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SOUTH LAKE TAHOE

**LAKE TAHOE AIRPORT
COMPREHENSIVE LAND USE PLAN**

Prepared for
Airport Land Use Commission
P.O. Box 1210, South Lake Tahoe, California 95705

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TABLE OF CONTENTS

	<u>Page</u>
I. Introduction	
A. Background	1
B. Summary	2
C. Objectives	3
II. The Airport	
A. Description of Existing Facilities and Airport Activity	4
B. Future Airport Development	4
C. Off-Airport Land Use	4
III. Findings, Policies and Implementation	
A. Airport Height Restriction Area	6
1. Objective	7
2. Findings	7
3. Policy	8
4. Implementation	8
B. Airport Noise Restriction Area	9
1. Objective	9
2. Findings	10
3. Policy	10
4. Implementation	11
C. Airport Safety Restriction Area	12
1. Objective	12
2. Findings	12
3. Policy	13
4. Implementation	15
D. Comprehensive Land Use Plan Implementation Process	16
Appendices:	
State Aeronautics Acts	A
Model Noise Easement and Release	B
Example Departure Paths Agreement	C
Concentrations of Persons Per Acre Standard	D
CLUP Revision Example	E
TRPA Area Plan Statement	F
FAA Approved Airport Layout Plan	G

TABLE OF CONTENTS CONT'D

	<u>Number</u>
List of Figures:	
Study Setting	1
Project Location	2
Air Trade Area	3
Existing Zoning	4
Part 77 Civil Airport Imaginary Surfaces	5
Noise Contours	6
1980 CNEL Contours	7
1984 CNEL Contours	8
1990 CNEL Contours	9
Year 2000 Worst Case Noise Contours	10
Noise Sensitive Area 1980	11
List of Aircraft Which Meet Night Operations Noise Limits	12
Airport Order 85-100A - Airport Curfew	13
Land Use Noise Sensitivity Matrix	14
Lake Tahoe Airport Safety Zones	15
Airport Safety Areas 1 and 2	16
Clear Zone Plan/Guidelines	17 A,B,C,D
Land Use Compatibility Guidelines for Safety	18

REFERENCES

Airport Land Use Planning Handbook, Prepared for the California Department of Transportation, Division of Aeronautics by the metropolitan Transportation Commission and the Association of Bay Area Governments, July 1983.

Mammoth/June Lake Airport Land Use Plan, Prepared for Mono County Airport Land Use Commission, October 1986.

Master Plan/ANCLUC Study for Lake Tahoe Airport, Prepared for El Dorado County Airports Department by Burns & McDonnell, October 1981.

Municipal Airport Area Plan, Prepared for Reddin Municipal Airport Plan Committee by Blayney-Dyett, Urbank and Regional Planners, San Francisco, et al, July 1982.

Placerville Airport Comprehensive Land Use Plan, Airport Land Use Commission, October 14, 1987.

I. INTRODUCTION

A. BACKGROUND

This document establishes a specific planning boundary map and comprehensive land use plan that defines compatible types and patterns for any future development that might occur in the area surrounding the Lake Tahoe Airport. The policies and guidelines contained in the plan are intended to protect the safety and general welfare of the people in the vicinity of the airport and to assure the safety of air navigation. Specifically, the plan seeks to protect the public from any adverse effects of aircraft noise, to stabilize if not reduce the number of people exposed to potential airport-related hazards and to ensure that no structures affect navigable airspace.

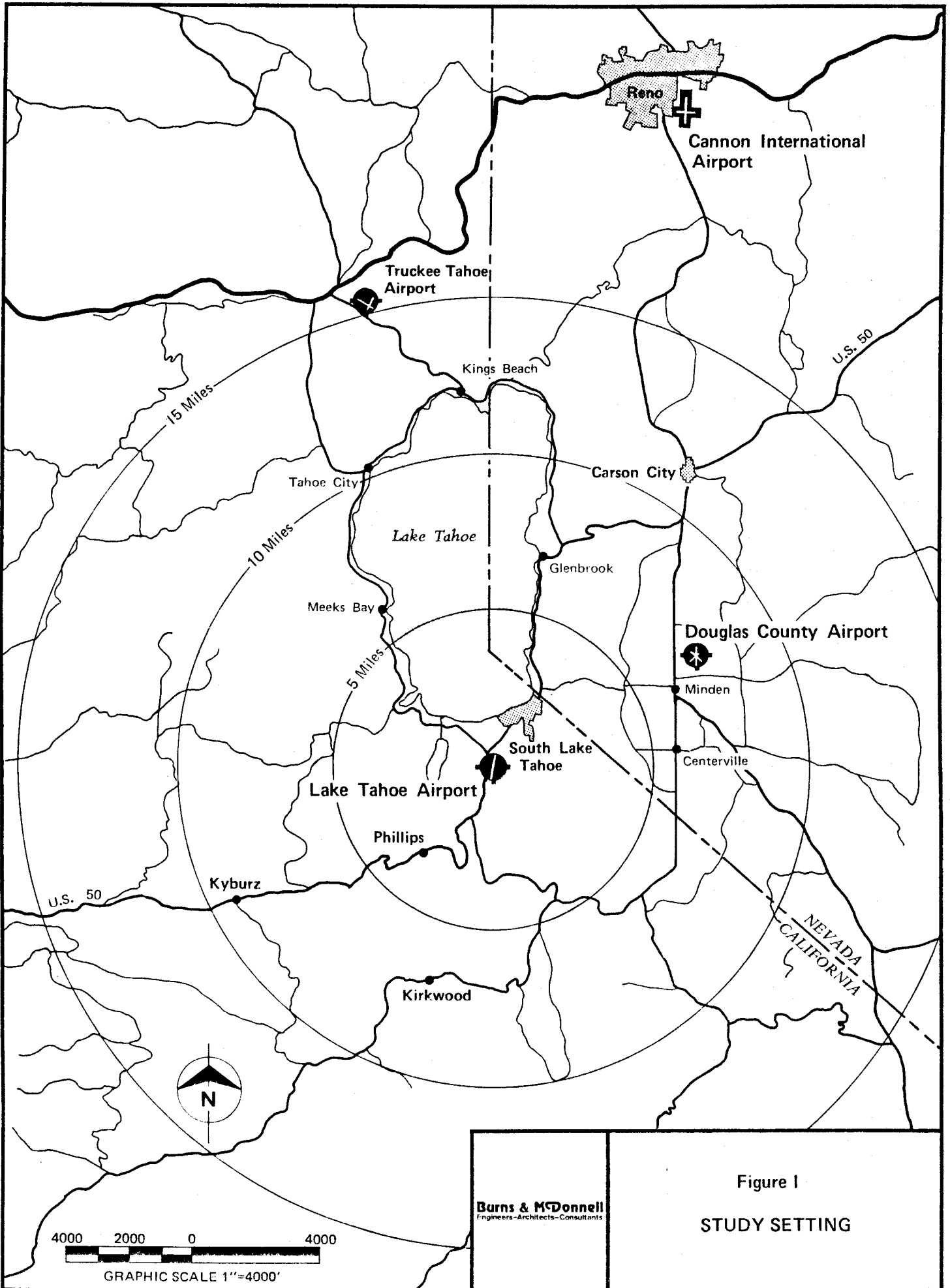
It should be understood that the purpose of this plan is to provide a basis for determining various land uses which are compatible with ALUC policies and is not necessarily a specific development plan or development goal.

The City of South Lake Tahoe Planning Commission has been designated the Airport Land Use Commission (ALUC) for the City of South Lake Tahoe under provisions of article 3.5 of the California Public Utilities Code (See Appendix 2). This Article of the code mandates the establishment of ALUCs and details their various duties. The ALUC is required to establish planning boundaries around each public use airport within its jurisdiction and to formulate a comprehensive land use plan (CLUP) to provide for the sensible growth of the airport and the airport environs.

This plan does not set forth specific land uses for any particular parcels of land, nor is it retroactive with respect to any existing inconsistent land uses.

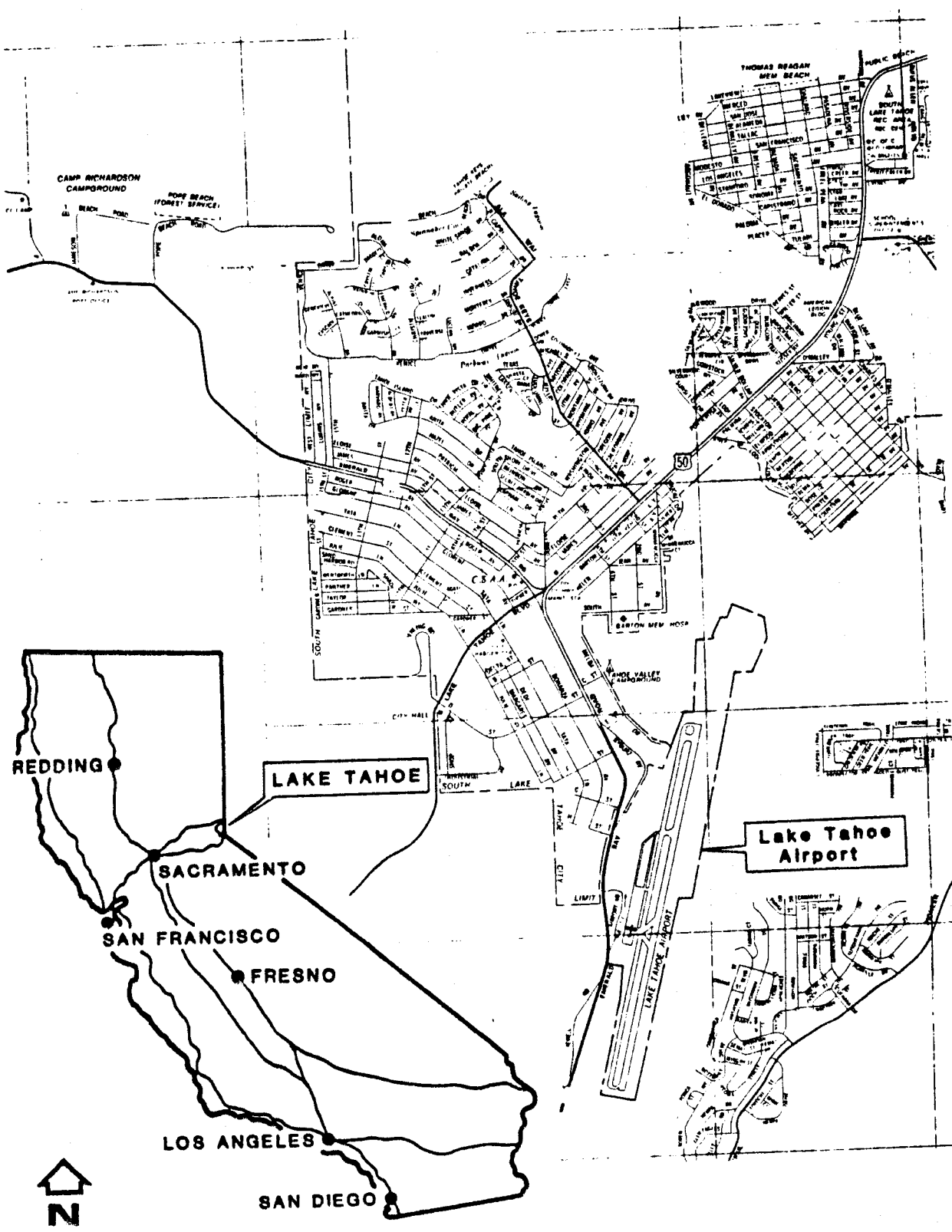
The Lake Tahoe Airport is owned and operated by the City of South Lake Tahoe. The airport is recognized by the City of South Lake Tahoe and the Tahoe Regional Planning Agency as a primary element in the transportation system and the economy of El Dorado County and the Lake Tahoe Basin. Its regional significance extends to Placer, Amador, Alpine, Douglas (NV) and Carson (NV) counties. Since it is situated in the City and adjoining land may be suited for urban development, continuing residential development within existing subdivisions which could conflict with Airport use are inevitable. The need to assure compatible use in any adjoining development resulted in the drafting of an ANCLUC study in 1981 by El Dorado County, then owner and operator of the Lake Tahoe Airport. That study was prepared by the consulting firm of Burns and McDonnell.

Recognizing that the unadopted study needed updating and that land use issues in the environs still were unsettled, the City of South Lake Tahoe decided to prepare the CLUP. Their intent was to reach agreement on uniform policies for development in the planning area.



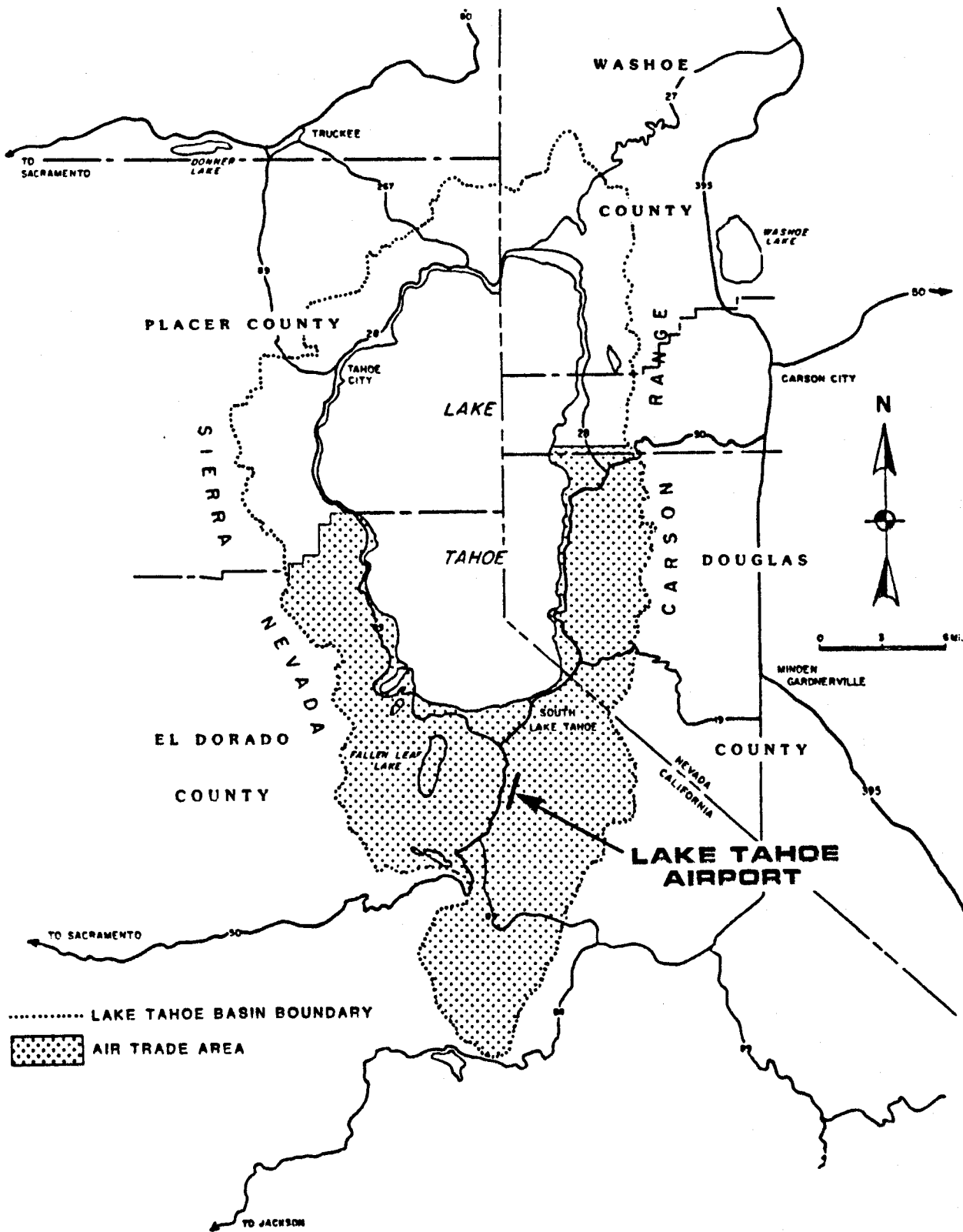
Burns & McDonnell
 Engineers-Architects-Consultants

Figure 1
 STUDY SETTING



PROJECT LOCATION

Figure 2



**LAKE TAHOE AIRPORT
AIR TRADE AREA**

**Figure
3**

B. SUMMARY

The Lake Tahoe Basin is located in the Sierra Nevada and Carson Mountain Ranges, straddling the California-Nevada border, and is approximately 55 miles southwest of Reno, Nevada, and 100 miles east of Sacramento, California. The topography of the Basin is generally steep with only one-seventh of the land having slopes of less than 10 percent.

The economy of Lake Tahoe is heavily dependent on the resort-tourism industry and is consequently subject to extreme seasonal and annual variations. Only 17 percent of the land area of the Tahoe basin is privately owned. The lack of suitable land resources and regional transportation facilities have been significant inhibiting factors for economic development within the basin. In consideration of these factors, there are three objectives of this CLUP:

- 1) To achieve compliance with the requirements established in the California Public Utilities Code for airport land use planning.
- 2) To provide a means of coordinating joint planning studies for the designation of appropriate land uses in the Airport area.
- 3) To maintain and protect current commercial zoning in the Airport area for the benefit and welfare of the basin.

The Airport is a recent addition to the Basin. Airport construction started in 1958. Air carrier service is provided by national carriers such as American Airlines. General aviation activity is a vital component of the total aviation picture at the Airport.

The impact of aircraft noise on the basin can and should play a role in decisions made regarding the development of the Airport and its surrounding area. The fragile environment of the Basin mandates this. This study provides the guidance necessary for developing a reasonable framework for making these decisions.

Following this introductory section, Section II describes existing and planned airport facilities, existing airport activity and off-airport land use patterns. Section III discusses land compatibility issues and addresses three critical land use planning concerns:

- 1) Compatibility of surrounding land uses with respect to airport noise levels;
- 2) Compatibility of surrounding land uses in terms of exposure of persons on the ground to crash hazards associated with aircraft; and
- 3) The need for appropriate height restrictions to protect the airspace used by aircraft.

Within this section, planning boundaries are defined for noise, safety and height areas. Airport noise compatibility guidelines, land use compatibility guidelines, and height restrictions are also presented. The Plan is a positive step taken to realize the full potential of the Plan area in the Lake Tahoe Basin. Paramount concerns were to protect the Airport, to ameliorate serious circulation problems and to protect public health and safety.

While this Plan sets forth many proposals for implementation, it does not establish new regulations or legislation nor does it rezone property. The preparation or amendment of any city, county or regional ordinances such as zoning, subdivision, housing, building, or other development control must be enacted separately through the regular legislative process. In the absence of such regulations or when already adopted regulations clearly conflict with the Plan, the Plan shall act as a guide for the development of public and private projects and the making of findings of consistency until such time as new regulations are adopted to implement the Plan. Regulations contained in this Plan do not apply outside of the plan area.

C. OBJECTIVES

The major objectives of the Plan are:

1. Safeguard the Airport from intrusion by uses that limit the expansion of air service to Lake Tahoe and the surrounding region by recognizing the vital service provided by the Airport and the need to maintain a level of operations necessary to satisfy existing and future aviation requirements of the user communities.
2. Prevent development that will lead to safety problems for air travelers and persons residing or working in the airport environs.
3. Permit persons who live, work, and own property near the airport to enjoy a maximum amount of freedom from excessive noise and other impacts generated by the operation of the airport.
4. Comply with airport noise standards mandated by the State of California and ensure a development pattern that is compatible with airport-generated noise.
5. Protect the public investment in the airport, a facility for which there is no feasible replacement.
6. Recognize the airport's role as a major entry point for the City of South Lake Tahoe and the surrounding counties, and protect and enhance both the environment and the appearance of the Airport area.
7. Provide sufficient development opportunities for airport-related uses, including those which offer goods and services to air travelers and those which benefit from the proximity to the passenger and air cargo service provided by the airport.
8. Comply with the operational and safety requirements of the Federal Aviation Regulations (FARs).