

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 (Runway 11): 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 (Runway 29): Martis Creek Lake National Recreational Area borders airport; rising terrain beyond
 - Southwest (Runway 2): Rangelands, wetlands beyond runway end; Lahontan resort area 1.0 mile distant and 100 to 200 feet above runway end
 - Northeast (Runway 20): Largely open, undeveloped lands; Glenshire/Devonshire 2.0 miles distant
- *Traffic Pattern*
 - Southwest (Runway 29 downwind): Mixture of commercial uses and vacant land along Highway 267; golf course and residential west of Runway 11 end
 - South (Runway 29 downwind/base): Martis Creek Lake National Recreation Area

STATUS OF COMMUNITY PLANS

- *County of Nevada*
 - General Plan adopted in 1996; amended 2014
 - Martis Valley General Plan adopted in 1975
- *County of Placer*
 - General Plan adopted in 2013
 - Martis Valley General Plan adopted in 2003
- *Town of Truckee*
 - General Plan adopted in 2006

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 3-6

Airport Environs Information

Truckee Tahoe Airport

ESTABLISHED COMPATIBILITY MEASURES

- **Nevada County General Plan (2014)**
 - Implement adopted ALUCPs to maintain compatible land use development patterns within airport influence zones (Policy 1.10.1)
 - Refer all land use actions which always require TTA-LUC review and major land use actions affecting property within the airport influence area in accordance with ALUCP policies (Policy 1.10.2)
 - Protect safety and general welfare of people in vicinity of airports by implementing appropriate noise compatibility policies to avoid establishment of noise-sensitive land uses in areas exposed to significant levels of aircraft noise (Policy 9.1.20)
 - Ensure development of compatible land uses adjacent to airports by implementing ALUCP noise criteria (Policy 9.1.22)
 - Enforce noise criteria standards consistent with airport noise policies adopted by TTALUC (Policy 9.1.23)
 - Maintain land use and development patterns in vicinity of airports that reflect and are consistent with policies set forth by the ALUCPs (Policy 10.4.1)
 - Enforce airport ground and height safety areas, and land use compatibility standards, consistent with ALUCPs (Policy 10.4.2)
- **Nevada County Zoning Codes**
 - Airport Influence (AI) Combining District (Sec. L-II 2.7.1) serves to implement ALUCP 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 ALUCP” and 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 (2006)**
 - Ensure consistency of General Plan with ALUCP and implement ALUCP to ensure protection of airport operations from incompatible land uses (Policy P13.3)
 - Residential development regarded as normally acceptable at noise exposure up to 60 dB CNEL and conditionally acceptable up to 65 dB CNEL (Figure N-3)
 - Enforce noise compatibility criteria and policies set forth in ALUCP (Policy P1.6)
 - Maintain land use and development pattern near airport consistent with ALUCP (Policy P6.1)
- **Town of Truckee Zoning Codes**
 - Airport Operations Overlay District (Sec. 18.20.030) and Truckee Tahoe Airport Area Restrictions (Sec. 18.64) implements compatibility criteria by setting airport-related height limits, 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 (2013)**
 - Requires 2,000-foot buffer between airports and new residential development (Policy 1.B.4)
 - Support continued use of the Truckee Tahoe Airport as a general purpose airport (Policy 3.F.1)
 - 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, hazardous chemicals, 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 and Table 9-3)
 - 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)
- **Placer County: Martis Valley Community Plan (2003)**
 - Ensure that residential land uses are separated and buffered from such major facilities as airports (Policy 1.B.3)
 - Require areas hazardous to public safety and welfare (e.g., airport safety zones) be retained as open space (Policy 1.I.1)
 - Support continued use of the Truckee Tahoe Airport as a general purpose airport (Policy 5.E.1)
 - 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)
 - Consider ALUCP when evaluating high-density recreation activities (Policy 7.B.5)
 - Consider ALUCP projected noise levels in ALUCP to assure that new noise sensitive development will not be effected by airport operations (page 139)
- **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 must be referred to TTALUC “if the proposed use is not identified as a compatible use by the ALUCP”

Exhibit 3-6, continued