



**TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS STAFF REPORT**

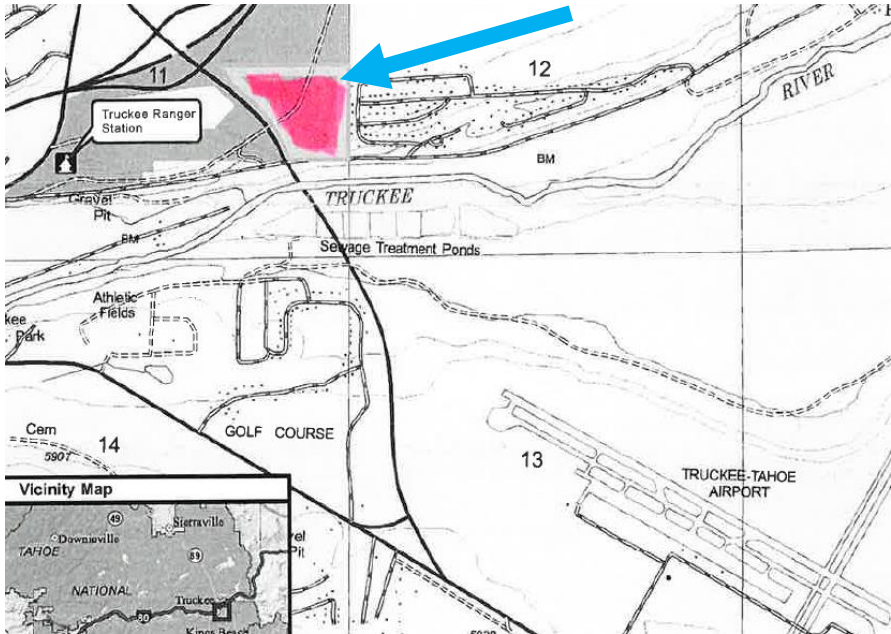
**AGENDA TITLE: United States Department of Agriculture - Forest Service
– Tahoe National Forest - 32 Acre Administrative Vacant
Land Sale**

MEETING DATE: Wednesday, July 26, 2023

PRESENTED BY: Robb Etnyre, General Manager

Recommended Action: Approve the submittal of an application of intent to purchase the Tahoe National Forest 32 Acre vacant land parcel located on the attached map, which is within the Truckee Tahoe Airport Inner Approach/Departure Zone (B1) area. An intent to purchase would be subject to further District Board review of the vacant land and appraisal.

DISCUSSION: On July 6, 2023, the Tahoe National Forest Supervisor notified Truckee Tahoe Airport of 32 acres of vacant for sale, see attached letter and map below.

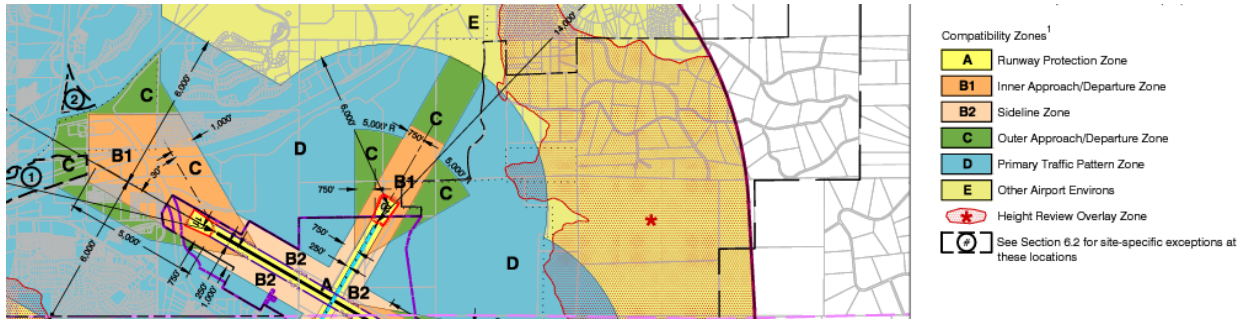


The Truckee Tahoe Airport District has routinely identified an interest in protecting areas from development within the identified areas of the Truckee Tahoe Airport Land Use Compatibility Plan and has set aside undesignated reserve funding for this purpose. To further investigate this opportunity to protect this 32 Acre vacant parcel, it is recommended the TTAD Board authorize notification to the Tahoe Nation Forest Supervisor and District Ranger of its intent to begin the process of determining the Districts eligibility to purchase and appraised value of this land.

Land Use: The Truckee Tahoe Airport District Land Use Compatibility Plan identified this 32 Acre vacant parcel of land as within the B1 – inner Approach / Departure Zone.

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
A Runway Protection Zone and within Building Restriction Line	<i>Noise Impact: Very High</i> <ul style="list-style-type: none"> Much of area is within peak season 65-CNEL contour 	<i>Risk Level: Very High</i> <ul style="list-style-type: none"> Lateral to runways, zone boundary defined by the Building Restriction Line as depicted on adopted Airport Layout Plan drawing Length set to include Runway Protection Zones as indicated on Airport Layout Plan drawing Nearly 40% of off-runway general aviation accidents near airports occur in this zone
B1 Inner Approach / Departure Zone	<i>Noise Impact: High</i> <ul style="list-style-type: none"> Encompasses peak season 60-CNEL contour Single-event noise sufficient to disrupt wide range of land use activities including indoors if windows open 	<i>Risk Level: High</i> <ul style="list-style-type: none"> Encompasses areas overflowed by aircraft at low altitudes—typically only 200 to 400 feet above the runway elevation. Some 10% to 20% of off-runway general aviation accidents near airports take place here Object heights restricted to as little as 50 feet

Zone	Locations	Maximum Densities / Intensities			Req'd Open Land ³	Additional Criteria	
		Residential (du/ac) ¹	Other Uses (people/ac) ²			Prohibited Uses ⁴	Other Development Conditions ⁵
		Average	Single Acre				
A	Runway Protection Zone and within Building Restriction Line	0	0	0	All Remaining	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight ⁸ 	<ul style="list-style-type: none"> Mostly on existing or future airport property or other public lands Avigation easement dedication on remainder
B1	Inner Approach/ Departure Zone	0.05 (average parcel size ≥20.0 ac.)	40	80	30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Buildings with >2 habitable floors above ground Highly noise-sensitive uses (e.g., outdoor theaters) Aboveground bulk storage of hazardous materials ⁹ Critical community infrastructure facilities ¹⁰ Hazards to flight ⁸ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹¹ Airspace review required for objects >35 feet tall ¹² Avigation easement dedication



FISCAL IMPACT: To be determined based on costs incurred by the Forest Service in preparing the property for direct sale, including, but not limited to appraisal, survey, title insurance, escrow and recording fees. Additional long-term cost of land management will also need to be determined. Proceeds from the sale of this vacant Forest Systems Land remain within the Tahoe National Forest.

SAMPLE MOTION: I _____ move to (approve/modify/no motion) the notice of intent to purchase approximately 32 acres of vacant Tahoe National Forest land as identified in the letter of July 6, 2023, from the Tahoe National Forest Supervisor.

ATTACHMENT(S):

- Letter dated July 6, 2023 – Forest Supervisor – Tahoe National Forest
- Truckee Tahoe Airport Land Use Compatibility Plan, October 27, 2016, <https://truckeetahoeairport.com/publications/2-environment-land-use>