes that have happened since 1998-2000.

Chairman Joiner had a question for his own education since the Lincoln Airport is updating their land use plan. He said there is a developer that wants to build a soccer complex two miles out and the City of Lincoln is being told by the Placer County Transportation Planning Agency that you cannot have that intensity of people in that location. Chairman Joiner said when Commissioner Smith talks about their plans they are incorporating people by bringing in transit stops, and bringing in the public library, etc. Commissioner Smith responded that one of the places they are looking at is not on the approach or departure course, so when you look at development and compatibility of land use zones these types of uses are outside of the approach or departure course. He said having office buildings this close to a runway in this configuration is not uncommon. He added that the Truckee Tahoe Airport has soccer fields close by. Chairman Joiner said he agreed that it is not uncommon, but he was just trying to understand. They have large warehouses that are twice as far away from their runway, and yet they are being told by the FAA they cannot have an indoor sports facility. Commissioner Smith said he would want to know where they are in relation to "published procedures", because that is one of the things the FAA looks at. He said if there is an approach or departure procedure where they are directing aircraft in certain conditions into the runway, sometimes those are looked at differently. Commissioner Smith said most of the land around the Truckee Tahoe Airport was purchased with some FAA money and that is why they are particular about it because they do not want you to mess it up and then come back and say I need more money for this or that. He said that is why the FAA is so involved in their decision making, because of their investment.

There were no other questions or comments.

ACTION ITEMS

5. Request for Airport Land Use Compatibility Plan (ALUCP) Consistency Findings – Nevada County’s Proposed Amendment Language for General Plan Land Use, Safety, and Noise Elements

Executive Director Landon said he mentioned earlier in the meeting there is a request from the Nevada County Planning Department to have the TTALUC review for consistency their proposed update amendment language for their General Plan. He introduced Brian Foss and Kimberly Hunter with the Planning Department who were at the meeting.

Brian Foss, Director of Planning for Nevada County, stated they are in the process of updating the Nevada County General Plan, due to state mandates and the fact that it is almost twenty years old. They thought it would be a good opportunity to fold in the new Airport Land Use Compatibility Plans (ALUCP) for the Truckee Tahoe Airport and the Nevada County Airport. He reported that they attended a meeting of the Nevada County ALUC the previous month and that Commission did adopt the language as consistent with their ALUCP. Mr. Foss said they did make a minor change to the language that was handed out to the TTALUC Commissioners to more accurately represent the surrounding land uses of the Truckee Tahoe Airport. It references some of the commercial and industrial General Plan uses that are existing today. He said the intent is to incorporate essentially, by reference, the entire TTALUCP that was adopted October 19, 2010, with the understanding that the county would apply all the standards and criteria that are in the TTALUCP to any land use proposal applications that come before the county, and send

any major land use projects to the TTALUC for their review, as stipulated and outlined in the TTALUCP.

Mr. Foss said there are a couple of areas that their existing General Plan structure addresses some airport issues; one is in the Land Use Element itself and that is Attachment A in the report that acknowledges the newest ALUCP and provides a little more of an introduction that is not in the 1995 General Plan. He said they are also proposing to make changes to Goals and Policies for the Land Use Elements that reference the ALUCP. He said there is language in the Safety Element and Noise Element that would be amended and updated to do essentially the same thing. The county is in the process of having workshops before the Planning Commission for this proposed new language, in addition to the other General Plan proposed amendments, and they are hoping to have a recommendation from the Planning Commission by the end of 2013. Then they will take this action before the Board of Supervisors in January or February 2014 with recommendations to officially adopt this language in their Land Use, Safety, and Noise Elements. Mr. Foss offered to answer any questions.

Commissioner Montgomery said she tried to figure out what was old language and new language. She referred to page one of Mr. Foss' letter to the TTALUC, second paragraph, which states:

“Since, the 1995 Land Use Element does not currently contain any land use policies or references to airports or the influence of airports on surrounding land uses the PLANNING Department is proposing new language for the Introduction and Setting and the Goals, Policies and Program Sections for complete consistency between the ALUCP into the General Plan. Although most of this text is new, some content has been used that was originally located in the Safety Element (Attachment A). The proposed amendments represent a major shift of the location of the text containing the airport land use policies in the General Plan.”

Commissioner Montgomery stated that the way it reads to her, it is saying two different things: that there is nothing in the county's General Plan, and that there is something in the General Plan and they are using some of it to base the new language on. Mr. Foss said there is nothing in the Land Use Element, but there is language in the Safety Element. He said they are transferring some of that language from the Safety Element into the Land Use Element, so it is now referenced in the Land Use Element and/or also augmenting and adding language to the Safety Element to reflect it. He said it will actually be in three locations since it will also be in the Noise Element. Commissioner Montgomery said what would be helpful to her in the future, if something like this document comes back to the Commission, is having a document that reflects where the wording is now and then tracking the changes in language, particularly the new language. Mr. Foss replied that Attachment A, B, and C is all of the new language and Attachment D is the current language. Commissioner Montgomery asked if Attachments A, B, and C are completely new and not found anywhere. Commissioner Smith asked if Attachment D was always in the General Plan and is the current language. Mr. Foss replied yes to both. Commissioner Montgomery asked what was new in Attachment D. Mr. Foss said nothing is new; it is all the old language. He said what is in Attachment A is what it will now look like. Mr. Foss agreed if they had used strike through and underline marks to indicate the old and new language it would have been easier to follow along, but there was so much of a change eliminating the old language and adding the new text that it was cleaner to do all new and all old. Commissioner Smith asked if Attachment D would remain in the document. Mr. Foss said all of Attachment D would be removed in total from the General Plan.

Commissioner Smith referred to the section on Airport Hazards, in Attachment B, under Goal at the bottom of the page, it states: "Minimize the safety risks associated with operations at the Nevada County Truckee Tahoe Airports." He asked if they would put the word "and" in the sentence between Nevada County "and" Truckee Tahoe Airports. Mr. Foss said yes, they missed that correction. There were no other comments.

Commissioner Anderson made a motion to adopt the Truckee Tahoe Airport Land Use Commission Resolution 13-01 finding that with the proposed amendments to the Land Use, Safety, and Noise Elements, the Nevada County General Plan is determined to be consistent with the Truckee Tahoe Airport Land Use Compatibility Plan. He added that Attachment B would be revised to include the word "and" as indicated in the discussion. Commissioner Foster seconded the motion. The motion passed unanimously.

COMMISSION ANNOUNCEMENTS

~~There were no Commission announcements.~~

Commissioner Foster thanked Commissioner Smith for the update on airport activities and said he would like to have an update each time the Commission meets and thought that would be appropriate. Commissioner Smith said he would be happy to do that. He added that the Multilateration System Status Report was listed on the agenda under Item #4 and he did not comment on that. He said the only thing that has changed since the previous meeting is the system they have installed around the valley that picks up transponders in aircraft; they are working on integration with the Oakland Center, trying to get that data onto the radar so aircraft can look at it. He said the Truckee Tahoe Airport is in a hole and Oakland cannot see aircraft below 10,000 feet, so when aircraft descends there is voice communication, but they cannot see them. From a safety perspective that limits how the airports use their space, so they are trying to integrate that with their traffic controllers to hopefully take over the system. Commissioner Foster asked when they thought that might happen. Commissioner Smith responded in 2020 or maybe sooner. He said what they did get and were pleased was that Oakland Center wrote a letter of support to the Safety Analysis and Kevin Bumen from the Truckee Tahoe Airport was able to take it to the headquarters in Washington, D.C. to present it. He said the FAA does not have to let them do this. They can call and ask the Truckee Tahoe Airport to give back the interrogator box they have given them. The agreement with the FAA expires January 1, 2015. Commissioner Smith said if that happens it really limits the utility of the system, but what they have now, they think the FAA will extend it another five years on that agreement. They hope within that five years they will be able to integrate the data into the system. Commissioner Foster said if the data is integrated into the system, Oakland Center will see the data on their radar screens. Then that would be sent out from the ground stations to ~~ABSB~~ ADS-B receivers, and you would see it in your planes. Commissioner Foster said, except, the airport does not get radar; so they would have to have radar ground stations here. He asked if that is what might happen in 2020 as well. Commissioner Smith said or sooner; that is what they are looking at. Their goal is to try and get coverage to the ground so the air traffic controllers can see aircraft land and on the ground.

Commissioner Foster told of an incident that happened to him that week flying back from the coast. He said he was over Auburn watching the ~~ABSB~~ ADS-B traffic and was able to see the plane that he was flying enter the pattern at Truckee. He said he saw clear onto the base leg at Truckee from Auburn. Commissioner Smith commented that an air traffic controller cannot see that. Commissioner Foster asked how he could see it; because the controller is transmitting it?

Commissioner Smith said yes; that has been a problem. He said this is not a land use issue, but it could affect how the air space around the airport is used in the future.

Commissioner Brown asked if the exchange of information to Oakland would then change the flight procedures. Commissioner Smith said one of the things that affects the Truckee Tahoe Airport flight procedures are rocks and mountains. They have looked at that; if they have surveillance in the valley, does that now mean they will have aircraft coming and landing in more aggressive weather, or more aircraft coming in; or, are they now going to meet the standard operating procedures for fractional jet operators and now they can come in because they have positive surveillance. Commissioner Smith said as they have investigated that and talked to people, particularly with the fractional operators and the FAA, the airport's big constraints are the land and terrain that affects that. Commissioner Foster said it might affect how often an IFR (Instrument Flight Rules) release is made because they can see that the person landed. Commissioner Smith replied you would not have as many aircraft holding. What happens now is someone is approaching Truckee in inclement weather and someone else wants to come in or there is someone on the ground, and the aircraft could be holding up there in ice and waiting until the other aircraft clears. He said what the system could do is get that aircraft on the ground. Commissioner Smith explained what happens when an aircraft lands, if he does not call the Oakland Center and tell them he is on the ground, then everything stops because the air traffic controller cannot release the aircraft, even though he probably thinks either he crashed, which is unlikely, or he landed and just forgot to close his flight plan. He said even if someone is taxiing over and waits until he shuts the airplane down, that can take five to seven minutes while someone is in the air holding, and someone else might be wanting to take off and cannot. He said that is what this plan with Oakland Center is trying to resolve. Commissioner Smith said they are trying to optimize the system and make it more efficient, but they do not think those improvements would increase traffic; it would just provide more efficiency in the use and would not change the type of aircraft that use the Truckee Tahoe Airport. He said anyone who would like to stay after the meeting and talk more about it were welcome to do so.

SCHEDULE FOR NEXT MEETING

The next scheduled meeting of the Truckee Tahoe Airport Land Use Commission will be determined as the need arises, as stated in the TTALUC Bylaws.

ADJOURNMENT OF MEETING

Commissioner Foster made a motion to adjourn the meeting. Commissioner Montgomery seconded the motion. Chairman Joiner adjourned the meeting at 11:17 a.m.

Respectfully submitted: Antoinette Perry
Antoinette Perry, Administrative Assistant

Approved on: Nov. 18, 2013

By: Paul D. Joiner as corrected
Paul D. Joiner, Chairman
Truckee Tahoe Airport Land Use Commission

attachment

Dennis A. Dickinson
10990 Industrial Way
Truckee, CA 96161

To: Truckee Tahoe Airport Land Use Commission

Subject: Written Public Comment October 4, 20013

I am unable to attend you October 4, 10013 meeting due to the fact that I am out of state. Would you please enter my written public comment into the record on October 4, 2013?

I have a major concern about the proposed Swimming Pool being built at the present Truckee Donner Recreation and Park District recreational center on Donner Pass Road. They were given several variances to build the present center at that site under some strict conditions under the present CLUP. These strict conditions must be reviewed and again considered during the public process to ensure that the proposed Swimming Pool does in fact meet the building variance requirements allowed under the present approval.

One of those conditions was that the site was not to have a large number of children using that facility. The District is already running a day care center at that facility that I consider to be a large number of children. Now this district wants to build a facility that will add to this already large number of children.

The Truckee Tahoe Airport Land Use Compatibility Plan does not define what leagely constitutes a large number of children. I believe that before any approval of this proposed Swimming Pool the words "**a large number of children**" must be defined and enter into the glossary of the Plan. Would you please place this request on your agenda for public discussion?

Please confirm by email as to the outcome of my request. I see that the TDRPD have sent out their documents to all concerned governmental agencies for comment. The question that I have must be answer so that I can make proper environmental public comment concerning issues involving the CLUP. Thank you for your attention in this matter.

Dennis A. Dickinson
10990 Insustrial Way
Truckee, Ca 96161
(530) 833-6070
echosdad@hotmail.com

