

TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS AGENDA ITEM SUMMARY

Topic: Martis Valley West Development Position Letter

Purpose	Information:	Guidance:	Decision: X
Recommendation	Approve position letter on Martis Valley West Development Proposal and instruct staff to send letter to Placer County Planning Division - Tahoe Office.		
Last Action	The Board considered this item at their Oct. 17 th Board Meeting. After reviewing information from the application, flight track data over Brockway Summit, and Volans noise modeling of the RNAV arrival, the Board instructed staff to draft a letter to Placer County outlining the Airport District's concerns regarding the proposal prior to initiation of the Environmental Impact Report process.		
Discussion	Please review the attached letter to assure it addresses the issued raised at the Oct. 17 th Board Meeting. Upon approval, the letter will be sent to Placer County Planning Division – Tahoe Office, East West Partners and Supervisor Montgomery, Placer County Board of Supervisors. In summary, the letter addresses issues related to Arrival and Departure Corridors, RNAV Arrival Procedure, Noise Exposure, Low Flying Aircraft, Multi-Family Housing, and Avigation Easements. The District further stresses the importance of detailed consideration of these items in development of the EIR and throughout the development review process.		
Fiscal Impact	No direct fiscal impact at this time.		
Attachments	Draft letter to Placer County Planning Division – Tahoe Office		



TRUCKEE TAHOE AIRPORT DISTRICT

10356 Truckee Airport Rd.

Truckee, CA 96161

(530) 587-4119 tel

(530) 587-2984 fax

WWW.TRUCKEETAHOEAIRPORT.COM

DIRECTORS

LISA WALLACE

MARY HETHERINGTON

JOHN JONES

JAMES W. MORRISON

J. THOMAS VAN BERKEM

December 5, 2013

Placer County Planning Division
Tahoe Office
Stacy Wydra – Senior Planner
775 North Lake Blvd.
P.O. Box 1909
Tahoe City, CA 96145

RE: Martis Valley West Development Proposal

Dear Ms. Wydra,

Thank you for giving the Truckee Tahoe Airport District (TTAD) an opportunity to comment on the Martis Valley West Development Proposal. We have reviewed the preliminary information provided in relation to the proposal on Brockway Summit, and while TTAD is not opposed to the proposal at this time, we feel it is important to raise a few concerns for consideration early in the process. We are also committed to finding a resolution to these issues and look forward to working with the County, applicant, and other interested parties.

As the County begins the application review process, please be aware of various issues and concerns the Airport District has identified in relation to the project application. As the County begins the review process and conducts the Environmental Impact Report, we would like the following issues and concerns noted and considered:

1. **Avigation Easements:** At a minimum, the Airport District would ask that Avigation Easements be required for all property sales in the Martis Valley West Development in partner with specific noticing at purchase that the property is near an airport and overflight is common. The Airport District also requests that the proximity of the Airport and associated affects be distributed in marketing materials for the development. While Avigation Easements are helpful and worthwhile, it should be noted that the Airport District still receives complaints from property owners that have signed avigation and overflight easements.
2. **Arrival and Departure Corridors:** Brockway Summit is a common, longstanding arrival and departure corridor for air traffic entering and departing the Airport to and from the south. Historically, aircraft arrive and depart over Brockway Summit, overflying the property in question. The District has encouraged this flight corridor as it has traditionally been forest land and anticipated to be undeveloped and more recently has been identified as "Forest" per the 2003 Martis Valley Community Plan. While we acknowledge there is some overflight on

the SPI property on the north side of Highway 267, the land use designation for that property is listed as Forest and Low Density Residential and disperses homes over a much larger area than is proposed with the Martis Valley West Development. It also does not include Multi Family Residential as the Martis Valley West application proposes. The Airport District is concerned that as a Martis Valley Community Plan land use amendment, changing the land use designation from Forest to Low Density and/or multi-family residential has the potential to concentrate density on the south side of 267, underneath long established arrival and departure corridors to the Airport.

3. **RNAV Visual Arrival Procedure¹:** The development proposal is very close to the Truckee Tahoe Visual RNAV Arrival Procedure (see attached) currently under review by the Federal Aviation Administration. The Airport District has submitted this procedure to the FAA and is actively working toward certification. This procedure will concentrate and move primarily turbo prop and jet aircraft along Highway 267, over currently designated forest lands in an effort to avoid homes and reduce annoyance to Northstar communities and other neighborhoods in close proximity to the Airport. Development of the Martis Valley West Proposal will add additional residential densities close to the RNAV flight path and essentially defeat the purpose of the procedure. In designing the procedure, the 2003 Martis Valley Master Plan was consulted and the procedure designed to avoid proposed future residential land developments north of 267. This procedure's core goal is to reduce annoyance and create a defined efficient path for arriving aircraft. The Airport District is concerned that the Martis Valley West proposal may be in conflict with this purpose.
4. **Noise Exposure:** The District works very hard to mitigate annoyance, particularly for property owners with noise exposure in the 65 DNL². The Airport District has dedicated considerable time and expense to modeling the RNAV Arrival noise contours to understand the affect noise has on the community. Attachment #2 depicts the noise signatures of a business jet over the subject property. While some of the proposed single family residential homes to the east of the proposal may be less affected, the District is concerned that property owners in this development, particularly those on the west side, may be impacted by aircraft noise near or above the 65 DNL and may not be fully aware of this until they occupy their home.
5. **Low Flying Aircraft:** It should be understood that potential future residents living in the proposed development may experience low flying aircraft over their homes. Aircraft may cross the ridgeline as low as 500 feet AGL (above ground level) and still be compliant with Federal Aviation Regulations. Low flying aircraft continue to be a source of annoyance to residents of our community and we would expect that homeowners in this area may have similar concerns. While the Airport District works hard to influence where aircraft fly, the Airport does not have authority to regulate where aircraft fly once airborne.

¹ **Area Navigation** (RNAV) is a method of instrument flight rules (IFR) navigation that allows an aircraft to choose any course within a network of navigation beacons, rather than navigating directly to and from the beacons. This can conserve flight distance, reduce congestion, and allow flights into airports without on-field beacons. Area navigation used to be called "random navigation", hence the acronym RNAV.

² **DNL** is the 24-hour average sound level in decibels (dB). This average is derived from all aircraft operations during a 24-hour period that represents an airport's average annual operational day. It is important to note that due to the logarithmic nature of noise, the *loudest* noise levels control the 24-hour average; and DNL adds a 10 dB noise penalty to each aircraft operation occurring during nighttime hours (10 p.m. to 7 a.m.).

6. **Multi Family:** The project currently shows multi-family units in the southwest corner of the development. Based on analysis reflective of item 2 above, the District feels this is a poor location for this type of residential land designation. This area may be exposed to 65 DNL noise contours from aircraft flying the RNAV arrival procedure.

In summary, while the Airport District is not opposed to development on Brockway Summit, we are concerned that the proposed Martis Valley West Development Application may not fully consider the impacts of overflight on the subject property. The District is also concerned that years of work to certify the Truckee Tahoe Visual RNAV procedure, designed to mitigate annoyance and enhance safety, may be made less effective with additional homes constructed in its path.

The Truckee Tahoe Airport District is always willing to work towards amicable solutions to these issues presented and is prepared to discuss these items in detail. Please consider this letter as the position of the Truckee Tahoe Airport District Board of Directors and Staff regarding the Martis Valley West Development Application as has been presented at this time.

We look forward to working with you in the future to answer questions and address the issues raised.

Thank You,

Kevin Smith
General Manager

cc: Jennifer Montgomery, Placer County Board of Supervisors
Blake Riva, East West Partners
Perry Norris, Truckee Donner Land Trust
Alexis Ollar, Mountain Area Preservation Foundation
Sierra Watch





