



TRUCKEE TAHOE AIRPORT LAND USE COMMISSION


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

Files: 40.2.3

MEMORANDUM

TO: Truckee Tahoe Airport Land Use Commission

FROM: Daniel B. Landon, Executive Director 

SUBJECT: Approval of the Negative Declaration and Adoption of the Truckee Tahoe Airport Land Use Compatibility Plan Update

DATE: October 13, 2016

ACTION REQUESTED: Adopt Resolution 16-03, approving the Negative Declaration and adopting the Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP) update.

BACKGROUND: Public Utilities Code Section 21675(a) requires that airport land use commission (ALUC) plans be based upon a long-range airport master plan adopted by the airport owner/proprietor. In June 2016, the Truckee Tahoe Airport District adopted a new master plan for Truckee Tahoe Airport to replace the 2000 Master Plan. Adoption of the 2016 Master Plan triggered the need to update the TTALUCP adopted in October 2010.

Following preparation by Mead & Hunt, Inc., the proposed TTALUCP and the draft Negative Declaration were circulated for review and comment from September 1, 2016 to October 3, 2016. No comments on either of the documents were received during the review period. If there are comments received during the Public Hearing and TTALUC discussion that need to be included in the final TTALUCP, staff will insure that they are inserted in the appropriate location.

The 2016 Master Plan eliminates many of the 2000 Master Plan proposals to expand the airport's role and facilities. Another significant difference between the two plans is that the 2016 Master Plan proposes to upgrade and extend the crosswind runway (Runway 2-20) to accommodate use by larger, heavier aircraft. In accordance with state law, the features of the 2016 Master Plan having implications for off-airport land use have been taken into account in the preparation of the update of the TTALUCP.

Compatibility plans are the fundamental tool used by ALUCs 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:

- 1) “Provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission...;” and
- 2) “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:

- Promote the overall goals and objectives of the California airport noise standards and to prevent the creation of new noise and safety problems.
- 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 TTALUCP.

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 TTALUCP contains the following elements:

Chapter 1-Introduction: This chapter describes the scope and function of the plan, as well as information about the Truckee Tahoe Airport Land Use Commission (TTALUC) 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. Site-specific policies are included for the Truckee Railyard Redevelopment Area, the Community Center Site, and Hopkins Ranch Residential Parcels.

Chapter 3-Background Data: 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 ALUCs 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.

An overview of policy changes included in the TTALUCP update and a graphic showing the changes in the Compatibility Zones are attached to this memo.

After reviewing the TTALUCP 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 TTALUC.

attachments

**RESOLUTION 16-03
OF THE
TRUCKEE TAHOE AIRPORT LAND USE COMMISSION**

A RESOLUTION APPROVING THE NEGATIVE DECLARATION AND ADOPTING THE PROPOSED TRUCKEE TAHOE AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, the Truckee Tahoe Airport Land Use Commission (TTALUC) has prepared the Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP) for the Truckee Tahoe Airport, incorporated by this reference as though set forth fully herein, to replace the prior Truckee Tahoe Airport Land Use Compatibility Plan, adopted October 19, 2010; and

WHEREAS, the proposed TTALUCP, including a revised airport influence area, has been prepared in accordance with the requirements of the California State Aeronautics Act (Public Utilities Code, Sections 21670 *et seq.*), and the formulation of the TTALUCP has been guided by the California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics, as required by state law (Public Utilities Code, Section 21674.7); and

WHEREAS, a Negative Declaration, incorporated by this reference as though set forth fully herein, for the proposed TTALUCP has been prepared pursuant to the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code, Sections 21000, *et seq.*) and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000, *et seq.*); and

WHEREAS, the proposed TTALUCP, including the revised airport influence area, and the draft Negative Declaration were circulated for agency and public review and comment for a thirty-day review period from September 1, 2016 to October 3, 2016, and were duly noticed in the largest newspaper of general circulation in eastern Nevada and Placer Counties; and

WHEREAS, on October 27, 2016, the TTALUC held a public hearing to receive and consider comments on the draft TTALUCP and the draft Negative Declaration, in addition to any comments received during the thirty-day comment period; and

WHEREAS, the TTALUC has considered all agency and public comments received on the TTALUCP and Negative Declaration; and

WHEREAS, the documents and other materials that constitute the record of proceedings upon which the TTALUCP has based its decisions are located at 101 Providence Mine Road, Suite 102, Nevada City, California, 95959.

NOW THEREFORE BE IT RESOLVED, that the TTALUC hereby approves the Negative Declaration, certifying that it has been completed in compliance with the provisions of CEQA and its implementing regulations.

BE IT FURTHER RESOLVED, that the TTALUC has reviewed and considered the information contained in the Negative Declaration, including all comments and responses to comments, prior to making its determination on the TTALUCP, and that the Negative Declaration represents the independent judgment and analysis of the TTALUC, which hereby finds that the adoption of the TTALUCP will have no significant effect on the environment, as it will not cause either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment.

BE IT FURTHER RESOLVED, that the TTALUC hereby adopts the proposed TTALUCP, finding that the TTALUCP provides for the orderly growth of the Truckee Tahoe Airport and the area surrounding the airport within the jurisdiction of the TTALUC, and safeguards the general welfare of the inhabitants within the vicinity of the airport and the public in general.

PASSED AND ADOPTED by the Truckee Tahoe Airport Land Use Commission on October 27, 2016, by the following vote:

Ayes: Commissioners Anderson, Collinson, Dee, Foster, Montgomery, Powers, Smith

Noes: None

Absent: None

Abstain: None



Richard Anderson, Chairman
Truckee Tahoe Airport Land Use Commission

Attest:



Antoinette Perry
Administrative Assistant