



## RESOLUTION NO.

### OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

**WHEREAS**, the County of El Dorado is mandated by the State of California to maintain an adequate and proper General Plan; and

**WHEREAS**, because of that mandate El Dorado County's General Plan and the various elements thereof must be periodically updated with current data, recommendations, and policies; and

**WHEREAS**, the Community Development Agency, Development Services Division-Planning and the Planning Commission, in accordance with Government Code Sections 65353 and 65345, have made recommendations to the Board of Supervisors regarding potential amendments to the General Plan; and

**WHEREAS**, pursuant to Government Code Section 65355, the Board of Supervisors has reviewed and held at least one public hearing on the recommended amendments to the General Plan; and

**WHEREAS**, the Board of Supervisors finds that the proposed amendments to the General Plan are consistent with those portions of the General Plan not otherwise amended.

**NOW, THEREFORE, BE IT RESOLVED** that the County of El Dorado Board of Supervisors hereby approves and accepts the environmental document(s) on the following amendments to the General Plan, and approves and adopts the following amendments to the General Plan based on the findings and reasons set forth in the staff reports and other documents considered by the Board of Supervisors at the public hearing, except as may be noted therein:

1. Land Use Map

Revise the land use map to include the current Airport Influence Areas for each airport and make reference to the adopted Airport Land Use Compatibility Plans.

2. Land Use Element

“Policy 2.2.5.13 Land uses adjacent to or surrounding airport facilities shall be subject to location, use, and height restrictions consistent with the Airport Land Use Compatibility Plans for the Placerville Airport, Georgetown Airport, and Cameron Airpark (Adopted June 28, 2012 by the El Dorado County Airport Land Use Commission) ~~Comprehensive Airport Land Use Plan.~~”

3. Public Health, Safety, and Noise Element

“Policy 6.5.1.4 Existing dwellings and new single-family dwellings on legal lots of record, as of the date of adoption of this General Plan, are not subject to County review with respect to satisfaction of the standards of the Public Health, Safety, and Noise Element except in areas

governed by the Airport Land Use Compatibility Plan ~~Comprehensive Land Use Plans~~ for applicable airports. (See Objective 6.5.2.)

As a consequence, such dwellings may be constructed in other areas where noise levels exceed the standards of the Public Health, Safety, and Noise Element. It is not the responsibility of the County to ensure that such dwellings meet the noise standards of the Public Health, Safety, and Noise Element, or the noise standards imposed by lending agencies such as HUD, FHA and Cal Vet. If homes are located and constructed in accordance with the Public Health, Safety, and Noise Element, it is expected that the resulting exterior and interior noise levels will conform to the HUD/FHA/Cal Vet noise standards.”

“Policy 6.5.1.10 To provide a comprehensive approach to noise control, the County shall:

- A. Develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review process and, as may be determined necessary, through the building permit process.
- B. Develop and employ procedures to monitor compliance with the standards of the Noise Element after completion of projects where noise mitigation measures were required.
- C. The zoning ordinance shall be amended to provide that noise standards will be applied to ministerial projects with the exception of single-family residential building permits if not in areas governed by the Airport Land Use Compatibility Plan ~~Airports Comprehensive Land Use Plans~~. (See Objective 6.5.2.)”

**“OBJECTIVE 6.5.2: AIRPORT NOISE GUIDELINES**

**The County shall recognize the Airport Land Use Compatibility Plan (ALUCP) ~~Comprehensive Airport Land Use Plans (CLUPS)~~ for the Placerville Airport, the Cameron Airpark Airport, and the Georgetown Airport, ~~and the City of South Lake Tahoe Airport~~ as the applicable guidelines for development within the Airport Noise Zones 55 dB Ldn/CNEL contour ~~of~~ for these airports. Where there is a conflict between the County noise standards and the noise standards of the ALUCP ~~CLUPS~~, the standards of the ALUCP ~~CLUPS~~ shall take precedence.”**

“Policy 6.5.2.1 All projects, including single-family residential, within the Airport Noise Zones 55 dB/CNEL contour ~~of a County~~ the Cameron Airpark, Georgetown, and Placerville airports shall be evaluated against the applicable noise guidelines ~~and policies~~ in the ALUCP ~~applicable CLUP~~.”

“Policy 6.5.2.2 The County shall develop and apply a combining zone district for areas located within the Airport Noise Zones in the ALUCP 55 dB/CNEL contour ~~of airports~~.”

~~“Policy 6.5.2.3 All airports which have not developed noise level contours consistent with the El Dorado County General Plan forecast year of 2025 should update the respective Master Plans and CLUPs to reflect aircraft operation noise levels in the year 2025.”~~

“Policy 6.8.1.1 All development within the Airport Safety Zones Airport Influence Area of the Placerville Airport, the Cameron ~~Park Air Park~~ Airpark Airport, and the Georgetown Airport, ~~and the City of South Lake Tahoe Airport~~ shall comply with El Dorado County Airport Land

Use Commission's ~~Airport Land Use Commission~~ height, noise, and safety policies and maps as set forth in the Airport Land Use Compatibility Plan for each airport ~~each airport's comprehensive land use plan~~. Where there is a difference between the County development standards and the development standards of the Airport Land Use Compatibility Plan ~~Comprehensive Land Use Plan~~, as applied to proposed development, the standards that will most reduce airport-related ~~safety~~ hazards shall apply."

"Policy 6.8.1.2 The County shall develop an airport combining zone district within the El Dorado County Zoning Ordinance, for each of the Safety Zones ~~1, 2, and 3~~ as defined by the Airport Land Use Compatibility Plan ~~comprehensive land use plans~~ for each of the County's public airports. Said ordinance shall specify maximum density and minimum parcel size."

"MEASURE HS-I

To provide a comprehensive approach to noise control, adopt a Noise Ordinance that includes, but is not limited to, the following:

- A. Procedures to ensure that noise mitigation measures, as determined through an acoustical analysis, are implemented in the project review process and, if determined necessary, through the building permit process;
- B. Procedures to monitor compliance with the standards of the Noise Ordinance after completion of projects where noise mitigation measures were required; and
- C. Application of the noise standards to ministerial projects, with the exception of single-family residential building permits, if not in areas governed by the Airport Land Use Compatibility Plan ~~Airport Comprehensive Land Use Plans~~.  
[Policies 6.5.1.10, 6.5.1.13, and 6.5.1.14]"

"MEASURE HS-K

Review the Zoning Ordinance and identify changes that would accomplish the following:

- A. Include an airport combining zone district for each of the Safety Zones as defined in the Airport Land Use Compatibility Plan ~~comprehensive land use plans~~ for each of the County's public airports. ~~The ordinance shall specify maximum density and minimum parcel size; and~~
- B. Develop and apply a combining zone district for areas within the Airport Influence Area ~~55 dB CNEL~~ for each of the public airports to discourage the placement of incompatible uses ~~within the contour~~. [Policies 6.5.2.2 and 6.8.1.2]"

4. Appendix B

General Plan Appendix B presents noise contour maps for the Cameron Park, Georgetown, and Placerville Airports. These maps should be replaced with current noise contour maps from the 2012 ALUCP, as follows:

- a. Replace existing Figure B-1, "Noise Contours: Cameron Airpark Airport" with ALUCP Chapter 6 Figure CAM-2, "Airport Noise Zones Policy Map."
- b. Replace existing Figure B-2, "Noise Contours: Georgetown Airport" with ALUCP Chapter 6, Figure GEO-2, "Airport Noise Zones Policy Map."

- c. Replace Existing Figure B-4, "Noise Contours: Placerville Airport" with ALUCP Chapter 6, Figure PLA-2, "Airport Noise Zones Policy Map."
- d. In addition, remove existing Figure B-3 as the Lake Tahoe Airport is within the jurisdiction of the City of South Lake Tahoe.

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held the \_\_\_\_ day of \_\_\_\_\_, 20\_\_, by the following vote of said Board:

Attest:  
James S. Mitrisin  
Clerk of the Board of Supervisors

Ayes:  
Noes:  
Absent:

By: \_\_\_\_\_  
Deputy Clerk

\_\_\_\_\_  
Chair, Board of Supervisors