

## II. THE AIRPORT

### A. DESCRIPTION OF EXISTING FACILITIES AND AIRPORT ACTIVITY

The Lake Tahoe Airport is located approximately two miles south of the intersection of Highway 50 and Highway 89 in the City of South Lake Tahoe at an elevation of 6,264 feet. The airport is a commercial air carrier/general aviation airport owned and operated by the City of South Lake Tahoe.

The airport has a single north-south asphalt runway (runway 18-36) which is 8,544 feet long by 150 feet wide. The runway has a rated weight bearing capacity of 210,000 pounds for aircraft with a dual/tandem wheel landing gear.

Landing aids at the airport consist a rotating beacon, medium intensity runway lighting (MIRL), and a Localizer/DME. A precision approach path indicator (PAPI) and medium intensity approach lights with sequenced flashers (MALSF) are installed on Runway 18. The displaced threshold for runway 36 is denoted by runway end identifier lights.

The FAA operated Air Traffic Control Tower is open from 8 a.m to 8 p.m. local time daily; frequency is 118.4 MHz. The fixed base operator maintains a Unicom station available on 122.95 MHz.

Other airport facilities include a commercial passenger terminal, open tie-down spaces, transient spaces, T-hangars, a commercial hangar, and a fixed base operator pilot lounge. As of June 1, 1990, there were 54 based aircraft. 38,779 annual operations were counted by the FAA Tower in 1989, but has had as high as 63,868 as reported by the FAA for 1979.

### B. FUTURE AIRPORT DEVELOPMENT

Airport facility development recommendations and future airport activity predictions are contained in the Airport Master Plan for Lake Tahoe Airport, currently being drafted by Quad Consultants of Sacramento, California. Adoption is anticipated by late 1990. Ultimate future airport facilities and service levels will be addressed in the Master Plan.

### C. OFF-AIRPORT LAND USE

The City of South Lake Tahoe city limits abut the airport property to the north, northwest and west. To the north of the airport, the area is predominantly zoned R-1, single-family residential. Immediately north and adjacent to the airport is the Upper Truckee River and stream environment zone (SEZ) meadowlands which are restricted from development.

North of the airport there are some commercial areas and a few small pockets of multiple-family designated land, all located along the Highway 50 corridor.

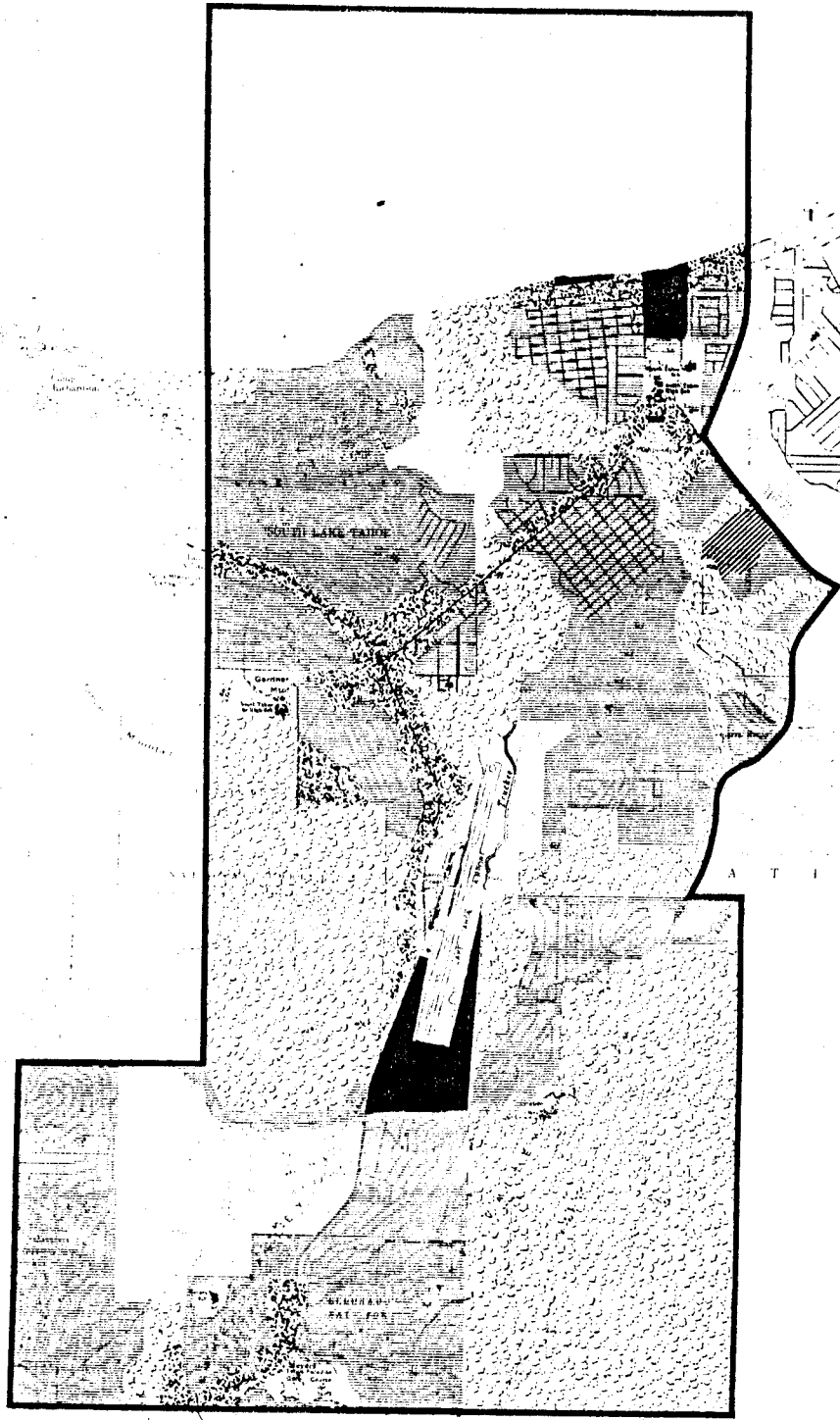
Immediately southwest of the runway exists a horse ranch and golf course, both zoned recreational. Beyond the golf course there are several large subdivisions and a small commercial area along Highway 50.

The SEZ area north and the areas located to the east, south and southeast are within El Dorado County. The county has designated the areas located immediately south and east of the airport as single-family residential. Further south are rural residential land uses at densities ranging from one unit per ..... acres to one unit per ..... acres.

Although with certain restrictions, the Tahoe Regional Planning Agency anticipates a probability of an additional 6,000 homes in the Lake Tahoe Basin over the next 20 years. These homes are not to be in new subdivisions, but located through infilling of existing housing areas, many within the areas surrounding the Airport.

See Figure 4 for current zoning.

2000  
0  
4000  
GRAPHIC SCALE 1" = 4000'



E I D O R A D O










-  Residential
-  Commercial
-  Industrial
-  Public Service
-  Recreational
-  Conservation Reserve
-  General Forest
-  Open Space
-  Study Boundary

Figure 4  
EXISTING ZONING

Burns & McDonnell