

Appendix D

General Plan Consistency Checklist

GENERAL PLAN CONSISTENCY CHECKLIST

For additional
guidance see: COMPATIBILITY CRITERIA

This checklist is intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP. It is also designed to facilitate ALUC reviews of these local plans and policies.

General Plan Document

The following items typically appear directly in a general plan document. Amendment of the general plan will be required if there are any conflicts with the ALUCP

- Section 4.2.1
Noise;*

 - **Land Use Map**—No direct conflicts should exist between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.
- Section 4.2.2
Safety Zones*

 - Proposed nonresidential development needs to be assessed with respect to applicable intensity limits.
 - No new land uses of a type listed as specifically prohibited should be shown within affected areas.
- Section 4.2.1.4
Aircraft Noise
Policies*

 - **Noise Element**—General plan noise elements typically include criteria indicating the maximum noise exposure for which residential development is normally acceptable. This limit must be made consistent with the equivalent ALUCP criteria. Note, however, that a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources (this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises).

Zoning or Other Policy Documents

The following items need to be reflected either in the general plan or in a separate policy document such as a combining zone ordinance. If a separate policy document is adopted, modification of the general plan to achieve consistency with the ALUCP may not be required. Modifications would normally be needed only to eliminate any conflicting language which may be present and to make reference to the separate policy document.

- Section 4.2.2
Safety
Zones*

 - **Intensity Limitations on Nonresidential Uses**—The ALUCP establishes limits on the usage intensities of commercial, industrial, and other nonresidential land uses. The ALUC has created a detailed matrix of land uses which are allowable and/or not allowable within each safety zone, along with the acceptable usage intensity.
- Section 4.2.1.3
Noise Compatibility
Criteria (see Table
4-1 on Page 4-5);
Section 4.2.2.3
Safety Compatibility
Criteria (see Table
4-2 on Page 4-15)
Page 4-7, Policy
NP-4
Page 4-27, Policy
SP-6*

 - **Identification of Prohibited Uses**—The ALUCP prohibits certain land uses within parts of the airport influence area. This includes areas within the CNEL contours and safety zones for the Airport. The ALUCP includes a noise compatibility criteria matrix and a safety compatibility criteria matrix.
- Section 4.3.3.2
Airspace
Protection Policies
for Lake Tahoe
Airport*

 - **Infill Development**—the ALUCP includes infill policies associated with noise and safety.
 - **Height Limitations and Other Hazards to Flight**—To protect the airport airspace, limitations must be set on the height of structures and other objects near airports. These limitations are to be based upon FAR Part 77. Restrictions also must be established on other land use characteristics which can cause hazards to flight (specifically, visual or electronic interference with navigation and uses which attract birds).

GENERAL PLAN CONSISTENCY CHECKLIST

For additional guidance see:	COMPATIBILITY CRITERIA
<p><i>Page 3-5, Policy CP-5.5; Page 4-9 Policy NP-8; Page 4-40 - 41 Policies OP-1 and OP-2</i></p> <p><i>Page 3-3, Policy CP-5.2</i></p>	<ul style="list-style-type: none"> • Buyer Awareness Measures—Besides disclosure rules already required by state law, as a condition for approval of development within certain compatibility zones, some ALUCPs require either dedication of an aviation easement to the airport proprietor or placement on deeds of a notice regarding airport impacts. If so, local agency policies must contain similar requirements. • Nonconforming Uses and Reconstruction—Local agency policies regarding nonconforming uses and reconstruction must be equivalent to or more restrictive than those in the ALUCP, if any.
REVIEW PROCEDURES	
<p><i>Page 3-7, Policy CP-6</i></p> <p><i>Page 3-7, Policy CP-7</i></p> <p><i>Page 3-9 – 3-10, Policies CP-8.1, CP-8.2, and CP-8.3</i></p> <p><i>See Sections 4.2.1.4 Aircraft Noise Policies; Section 4.2.2.4, Safety Policies for Lake Tahoe Airport; Section 4.3.3.2 Airspace Protection Policies; and Section 4.3.2.2 Overflight Policies</i></p>	<p>In addition to incorporation of ALUC compatibility criteria, local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.</p> <ul style="list-style-type: none"> • Actions Always Required to be Submitted for ALUC Review—PUC Section 21676 identifies the types of actions that must be submitted for airport land use commission review. Local policies should either list these actions or, at a minimum, note the local agency's intent to comply with the state statute. • Other Land Use Actions Potentially Subject to ALUC Review—The ALUCP identifies certain major land use actions for which referral to the ALUC is dependent upon agreement between the local agency and ALUC. If the local agency fully complies with all of the items in this general plan consistency check list or has taken the necessary steps to overrule the ALUC, then referral of the additional actions is voluntary. On the other hand, a local agency may elect not to incorporate all of the necessary compatibility criteria and review procedures into its own policies. In this case, referral of major land use actions to the ALUC is mandatory. Local policies should indicate the local agency's intentions in this regard. • Process for Compatibility Reviews by Local Agencies—If a local agency chooses to submit only the mandatory actions for ALUC review, then it must establish a policy indicating the procedures which will be used to assure that airport compatibility criteria are addressed during review of other projects. Possibilities include: a standard review procedure checklist which includes reference to compatibility criteria; use of a geographic information system to identify all parcels within the airport influence area; etc. • Enforcement—Policies must be established to assure compliance with compatibility criteria during the lifetime of the development. Enforcement procedures are especially necessary with regard to limitations on usage intensities and the heights of trees. An airport combining district zoning ordinance is one means of implementing enforcement requirements.
