

APPENDIX F

116 -- AIRPORT

PLAN DESIGNATION:

Land Use Classification - COMMERCIAL/PUBLIC SERVICE
Management Strategy - REDIRECTION
Special Designation - TDR RECEIVING AREA FOR:
1. Existing Development
SCENIC RESTORATION AREA

DESCRIPTION:

Location: This area includes the airport and surrounding area along Highway 50 and is located on TRPA maps G-19 and G-20.

Existing Uses: This area includes the airport, a concrete batch plant, old borrow areas, and miscellaneous commercial uses. The area is approximately 40 percent built out if the airport runways are excluded.

Existing Environment: The lands are classified 70 percent SEZ, 20 percent low hazard and ten percent high hazard. The area is 20 percent covered with an additional 60 percent disturbed.

PLANNING STATEMENT: This area should be rehabilitated to provide appropriate commercial service. The airport should continue to provide commercial and general aviation service in accordance with the adopted Goals and Policies and environmental constraints.

PLANNING CONSIDERATIONS:

1. There are extensive disturbed areas (Px) which are currently misclassified as high hazard and should be considered for man-modified designations.
2. There are scenic problems associated with the existing commercial area.
3. There are a number of unresolved airport issues, including land capability, general aviation and commercial service levels, and establishment of a noise corridor.

SPECIAL POLICIES:

1. The area west of Highway 50 should be evaluated for a man-modified determination. Areas so designated should be subject to a rehabilitation plan, and mitigation measures should emphasize scenic and disturbed land restoration as a condition of new development.

2. Redirection, including relocation of development or change in use of development on areas which do not meet scenic threshold criteria, should be encouraged.
3. The airport and its surrounding land uses shall be the subject of a cooperative planning effort between the City of South Lake Tahoe, the County of El Dorado, an Airport Land Use Commission (if formed), and TRPA, to the extent authorized by applicable state and federal law. Such joint planning efforts shall be incremental, dealing first with the airport proper and then the allowable surrounding land uses. Such joint planning shall be conducted, where practicable, under memorandums of understanding between the various governmental entities to avoid or minimize any jurisdictional questions.
4. This area should be considered as a multi-modal transportation node.

PERMISSIBLE USES: Pursuant to Chapter 18 PERMISSIBLE USES and if applicable, Chapter 51 PERMISSIBLE USES AND ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List: The following list of permissible uses is applicable throughout the Plan Area.

- | | | |
|--------------------------|---|---|
| Residential | - | Employee housing (S) and multiple family dwelling (S). |
| Tourist
Accommodation | - | Hotels, motels, and other transient dwelling units (S). |
| Commercial | - | Auto, mobile home and vehicle dealers (S), building materials and hardware (S), eating and drinking places (A), food and beverage retail sales (A), furniture, home furnishings and equipment (S), general merchandise stores (A), mail order and vending (A), nursery (A), outdoor retail sales (S), service stations (S), animal husbandry services (S), auto repair and service (S), broadcasting studios (A), personal services (A), professional offices (A), schools - business and vocational (S), schools - pre-schools (A), secondary storage (S), batch plants (S), food and kindred products (S), fuel and ice dealers (S), industrial services (S), recycling and scrap (S), small scale manufacturing (S), storage yards (S), vehicle and freight terminals (S), vehicle storage and parking (S), warehousing (A), and wholesale and distribution (S). |

- Public Service - Airfields, landing strips and heliports (new non-emergency sites prohibited) (A), cemeteries (S), churches (S), cultural facilities (S), day care centers (A), government offices (S), local assembly and entertainment (S), local post office (A), local public health and safety facilities (A), membership organizations (S), public utility centers (S), regional public health and safety facilities (S), social service organizations (S), pipelines and power transmission (S), transit stations and terminals (S), transportation routes (S), and transmission and receiving facilities (S).
- Recreation - Day use areas (A), participant sports facilities (S), cross country skiing courses (S), outdoor recreation concessions (S), riding and hiking trails (S), rural sports (S), snowmobile courses (S), and visitor information center (S).
- Resource Management - Reforestation (A), sanitation salvage cut (A), thinning (A), timber stand improvement (A), tree farms (A), early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), fire detection and suppression (A), fuels treatment (A), insect and disease suppression (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A) and SEZ restoration (A).

MAXIMUM DENSITIES: Pursuant to Chapter 21 DENSITY, the following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive program, special use determinations, allocation limitations and general site development standards.

<u>USE</u>	<u>MAXIMUM DENSITY</u>
<u>Residential</u>	
Employee Housing	15 units per acre
<u>Tourist Accommodation</u>	
Hotel, Motel and other Transient Units	
-with less than 10% of units with kitchens	40 units per acre
-with 10% or more units with kitchens	15 units per acre

RESIDENTIAL BONUS UNITS: Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Plan Area is 0 units.

MAXIMUM COMMUNITY NOISE EQUIVALENT LEVEL: The maximum community noise equivalent level for this Plan Area is 65 CNEL. The maximum community noise equivalent level for the Highway 50 corridor is 65 CNEL.

ADDITIONAL DEVELOPED OUTDOOR RECREATION: The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Plan Area. Specific projects and their timing are addressed in the TRPA Five-Year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time:

SUMMER DAY USES 0 PAOT WINTER DAY USE 0 PAOT OVERNIGHT USES 0 PAOT

IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan for this area shall be implemented. The improvements include, but are not limited to, the following:

1. Improvements required by the Surface Water Management Plan as shown on Figure VIII-1 through 18 of Volume I of the 208 Water Quality Plan.
2. The highway and transit improvements indicated in the Transportation Element of the Regional Goals and Policies Plan.
3. Stream zone restoration as indicated in the Stream Environment Zone Restoration Program. (To be completed.)
4. The scenic restoration and landscaping improvements indicated in the Scenic Quality Implementation Program for the Highway 50 corridor. (To be completed.)