

CHAPTER **3**

Background Data: Truckee Tahoe
Airport and Environ

Background Data: Truckee Tahoe Airport and Environs

INTRODUCTION

Situated in the Martis Valley at an elevation of 5,900 feet, Truckee Tahoe Airport is a regional general aviation facility serving the Town of Truckee, surrounding Sierra Nevada Mountain resort communities and ski areas, and the Lake Tahoe Basin seven miles to the south. Major facilities include two intersecting runways along with aircraft hangars, apron areas, terminal/administration building and other supporting uses. The primary runway is 7,000 feet in length and oriented northwest/southeast and the secondary runway, oriented northeast/southwest, is 4,650 feet long. In total, the airport occupies nearly 1,000 acres of land.

The airport is owned and operated by the Truckee Tahoe Airport District, a bi-county special district within the counties of Nevada and Placer. The District is governed by a five-member board elected by residents of the district and is supported by local property taxes.

The airport property straddles the boundary between Nevada and Placer counties. The Town of Truckee surrounds the airport on the north and west, but the airport property is not within the town limits. In addition to these three local land use jurisdictions, major portions of the airport environs are under the control of the federal government; specifically, the U.S. Army Corps of Engineers (Martis Creek Lake National Recreation Area) and the U.S. Forest Service (Tahoe National Forest).

When the airport was built in the early 1960s, little development existed in the surrounding area except in Truckee itself. The town remained an unincorporated community of Nevada County until 1993. Since that time, several large resort communities have been developed around the edges of the Martis Valley. Local planning documents estimate that about half of the homes in these communities are occupied year-round and the remainder seasonally. Major portions of the area consist of large land holdings, many of which are proposed for residential development.

The exhibits on the following pages of this chapter summarize information about the Truckee Tahoe Airport and surrounding communities. Together with state laws and guidelines, this information served as the basis for preparation of this *Truckee Tahoe Airport Land Use Compatibility Plan*.

Exhibits 3-1 through 3-8 focus on the airport facilities and use, including noise impacts.

- **Exhibit 3-1: Airport Features Summary.** Presents information pertaining to the airport configuration, operational characteristics and applicable planning documents.
- **Exhibit 3-2: Airport Layout Plan.** Depicts the existing and future airfield configuration and airport building areas. This drawing was approved by the Federal Aviation Administration in January 2016.
- **Exhibit 3-3. Airport Activity Data Summary.** This table summarizes the data used in the noise contour calculations conducted for the Truckee Tahoe Airport Master Plan study adopted by the Truckee Tahoe Airport District in June 2016. The Master Plan forecast of 31,139 annual operations is used as the basis of this *Compatibility Plan's* noise policies.
- **Exhibit 3-4 and 3-5: Compatibility Factors.** Depicts the extents of the four compatibility factors upon which the *Compatibility Zones* for Truckee Tahoe Airport were derived. The four compatibility factors are defined by:
 - *Noise* – Future noise contours reflecting a forecasted aircraft activity level of 31,139 annual operations (182 average day, peak season).
 - *Safety* – Generic safety zones provided in the California Airport Land Use Planning Handbook (October 2011) are applied to the existing and future runway configurations.
 - *Overflight* – Primary traffic patterns reflecting where aircraft operating at the airport routinely fly.
 - *Airspace Protection* – Outer boundary of the Obstruction Surfaces as defined by Federal Aviation Regulation (FAR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace.
- **Exhibit 3-6: Airport Environs Information** – Summarizes information about current and planned land uses in the environs of the Truckee Tahoe Airport. The status of local general plans and airport land use compatibility policies contained in those plans are also summarized.
- **Exhibit 3-7: County General Plan Land Uses** – Shows planned land use designations as reflected in the adopted general plan land use diagrams for the Counties of Nevada and Placer.
- **Exhibit 3-8: Town of Truckee General Plan Land Uses** – Shows planned land use designations as reflected in the adopted general plan land use diagram (2006).

GENERAL INFORMATION

- *Airport Ownership:* Truckee Tahoe Airport District
- *Year Opened:* 1964
- *Property Size:* 936 acres in fee; no aviation easements
 - Open Space Land: owned in fee, ±1,529 acres; majority east of Airport
 - Conservation Easements: ±141 acres; majority east of Airport (held by third party)
- *Airport Classification:* Regional - General Aviation
- *Airport Elevation:* 5,904.5 ft. MSL

AIRPORT PLANNING DOCUMENTS

- Airport Master Plan
 - Adopted by TTAD Board of Directors, June 2016
- Airport Layout Plan Drawing
 - Approved by FAA, January 2016

RUNWAY/TAXIWAY DESIGN**Runway 11-29**

- *Critical Aircraft:* Gulfstream IV
- *Airport Reference Code:* B-II
- *Dimensions:* 7,000 ft. long, 100 ft. wide
- *Pavement Strength (main landing gear configuration)*
 - 50,000 lbs (single wheel)
 - 80,000 lbs (dual wheel)
- *Average Gradient:* 0.1% (rising to northwest)
- *Runway Lighting:* Medium-intensity edge lights
- *Primary Taxiways:* Full-length parallel on southwest

Runway 2-20

- *Critical Aircraft:* Beech Baron
- *Airport Reference Code:* B-I
- *Dimensions:* 4,650 ft. long, 75 ft. wide
 - Runway 20 threshold displaced 115 ft.
- *Pavement Strength (main landing gear configuration)*
 - 35,000 lbs (single wheel)
 - 50,000 lbs (dual wheel)
- *Average Gradient:* 0.0%
- *Runway Lighting:* Medium-intensity edge lights
- *Primary Taxiways:* Full-length parallel on northwest

APPROACH PROTECTION

- *Runway Protection Zones (RPZs)*
 - Runways 11 & 29: 1,000-ft. long; all on airport property
 - Runway 2: 1,000-ft. long; 76% on airport property
 - Runway 20: 1,000-ft. long; 13% on airport property
- *Approach Obstacles*
 - Runway 11: Tree 1,470 ft. from Runway end (clear 23:1)
 - Runway 2: Tree 4,800 ft. from Runway end (clear 20:1)

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- *Airplane Traffic Patterns*
 - Runway 20: Right traffic; gliders, left traffic
 - Runways 2, 11, 29: Left traffic
 - Pattern altitude: 1,100 ft. AGL (7,000 ft. MSL) light aircraft; 1,600 ft. AGL (7,500 ft. MSL) heavy aircraft
- *Instrument Approach Procedures (lowest minimums)*
 - Runway 11 GPS (LNAV)
 - Straight-in: 1¼ mile vis., 8,160 ft. MSL descent ht.
 - Circling: 1¼ mile visibility, 7,120 ft. MSL descent ht.
 - Runway 20 GPS Z (LP)
 - Straight-in: 1 mile vis., 6,420 ft. MSL descent ht.
 - Circling: 1¼ mile visibility, 7,120 ft. MSL descent ht.
 - Runway 20 GPS Y (LNAV)
 - Straight-in: 1¼ mile vis., 7,400 ft. MSL descent ht.
 - Circling: 1¼ mile visibility, 7,460 ft. MSL descent ht.
- *Standard Inst. Departure Procedures (initial course)*
 - Runway 2: Left turn to 275° heading
 - Runway 29: Right turn to 320° heading
- *Visual Approach Aids*
 - Airport: Rotating beacon
 - Runway 11: REIL
 - Runway 20: VASI 2L (3.5°)
- *Operational Restrictions / Noise Abatement Procedures*
 - Runway 29 departures: "Bypass departure" Turn right to 300° to Highway 267 bypass then turn over I-80 corridor. No turns before RR tracks.
 - Runway 20 departures: All low powered aircraft requested to turn left to 300° then join 'bypass departure'
 - Runway 2 departures: Fly direct to I-80 scales then follow I-80 corridor
 - Runway 20 and 29 arrivals: From Gateway checkpoint join Hwy 267 for left downwind for Runway 29 or enter Runway 20 right downwind.
 - Voluntary curfew on arrivals and departures 11 p.m. to 6:30 a.m.

Exhibit 3-1

Airport Features Summary

Truckee Tahoe Airport

BUILDING AREA

- *Location:* West quadrant of airport
- *Aircraft Parking Capacity*
 - 219 hangar spaces
 - 210± tiedowns
- *Other Major Facilities*
- Terminal/Administration Building
- *Services*
 - Fuel: Jet-A, 100LL (from truck; 7 a.m. to 7 p.m.)
 - Aircraft rental and charter; flight instruction; airframe and avionics repair
 - Glider facilities and service
 - Car rental

PLANNED FACILITY IMPROVEMENTS

- *Airfield*
 - Extend Runway 2-20 to 5,055 ft. and widen to 100 ft. with declared distances
 - Upgrade Runway 2-20 to B-II, critical aircraft: Super King Air
 - Shift Runway 2 RPZ onto Airport property with threshold shift and declared distances
- *Building Area*
 - Establish commercial and aviation use building southeast of administration building
 - Planned multi-use hangar south of administration building
 - Potential to add up to 24 executive hangars, west side of airfield
- *Property*
 - Acquire remainder of existing RPZ (Runway 20)
 - Acquire property north of Runway 11 approach, for north airfield access

Exhibit 3-1, Continued

BASED AIRCRAFT			RUNWAY USE DISTRIBUTION		
	Current ^a 2013	Future ^a 2036 forecast		Current 2013	Future 2036 forecast
<i>Aircraft Type</i>			<i>Single-Engine Piston Airplanes – Day/Evening/Night</i>		
Single-Engine, Piston	156	160	Takeoffs		
Twin-Engine, Piston	12	12	Runway 11	4%	no change
Turboprop	27	41	Runway 29	77%	58%
Jets	16	32	Runway 2	8%	16%
Helicopters	6	8	Runway 20	11%	22%
Gliders ^b	4	4	<i>Landings</i>		
<i>Total Aircraft</i>			Runway 11	4%	no change
Permanently Based ^b	149	171	Runway 29	66%	47%
Seasonally Based ^b	72	86	Runway 2	8%	16%
			Runway 20	22%	33%
AIRCRAFT OPERATIONS			<i>Twin-Engine Airplanes & Turboprops – Day/Evening/Night</i>		
	Current ^a 2013	Future ^a 2036 forecast	Takeoffs		
<i>Total</i>			Runway 11	4%	no change
Annual	26,470	31,139	Runway 29	88%	76%
Average Day, Annual	73	85	Runway 2	2%	8%
Average Day, Peak Season	164	182	Runway 20	6%	12%
<i>Distribution by Aircraft Type</i>			<i>Landings</i>		
Single-Engine Piston	62%	60%	Runway 11	4%	no change
Twin-Engine Piston	5%	5%	Runway 29	82%	64%
Turboprop	11%	11%	Runway 2	2%	8%
Jet	6%	8%	Runway 20	12%	24%
Helicopter	6%	8%	<i>Jets – Day/Evening/Night</i>		
Gliders	10%	8%	Takeoffs		
<i>Distribution by Type of Operation</i>			Runway 11	3%	no change
Local	44%	40%	Runway 29	96%	88%
(incl. touch-and-goes)			Runway 2	0.5%	6%
Itinerant	56%	60%	Runway 20	0.5%	3%
			<i>Landings</i>		
TIME OF DAY DISTRIBUTION			Runway 11	3%	no change
	Current 2013	Future 2036 forecast	Runway 29	94%	83%
<i>Single-Engine Piston Airplanes – Takeoff & Landing</i>			Runway 2	1%	4%
Day	95%	no	Runway 20	2%	10%
Evening	4%	change	FLIGHT TRACK USAGE		
Night	1%		(Current and Future)		
<i>Twin-Engine Airplanes & Turboprops – Takeoff & Landing</i>			<i>Takeoffs, Runway 29 – Piston and Turboprop Aircraft</i>		
Day	92%	no	▪ 80%–90% to Donner Pass		
Evening	7%	change	▪ 5%–20% to TRUCK Intersection		
Night	1%		▪ 2%–3% to Tahoe		
<i>Jets – Takeoff & Landing</i>			<i>Takeoffs, Runway 29 – Jets</i>		
Day	95%	no	▪ 15% to Donner Pass		
Evening	4%	change	▪ 85% to TRUCK Intersection		
Night	1%		<i>Takeoffs, Runway 20 – Light Aircraft (excluding touch-and-go operations)</i>		
			▪ 100% 225° left turn		
			<i>Landings, Runway 29 – All Aircraft</i>		
			▪ 100% left traffic pattern		
			<i>Landings, Runway 20 – All Aircraft</i>		
			▪ 100% right traffic pattern		

Notes

^a Source: Existing (2013) and forecast (2025) data from *Truckee Tahoe Airport Master Plan Report* (July 2015); Master Plan forecast used as this *Compatibility Plan's* 20-year forecast (2036).

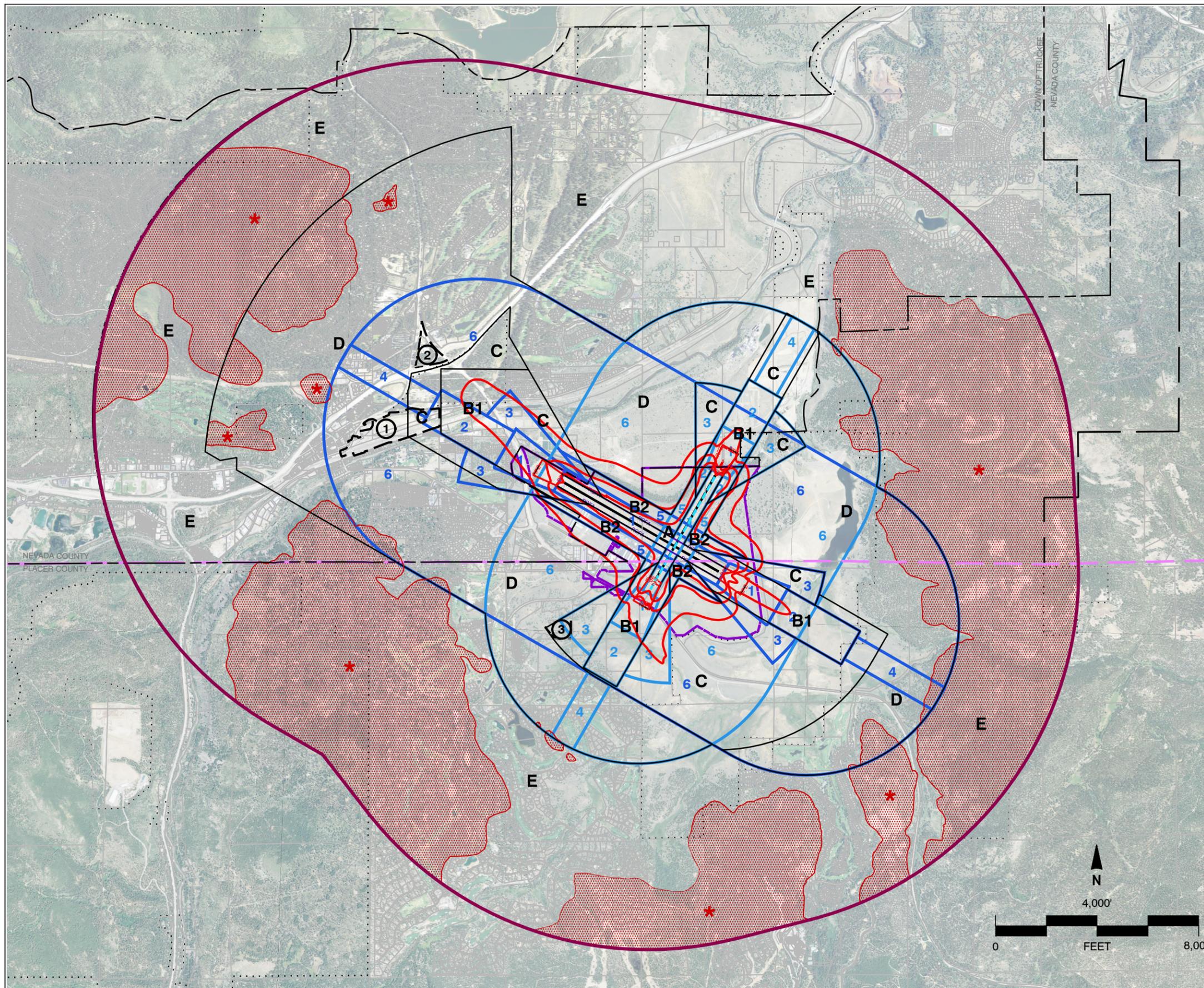
^b Gliders not included in *Master Plan* based aircraft forecasts.

Exhibit 3-3

Airport Activity Data Summary

Truckee Tahoe Airport

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Legend

- Boundary Lines**
- Airport Property Line
 - County Boundary Line
 - Truckee Town Limits
 - Truckee Sphere of Influence
 - Federal Lands (USFS & Corps of Engineers)
 - Existing Runway 11-29 (7,000')
 - Existing Runway 2-20 (4,650')
 - Future Runway 2-20 (5,055')
 - Airport Influence Area
 - Compatibility Zones
- Compatibility Zones**
- A** Runway Protection Zone
 - B1** Inner Approach/Departure Zone
 - B2** Sideline Zone
 - C** Outer Approach/Departure Zone
 - D** Primary Traffic Pattern Zone
 - E** Other Airport Environs
- Height Review Overlay Zone
- See Section 6.2 for site-specific exceptions at these locations

Noise Contours¹

- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL

Generic Safety Zones²

- Medium General Aviation Runway
- Long General Aviation Runway
- 1** Runway Protection Zone
- 2** Inner Approach/Departure Zone
- 3** Inner Turning Zone
- 4** Outer Approach/Departure Zone
- 5** Sideline Zone
- 6** Traffic Pattern Zone

Runway Factors³

- Runway Protection Zone

Notes

1. Source: Truckee Tahoe Airport Master Plan (June 2016). Noise contours represent 31,139 annual operations (182 avg. day, peak season).
2. Source: California Airport Land Use Planning Handbook (2011).
3. Source: Airport Layout Plan (Adopted by FAA January 2016).

Truckee Tahoe Airport Land Use Commission
Truckee Tahoe Airport
Land Use Compatibility Plan
(Adopted October 27, 2016)

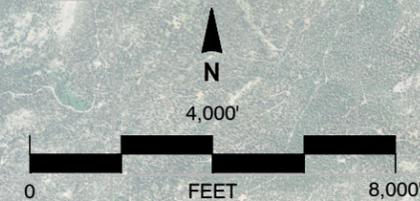
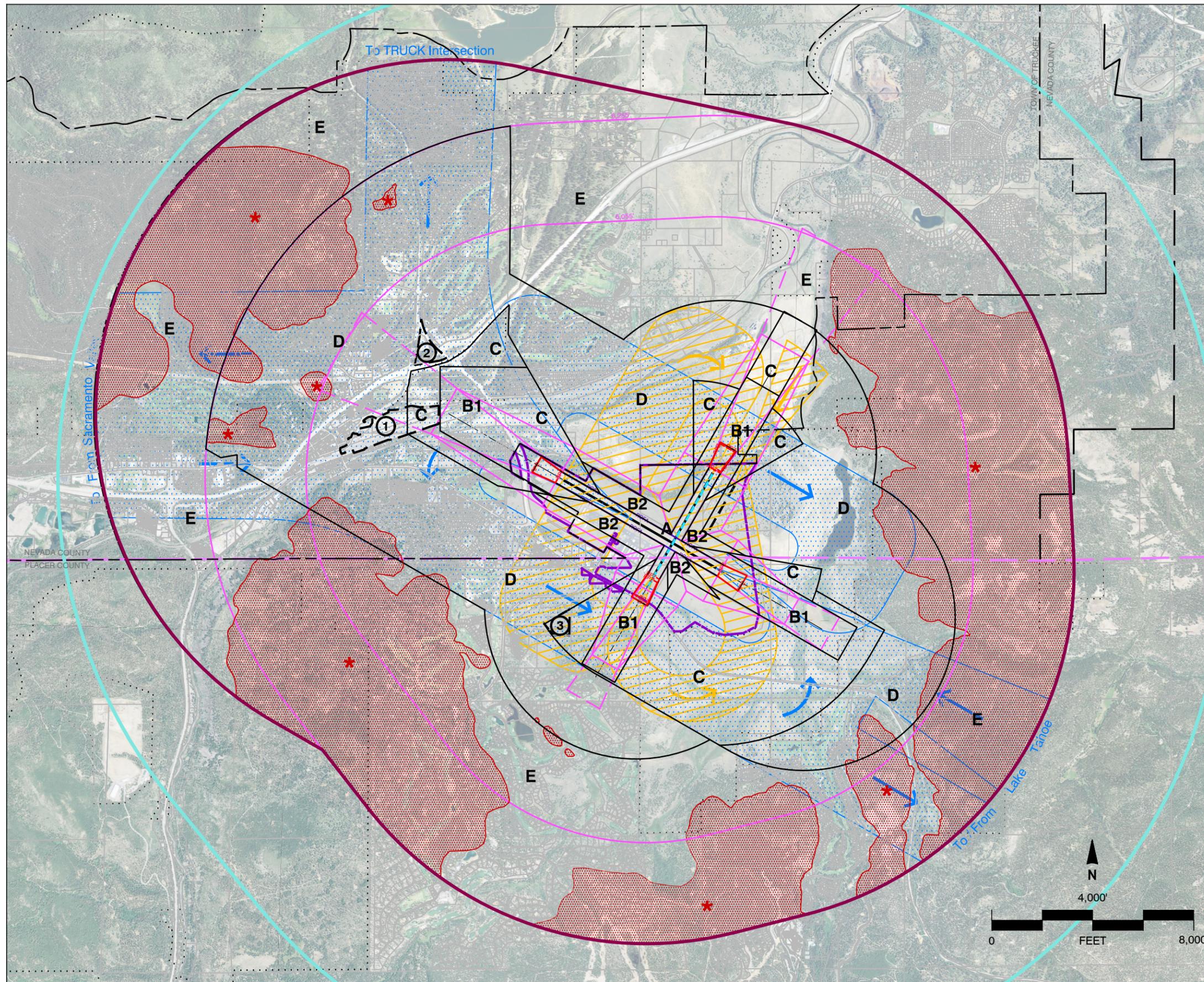


Exhibit 3-4

Compatibility Factors:
Noise & Safety
Truckee Tahoe Airport



Legend

- Boundary Lines**
- Airport Property Line
 - County Boundary Line
 - Truckee Town Limits
 - Truckee Sphere of Influence
 - Federal Lands (USFS & Corps of Engineers)
 - Existing Runway 11-29 (7,000')
 - Existing Runway 2-20 (4,650')
 - Future Runway 2-20 (5,055')
 - Airport Influence Area
 - Compatibility Zones
- Compatibility Zones**
- A** Runway Protection Zone
 - B1** Inner Approach/Departure Zone
 - B2** Sideline Zone
 - C** Outer Approach/Departure Zone
 - D** Primary Traffic Pattern Zone
 - E** Other Airport Environs
- ★ Height Review Overlay Zone
- # See Section 6.2 for site-specific exceptions at these locations

Airspace Factors

- FAA Obstruction Surfaces (14,000 ft.)¹
- FAA Notification Surface² (20,000 ft., 100:1 slope)
- General Traffic Pattern Envelope/Primary Flight Direction (approximately 80% of aircraft overflights estimated to occur within these limits)

Notes

1. Source: Truckee Tahoe Airport Airspace Plan. (January 2016).
2. Source: Federal Aviation Regulation (FAR) Part 77, Safe and Efficient Use and Preservation of Navigable Airspace (January 2011).

Truckee Tahoe Airport Land Use Commission
 Truckee Tahoe Airport
 Land Use Compatibility Plan
 (Adopted October 27, 2016)

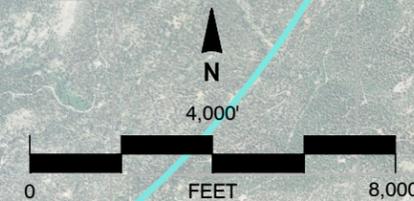


Exhibit 3-5

**Compatibility Factors:
 Overflight & Airspace
 Truckee Tahoe Airport**

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

Nevada County General Plan

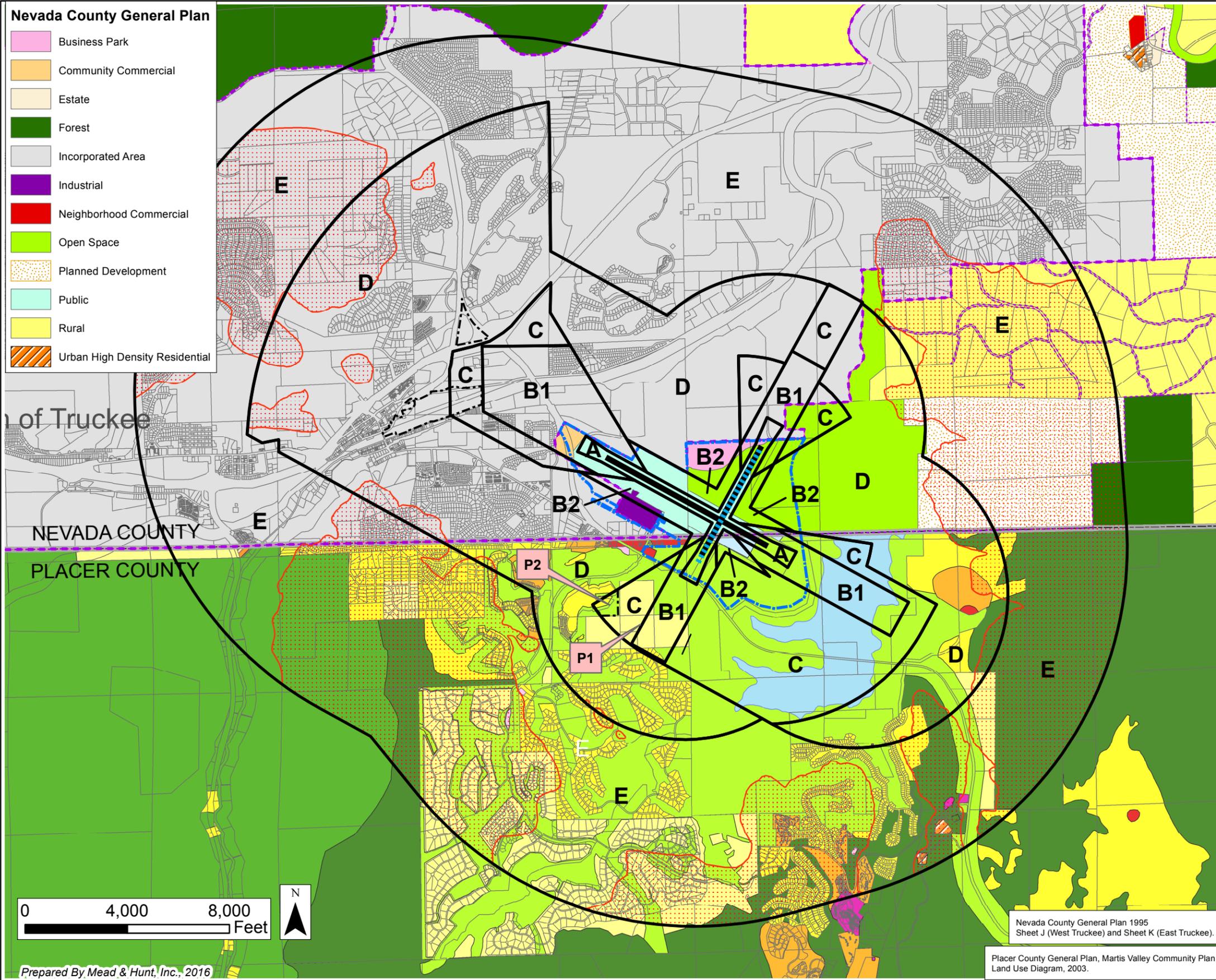
- Business Park
- Community Commercial
- Estate
- Forest
- Incorporated Area
- Industrial
- Neighborhood Commercial
- Open Space
- Planned Development
- Public
- Rural
- Urban High Density Residential

Legend

- Airport Property Boundary
- Draft Compatibility Zones
- Height Review Overlay Zone
- Site Exception
- Community Boundary
- City Sphere Boundary
- County Boundary
- Existing Runway
- Future Runway 2-20 Configuration

Placer County General Plan

- Agriculture/Timberland - 40 Ac. Min.
- Agriculture/Timberland - 80 Ac. Min.
- Forest 40 - 640 Ac. Min.
- Forest Residential 2.5 - 10 Ac. Min.
- General Commercial
- High Density Residential 10 - 15 DU/Ac.
- High Density Residential 3,500 - 10,000 Sq. Ft. (10-21 DU)
- Low Density Residential 1 - 5 DU./Ac.
- Low Density Residential 10,000 Sq. Ft. - 1 Ac. Min. (1-5 DU)
- Medium Density Residential 5 - 10 DU./Ac.
- Open Space
- Professional Office
- Public/Quasi-Public
- Rural Residential 0.4 - 1 DU./Ac.
- Rural Residential 1 - 10 Ac. Min.
- Tourist/Resort Commercial
- Water Influence
- P# See Exhibit 7 for land use summary



Nevada County General Plan 1995
Sheet J (West Truckee) and Sheet K (East Truckee).

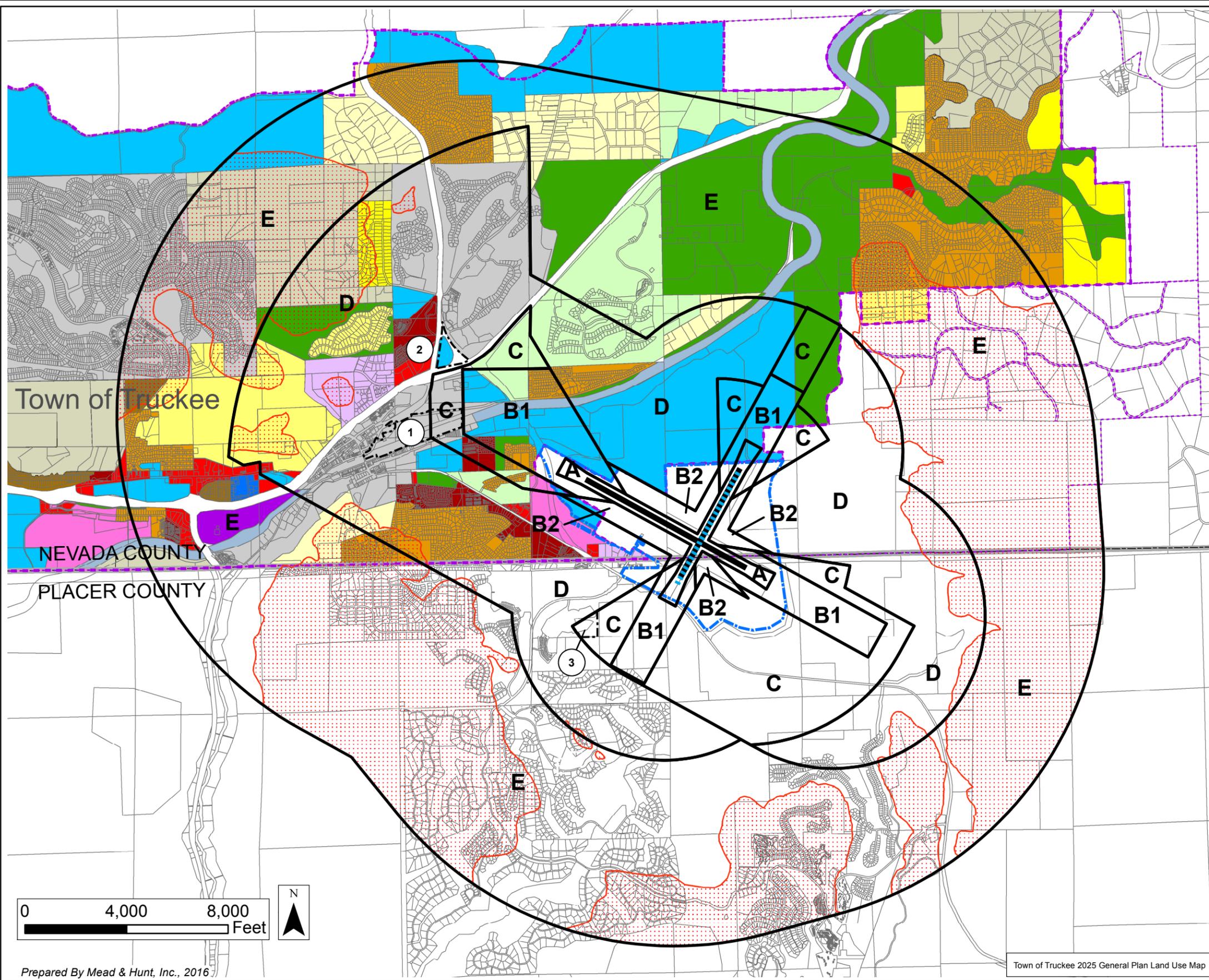
Placer County General Plan, Martis Valley Community Plan
Land Use Diagram, 2003.

Prepared By: Mead & Hunt, Inc., 2016

**Truckee Tahoe Airport
Land Use Compatibility Plan**
(Adopted October 27, 2016)

Exhibit 3-7

**Nevada and Placer County
General Plan Land Uses**



Legend

- Airport Property Boundary
- Draft Compatibility Zones
- Height Review Overlay Zone
- Site Exceptionion
- CitySphereBoundary
- CommunityBoundary
- Truckee Town Limits
- AirportDistrict
- Existing Runway
- Future Runway 2-20 Configuration

Truckee General Plan Land Use Designations

- Commercial
- High Density Residential 6 - 12 du/acre
- Industrial
- Open Space Recreation
- Plan Area
- Planned Community
- Public
- Public Hospital/Office
- Rail Transportation Corridor
- Residential 0.5 - 1 du/acre
- Residential 0.5 du/acre
- Residential 1 - 2 du/acre
- Residential 3 - 6 du/acre
- Residential Cluster Average Density 1 du/10 acres
- Residential Cluster Average Density 1 du/5 acres
- Resource Conservation/Open Space
- Special Study Area

Truckee Tahoe Airport Land Use Commission
Truckee Tahoe Airport
Land Use Compatibility Plan
 (Adopted October 27, 2016)

