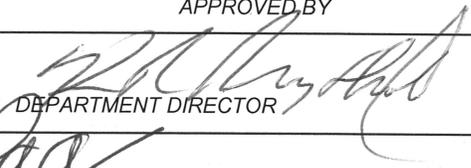




**REPORT TO THE PLANNING COMMISSION**

August 1, 2012

AGENDA ITEM NO. VIII-B
COMMISSION MEETING 8-1-12
APPROVED BY
 DEPARTMENT DIRECTOR

FROM: MIKE SANCHEZ, Planning Manager  
Development Services Division

BY: SOPHIA PAGOULATOS, Supervising Planner  
Development Services Division

SUBJECT: CONSIDERATION OF PLAN AMENDMENT A-12-001 AND RELATED ENVIRONMENTAL FINDING FOR ENVIRONMENTAL ASSESSMENT NO. A-12-001 LOCATED IN THE VICINITY OF THE FRESNO YOSEMITE INTERNATIONAL AIRPORT

**RECOMMENDATION**

The appropriateness of the proposed project has been examined with respect to its consistency with goals and policies of the 2025 Fresno General Plan, the McLane, Hoover and Roosevelt Community Plans, its compatibility with surrounding existing or proposed uses, and its avoidance or mitigation of potentially significant adverse environmental impacts. These factors have been evaluated as described above and by the accompanying environmental assessment.

Upon consideration of staff evaluation, it can be concluded that the proposed Plan Amendment Application No. A-12-001 is appropriate for the project site. Therefore, staff recommends to the Planning Commission take the following actions:

1. RECOMMEND TO THE CITY COUNCIL ADOPTION of Environmental Assessment EA. No. A-12-001 for a Mitigated Negative Declaration (State Clearinghouse No. 2012041005) dated March 29, 2012.
2. RECOMMEND APPROVAL TO THE CITY COUNCIL of Plan Amendment Application No. A-12-001 to amend the Fresno Yosemite International Airport Land Use Compatibility Plan , the 2025 Fresno General Plan, and the McLane, Hoover and Roosevelt Community Plans, by updating noise and safety boundaries based on Runway Safety Area Improvements and updated airport projections.

**EXECUTIVE SUMMARY**

Plan Amendment Application No. A-12-001 was filed by the Airports Department on behalf of the City of Fresno. This application pertains to approximately 6,608 acres of urbanized land including the Fresno Yosemite International Airport property and surrounding land within the 60 CNEL and Safety Compatibility Zones 1 through 5, which together make up the Airport Influence Area (see attached Vicinity Map). The plan amendment application proposes to amend the Fresno Yosemite International Airport Land Use Compatibility Plan (FYI ALUCP), the 2025 Fresno General Plan, and the McLane, Hoover and Roosevelt Community Plans by articulating parameters for making Runway Safety Area Improvements to Runway 11L-29R and updating noise and safety boundaries based on new airport projections, consistent with state law. Noise and safety land use compatibility policies remain unchanged. The plan amendment does not include any changes to the planned land uses within the study area. The plan amendment is necessary to maintain consistency between the recently revised County of Fresno Airport Compatibility Land Use Plan ("CLUP"), and the City of Fresno plan.

**PROJECT INFORMATION**

PROJECT	Plan Amendment Application No. A-12-001 proposes to amend the Fresno Yosemite International Airport Land Use Compatibility Plan, the 2025 Fresno General Plan, the McLane, Hoover and Roosevelt Community Plans, by articulating parameters for making Runway Safety Area Improvements to Runway 11L-29R and updating noise and safety boundaries based on new airport projections, consistent with the state law. Noise and safety land use compatibility policies remain essentially unchanged.
APPLICANT	City of Fresno Airports Department
LOCATION	6,608 acres of urbanized land including the Fresno Yosemite International Airport property and surrounding land within the 60 CNEL and Safety Compatibility Zones 1 through 5, which together make up the Airport Influence Area (see vicinity map). <b>Council Districts 4, 5 and 7 (Councilmembers Westerlund, Quintero and Olivier, respectively)</b>
SITE SIZE	Approximately 6,608 acres
LAND USE	As existing; no proposed changes
ZONING	As existing; no proposed changes
PLAN DESIGNATION AND CONSISTENCY	The proposed plan amendment amends a specific plan, the FYI Airport Land Use Compatibility Plan most recently revised in 2011. The plan amendment would revise the FYI Airport noise and safety boundaries in the 2025 Fresno General Plan, and the McLane, Hoover and Roosevelt Community Plans and is otherwise consistent with those plans.
ENVIRONMENTAL FINDING	Environmental Assessment EA. No. A-12-001 for a Mitigated Negative Declaration (State Clearinghouse No. 2012041005) dated March 29, 2012 was prepared for the project.
PLAN COMMITTEE RECOMMENDATION	The Council District Plan Implementation Committees for Districts 4 and 5 reviewed and recommended approval of the proposed project during a series of meetings held in April and May of 2012.
STAFF RECOMMENDATION	Recommend that the City Council adopt Environmental Assessment No. A-12-001 (SCH No. 2012041005) and approve the proposed plan amendment.

**ENVIRONMENTAL FINDING**

An environmental assessment initial study was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines (see Exhibit F – attached CD). This process included the distribution of requests for comment from other responsible or affected agencies and interested organizations.

Preparation of the environmental assessment necessitated a thorough review of the proposed project and relevant environmental issues and considered previously prepared environmental and technical studies pertinent to the Roosevelt Community Plan area, including the Master Environmental Impact

Report (MEIR) No. 10130 for the 2025 Fresno General Plan (SCH#2001071097) and Mitigated Negative Declaration (MND) No. A-09-02 (SCH#2009051016). These environmental and technical studies have examined projected sewage generation rates of planned urban uses, the capacity of existing sanitary sewer collection and treatment facilities, and optimum alternatives for increasing capacities; groundwater aquifer resource conditions; water supply production and distribution system capacities; traffic carrying capacity of the planned major street system; and, student generation projections and school facility site location identification.

The proposed amendment of the adopted 2025 Fresno General Plan, has been determined to not be fully within the scope of MEIR No. 10130 as provided by the CEQA, as codified in the Public Resources Code (PRC) Section 21157.1(d) and the CEQA Guidelines Section 15177(c). It has been further determined that all applicable mitigation measures of MEIR No. 10130 and MND No. A-09-02 have been applied to the project, together with project specific mitigation measures necessary to assure that the project will not cause significant adverse cumulative impacts, growth inducing impacts and irreversible significant effects beyond those identified by MEIR No. 10130 or MND No. A-09-02 as provided by CEQA Section 15178(a). In addition, pursuant to Public Resources Code, Section 21157.6(b)(1), staff has determined that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified and that no new information, which was not known and could not have been known at the time that the MEIR was certified as complete, has become available. Therefore, it has been determined based upon the evidence in the record that the project will not have a significant impact on the environment and that the filing of a mitigated negative declaration is appropriate in accordance with the provisions of CEQA Section 21157.5(a)(2) and CEQA Guidelines Section 15178(b)(1) and (2).

Based upon the attached environmental assessment and the list of identified mitigation measures, staff has determined that there is no evidence in the record that the project may have a significant effect on the environment and has prepared a mitigated negative declaration for this project. A public notice of the attached mitigated negative declaration finding for Environmental Assessment Application No. A-12-001 was published on March 29, 2012 with comments received from the San Joaquin Valley Air Pollution Control District and the Caltrans Division of Aeronautics. Neither comment identified any potentially significant impacts of the project that were not addressed in the environmental assessment.

## **BACKGROUND**

The Federal Aviation Administration (FAA) has established design standards to ensure the safety, economic viability, efficiency, and longevity of an airport. These standards include criteria for RSAs (Runway Safety Areas), which are defined as the surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an aircraft landing short, landing long, or departing from the runway. Traditional RSAs consist of clear, graded, and grassed surfaces surrounding the perimeter of a runway.

In the late 1990s and early 2000s, a series of aircraft accidents highlighted the need for airports to improve safety by modifying RSA's to meet the most current standards. These accidents, such as those in Little Rock, Arkansas and Chicago, Illinois, resulted in the loss of human life which stimulated the passage of Public Law (P.L.) 109-115, *Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act, 2006* which states: "That not later than December 31, 2015, the owner or operator of an airport certificated under 49 United States Code (U.S.C.) 44706 shall improve the airport's runway safety areas to comply with the Federal Aviation Administration design standards required by 14 CFR Part 139." As a certificated airport, FYI is required by 14 CFR Part 139 to comply with RSA standards to the fullest extent practicable.

In 2006, FYI completed an RSA study in response to H.R. 3058 and FAA Order 5200.8, *Runway Safety Area Program*, which became effective October 1, 1999. The objective of the RSA program is to ensure that all RSAs at federally obligated airports conform to standards contained in FAA Advisory Circular (AC) 150/5300-13, *Airport Design*, "to the extent practicable." The RSA study found that Runway 11L-29R does not fully meet FAA RSA design standards for the types of aircraft which utilize the runway on a regular basis. AC 150/5300-13, *Airport Design*, defines the need to provide an RSA that is 500 feet wide and extends 1,000 feet beyond the runway end for departures and 600 feet prior to the landing threshold for arrivals. Currently, the RSA for Runway 11L is encroached upon by the perimeter access road, a security fence, and a portion of Clovis Avenue. The localizer antenna is also located within the RSA in this area. These RSA encroachments are depicted in Exhibit D-RSA Improvements.

In March 2011, the 2006 study was re-visited to determine what facility changes are needed to fully comply with the recommended RSA dimensions while maintaining the existing operational runway length. This study, *Runway Safety Area Re-Evaluation for Runway 11L-29R*, recommended a shift of Runway 11L-29R west to preclude the loss of runway, while minimizing construction cost and maintaining the goal of preserving maximum runway length for all operations. To accommodate existing airport users, the airport needs to maintain 9,227 feet of runway length for aircraft arrivals and departures.

### **Project Description**

The proposed RSA improvements at FYI take into account the various development constraints located beyond the existing runway ends and provide the needed RSA while maintaining runway length. Development constraints beyond the existing runway ends include Clovis Avenue to the east and Dakota Avenue and Chestnut Avenue to the north and west. Taking into account these constraints, the proposed RSA improvement project maintains existing runway landing and departure lengths and meets RSA standards through the implementation of declared distances and a 312-foot westerly extension of Runway 11L-29R. Exhibit D depicts the resultant runway lengths available for takeoff and landing in each direction. The declared distances reflect a standard 600-foot RSA prior to landing and 1,000-foot RSA beyond the runway end for departure. Additional information regarding declared distances is also shown in Exhibit D. The proposed runway improvements result in the airport maximizing the remaining runway length while providing an RSA that meets FAA standards.

The extension of the runway 312 feet and implementation of declared distances requires a number of connected actions. The following bullets summarize the projects resulting from the proposed RSA improvements.

- Construction of two stub taxiways to connect with taxiways currently under construction.
- Reconstruct Taxiway C12 to connect with Taxiway C extension.
- Construction of an aircraft holding apron at the west end of Taxiway C.
- Relocation of the Precision Approach Path Indicator (PAPI) lighting system and the Runway End Identifier Lights (REIL)

All items illustrated in Exhibit D are expected to be developed within the next three years (2012-2015). **Table 1** outlines the anticipated development schedule.

**TABLE 1**  
**Schedule of Proposed Improvements**  
**Fresno Yosemite International Airport**

<b>Project Description</b>	<b>Anticipated Start Date*</b>	<b>Anticipated End Date*</b>
Runway 11L-29R Extension/RSA Environmental	Completed	05/31/2012
Runway 11L-29R Extension/RSA Design	In-Progress	10/01/2012
Runway 11L-29R Extension/RSA Construction	04/01/2013	10/01/2013

\* All dates are preliminary and contingent upon funding, environmental and actions by others.

In summary, the project involves safety improvements to Runway 11L-29R which necessitate the revision of noise and safety maps in the FYI ALUCP, but do not change any of the noise or safety policies in the text of the FYI ALUCP. Minor changes in the text simply update it to include the RSA project and related environmental assessment references. The updated plan is included in Exhibit E. Note that text changes are highlighted. In addition, both existing(2011) and proposed(2012) plan exhibits showing noise contours, safety zones, the Airport Layout Plan, and other items are included in the plan for comparison purposes.

**BACKGROUND / ANALYSIS**

**Legal Basis for Airport Plans**

Requirements for creation of airport land use commissions were first established under the California State Aeronautics Act (Public Utilities Code Section 21670, et seq.) in 1967. The fundamental purpose of the Airport Land Use Commission (ALUC or Commission) is to promote land use compatibility around airports and is expressed in the statute as:

*“... to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.”*

The State Aeronautics Act (Public Utilities Code, Section 21670 et seq.) requires preparation of an airport land use compatibility plan for nearly all public-use airports in the State of California (Section 21675). Compatibility Plans specifically provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission and safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general.

**Relationship to other plans**

The proposed plan amendment is a revision of the recently amended Fresno Yosemite International Airport Land Use Compatibility Plan (FYI ALUCP), previously known as the 1997 Airport Environs Plan, a specific plan originally adopted in 1992. According to the city’s Local Planning and Procedures ordinance, specific plans take precedence over community plans and general plans; therefore adoption of this plan amendment revises the McLane, Hoover and Roosevelt community plans and the 2025 Fresno General Plan. Amendment to these plans will consist of updating in the FYI noise contours and safety compatibility zones referenced in the plans.

## Purpose of Plan Update

The RSA Improvements called for by the FAA necessitated a revision of the Airport Layout Plan (ALP) to depict the new runway configuration. This in turn affected the safety compatibility zone map due to revised runway configuration. In addition, as noted above, changes to the text of the FYI ALUCP plan were made to incorporate the RSA improvements: primarily new runway dimensions and environmental review information (see Exhibit E for updated plan).

Airport Land Use Compatibility Plans also must include an aviation demand forecast over a 20-year horizon. The forecast is then used to generate noise contours that become part of the ALUCP. This plan update incorporates revised noise contours based on a new demand forecast that is further discussed below in the noise section.

In June of 2012, the Fresno County Airport Land Use Commission adopted the plan update currently before City of Fresno. State guidelines require that city and county plans be consistent, and provide 180 days for cities to adopt airport plans consistent with County ALUC plans.

## Noise

The proposed project has a less than significant impact on the noise generated by airport operations, however the shape of the contours changed due to revised airport projections and a new noise model. A comparison of the existing and updated noise contours is attached in Exhibit E. The Noise section of the Environmental Assessment (pg 46) states that:

*No noticeable changes to the noise environment surrounding the airport will occur as a result of the proposed extension of Runway 11L-29R. The proposed project results in a slight change in noise when compared to the existing condition because implementation of the proposed project results in a northwesterly shift of the landing and takeoff thresholds of Runway 11L-29R. This would extend the noise exposure to the northwest slightly. However, both the proposed project and the existing condition result in the same number (213) of noise-sensitive parcels located within the 65 CNEL contour. Since the number of operations and types of airplanes using the runway will not change as a result of the project, no additional long-term noise will be created. The exposure of persons to, or generation of, noise levels in excess of established standards is unchanged as a result of the proposed project. (Appendix C of the EA contains the methodology and assumptions used to generate this information.)*

*The EA further states that there are areas within the existing 65 CNEL contour for the airport that contain noise-sensitive land uses, including residences and several schools. To mitigate these impacts, the City of Fresno initiated the Sound Mitigation Acoustical Remedy Treatment (SMART) Program. According to the 2011 EA/EIR, there are 2,447 households and 6,584 people near the airport eligible to receive noise-reducing windows and doors. The SMART Program aims to reduce interior noise levels by at least 5 dB and achieve an interior noise level of 45 CNEL or less. Over 1000 residences and 5 schools have been acoustically treated under this ongoing program. (Note: The Addicott Elementary School was not treated under the noise program since it meets the 45 db interior level standard due to newer construction.)*

*Appendix C of the EA also contains future airport noise contours for the year 2015 (year of project implementation) and the year 2020. These contours include projected airport growth and other airport projects currently under construction as well as the proposed project under consideration in this Initial Study. Even in the future, with additional forecast airport growth, no City thresholds for noise will be exceeded. If changes to the*

*types of military aircraft using the airport changes in the future, noise impacts may occur. This potential worst-case impact is not a related to the proposed project.*

Noise compatibility policies in the plan amendment remain identical to those in the recently amended FYI ALUCP.

### **Safety**

Safety Compatibility Zones, or "SCZs" are established by the 2011 edition of the California Airport Land Use Planning Handbook ("Caltrans Handbook") and are based on (i) aircraft incident and accident location data, (ii) runway configurations, and (iii) airport utilization (air carrier, general aviation, and military).

The SCZs to the northwest of the airport shift slightly as a result of the RSA Improvements because they are affected by runway configuration, and Runway 11L-29R was extended in a westward direction by 312 feet. Therefore the subject plan amendment includes a new SCZ Map (see Figure 4.2.1 in Exhibit E). As a result of the RSA improvements, SCZ 1, the most restrictive zone, encroaches approximately 900 feet further into the Leaky Acres property to the northwest of the airport. SCZ zone 4 also extends slightly to the northwest. These impacts are considered to be less than significant in the EA.

### **Airspace Protection**

The objective of airspace protection policies is to ensure that structures and other uses of the land do not cause hazards to aircraft in flight in the airport vicinity. Airspace protection policies in the proposed plan have not changed; they continue to be based on the imaginary surfaces defined for the airport in accordance with Federal Aviation Regulations (FAR) Part 77. These surfaces are depicted in updated Exhibits 4.3.1 – 4.3.5 of the new plan.

## **PUBLIC PARTICIPATION**

Two public information workshops were held to provide members of the public, airport users and different airport stakeholders opportunities to comment on the proposed airport improvements and review materials related to the document. The first workshop was held at the Piccadilly Inn on Thursday, November 3, 2011. Notices for this workshop were posted in the Fresno Bee newspaper, email notices were sent to the members of the Airport Land Use Commission (ALUC) of Fresno County and post card notices were mailed to residents and businesses in the vicinity of the airport. No written comments were received during the workshop. The second workshop was held at the Piccadilly Inn on Tuesday, July 10, 2012 between the hours of 4:30 p.m. and 6:30 p.m. Notice of the workshop was provided through the Fresno Bee newspaper on Friday, June 8, 2012 and Friday, July 6, 2012. A court reporter was made available during the second workshop to allow interested individuals to provide verbal comments for the record. No written or verbal comments were received during the second workshop.

The proposed RSA Project and related plan amendment was also presented to the Council District Plan Implementation Committees for Council Districts 4 and 5 in April and May of 2012; all recommended approval of the plan amendment. In addition, a display ad was published in the Fresno Bee newspaper on July 20, 2012 which included this Planning Commission hearing date and the City Council date of August 30, 2012.

## **LAND USE PLANS AND POLICIES**

## **2025 Fresno General Plan**

The following general plan policies address the airport:

*E-10-a Policy: Pursue appropriate funding sources and capital improvement budget enhancements that will provide a modern, safe and efficient municipal terminal facility and improve quality of air service;*

*E-12-a Policy: Allow for the orderly expansion of the Fresno Yosemite International and Chandler Downtown airports as envisioned by their airport and environs master plans;*

*I-7-f Policy: Allow for the orderly expansion and improvement of Fresno's publicly-owned airports (Fresno Air Terminal/Fresno-Yosemite International Airport and Fresno Chandler Downtown Airport), while minimizing adverse environmental impacts associated with these facilities.*

Plan Amendment A-12-001 would update the 2011 FYI ALUCP to incorporate the RSA Improvements, a revised Airport Layout Plan, and related noise, safety and Part 77 FAR maps, all of which are necessary to meet general plan objectives for a modern, safe and efficient municipal airport facility. This update of the FYI ALUCP consistent with state law ensures the minimization of adverse environmental impacts associated with airport activities by imposing noise, safety, and airspace protection requirements on identified types of development within the Airport Influence Area. Therefore Plan Amendment A-12-001 is consistent with 2025 Fresno General Plan policies.

## **Community Plans**

Both the Hoover and McLane Community Plans discuss noise issues related to the airport and recommend continuation of land use controls to help mitigate noise and safety concerns. The Roosevelt Community Plan is silent with regards to the airport. It should be noted that the noise contours have decreased substantially since the adoption of the Hoover and McLane Community Plans in 1979 and 1980. Advances in airplane engine technology and an ongoing noise compatibility program have resulted in a steady decrease in the size of the noise contours, even as airport activity increases. Application of the city's existing airport land use compatibility policies as outlined in the new FYI ALUCP will continue to reduce noise and safety impacts related to airport activity in the environs of the airport. Therefore, Plan Amendment A-12-001 is consistent with the applicable community plans.

## **CONCLUSION**

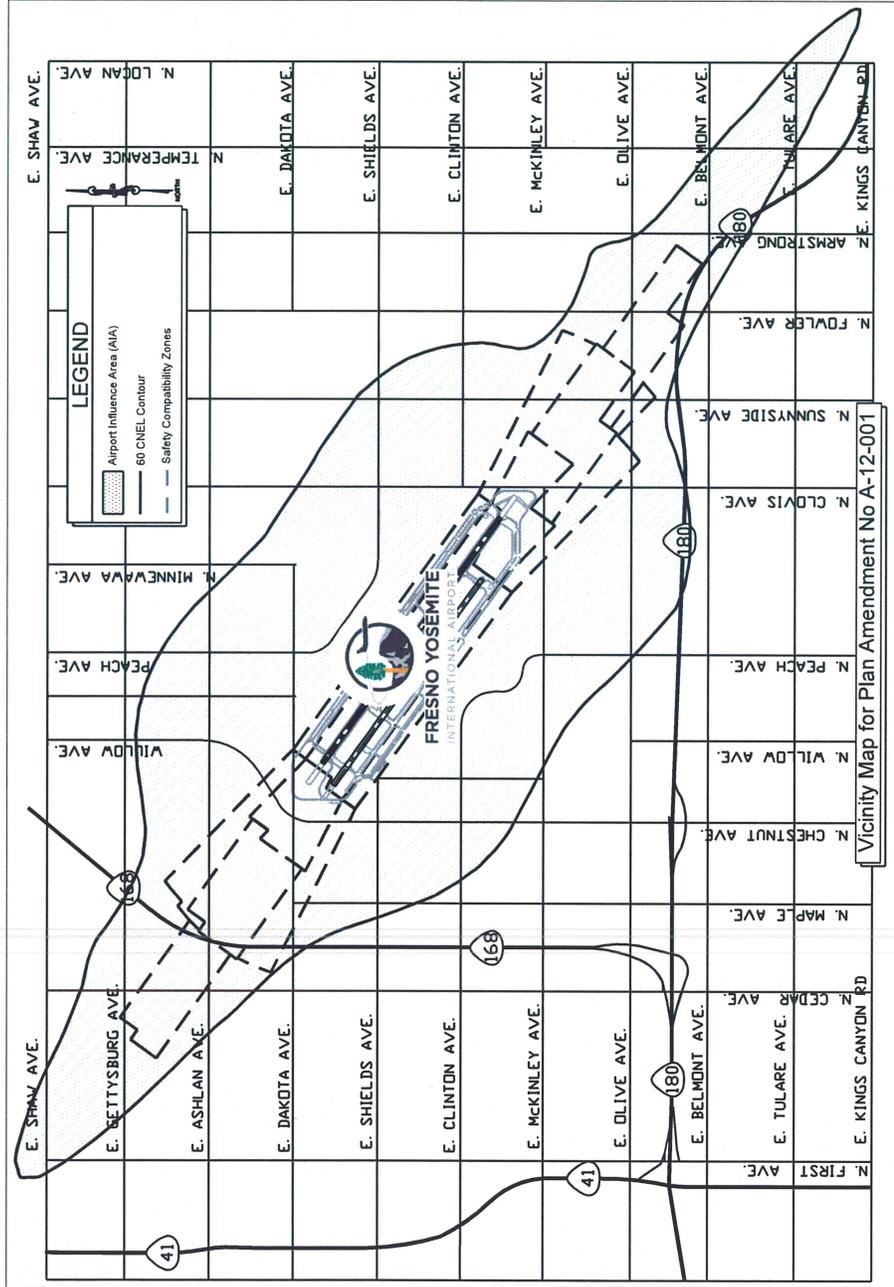
The appropriateness of the proposed project has been examined with respect to its consistency with goals and policies of the 2025 Fresno General Plan and the Hoover, McLane and Roosevelt Community Plans; its compatibility with surrounding existing or proposed uses; and its avoidance or mitigation of potentially significant adverse environmental impacts. These factors have been evaluated as described above and by the accompanying environmental assessment. Upon consideration of this evaluation, it can be concluded that Plan Amendment A-12-001 is appropriate for the project site.

Exhibits:

- A: Vicinity Map
- B: Aerial Photograph
- C: Planned Land Use Map
- D: RSA Improvement Maps
- E: FYI Airport Land Use Compatibility Plan 2012 Draft

F: EA No. A-12-001 dated March 2012: Mitigated Negative Declaration and Initial Study prepared by Coffman Associates, Inc. (see attached CD)

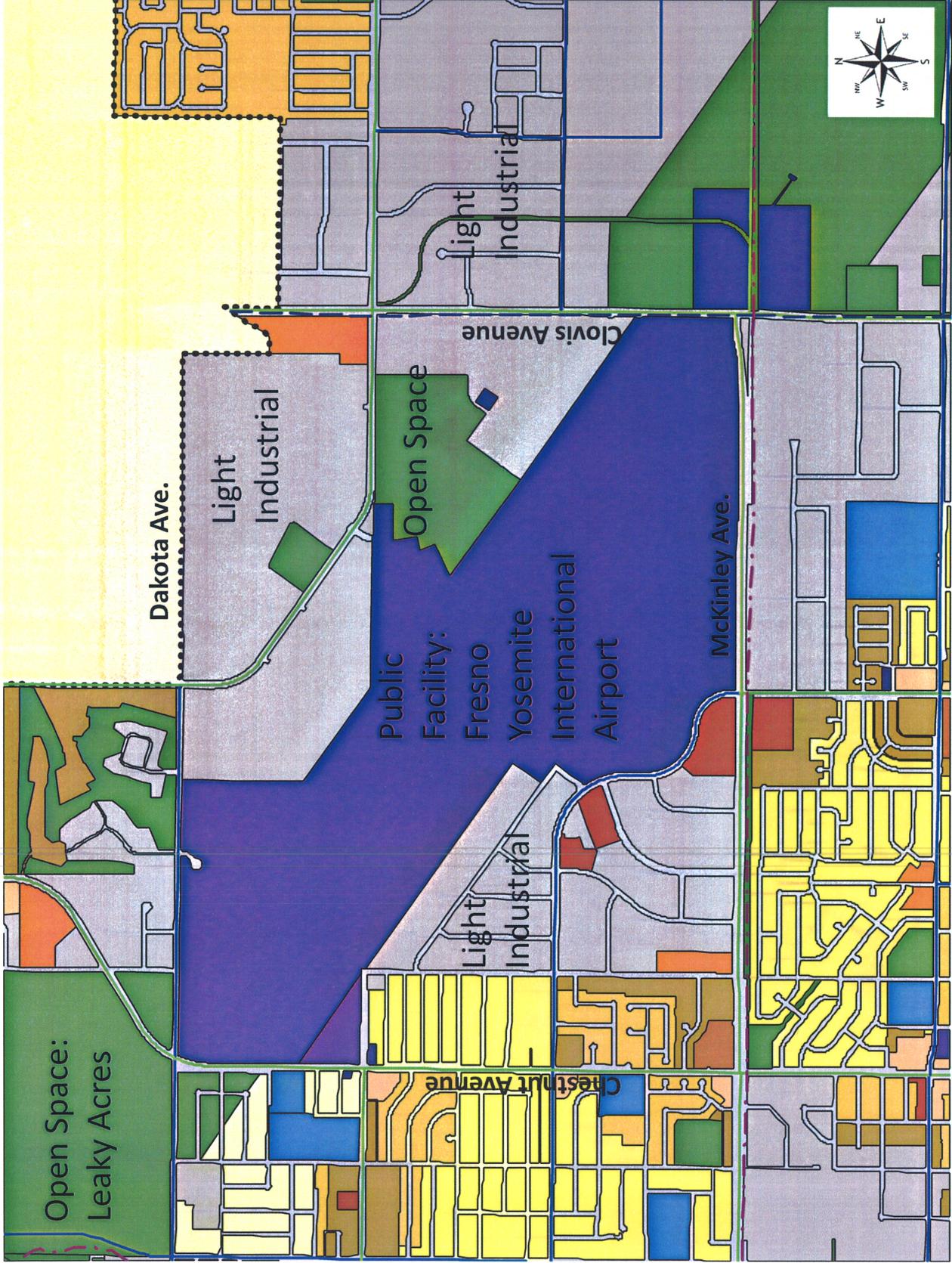
## A. Vicinity Map



## B. Aerial Photograph



## C. Planned Land Use Map



Fresno 2025 Planned Land Use Map

## D. RSA Improvement Maps



LEGEND	
	Airport Property Line
	Existing Runway Safety Area (RSA)
	RSA Deficiency



**DECLARED DISTANCES**

Declared distances are used by the FAA to define the effective runway length for landing and takeoff when a displaced threshold is involved. The four types of declared distances, as defined in FAA AC 150/5300-13, Airport Design, are as follows:

**Takeoff Run Available (TORA)** – The runway length declared available and suitable for the ground run of an airplane taking off. This declared distance reflects the length of pavement that can handle the weight of an aircraft. *TORA does not take into consideration RSA standards.*

**Takeoff Distance Available (TODA)** – The TORA plus the length of any remaining runway and/or clearway beyond the far end of the TORA at which the airplane can clear a 50-foot obstacle.

**Accelerate-Stop Distance Available (ASDA)** – The runway declared available for the acceleration and deceleration of an aircraft aborting a takeoff. *ASDA takes into consideration RSA standards*, thereby improving safety margins for users.

**Landing Distance Available (LDA)** – The runway length declared available and suitable for landing *taking into account the RSA standard.*



**LEGEND**

- Airport Property Line
- Proposed Runway Safety Area (RSA)
- Proposed Object Free Area (OFA)
- █ Proposed Airfield Pavement
- - - Anticipated Grading and Drainage Improvements Area Associated with Pavement Improvements

\*Projects currently under construction are depicted using dashed lines.

E. FYI Airport Land Use Compatibility Plan  
2012 Draft

Proposed additions shown **highlighted** and deletions shown with ~~strikeout~~.

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# Fresno Yosemite International Airport Land Use Compatibility Plan

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Adopted: July 2012 Draft

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Staff Report, Ordinance Bill and Resolutions

# **FRESNO YOSEMITE INTERNATIONAL AIRPORT LAND USE COMPATIBILITY PLAN**

## **CHAPTER 1 : INTRODUCTION – SCOPE OF THE PLAN**

### **1.1 Authority and Purpose**

Requirements for creation of airport land use commissions were first established under the California State Aeronautics Act (Public Utilities Code Section 21670, et seq.) in 1967. The fundamental purpose of the Airport Land Use Commission (ALUC or Commission) is to promote land use compatibility around airports and is expressed in the statute as:

*“... to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.”*

The statutes give ALUC’s the following powers and duties, subject to limitations, by which to accommodate the following:

- Assist local agencies in ensuring compatible land uses in the vicinity of airports to the extent that land in the vicinity of the airport is not already devoted to incompatible uses.
- Coordinate planning at the state, regional and local level, so as to provide for the orderly development of air transportation, while at the same time protect public health, safety and welfare;
- Prepare and adopt airport land use compatibility plans.

The State Aeronautics Act (Public Utilities Code, Section 21670 et seq.) requires preparation of an airport land use compatibility plan for nearly all public-use airports in the State of California (Section 21675). Compatibility Plans specifically provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission and safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general.

### **1.2 Airport Identification**

The airport addressed by this plan is Fresno Yosemite International Airport (FYI). Prior to October 3, 1996, FYI was known as the Fresno Air Terminal. The official Federal Aviation Administration (FAA) identifier has remained FAT.

### 1.3 Geographic Coverage

The policies of this Airport Land Use Compatibility Plan ("Compatibility Plan") apply to all land within the Airport Influence Area. The Airport Influence Area (AIA) is depicted in Figure 4.5 and consists of all land within the 60 or greater CNEL contours (refer to Figure 4.1) and within Safety Compatibility Zones 1 through 5 (refer to Figure 4.2.1).

### 1.4 Jurisdictions Affected

The jurisdictions affected by this Compatibility Plan are **is** the City of Fresno. ~~the City of Clovis, and the County of Fresno.~~

### 1.5 Limitations of the Plan

There are important limitations to an ALUC's authority. ALUC's have no authority over either existing land uses (Section 21670(a)(2)) or the operation of airports (Section 21674 (a)). Once a local agency has made its general plan consistent with the ALUC plan, the ALUC's authority to review projects within that jurisdiction is narrowly limited. The only actions for which review remains mandatory are proposed adoption or amendment of general plans, specific plans, rezone applications, text amendments to the zoning ordinance, and building regulations affecting land within an AIA. Submittal of individual projects for ALUC review is voluntary.

## CHAPTER 2: AIRPORT INFORMATION

### 2.1 Planning Status

FYI, in cooperation with the FAA, updated the airport master plan in 2006. Known as the January 2006 FYI Master Plan Update (AMP), the process included a total of six meetings with input from the public and several agencies, including the ALUC. Although not formally adopted, the AMP provides a 20 year planning window for FYI, including an FAA approved 20 year aviation demand forecast, and an FAA approved Airport Layout Plan (ALP). **In 2012 FYI, in cooperation the FAA, updated the ALP based on a congressionally mandated Runway Safety Area (RSA) Program.**

### 2.2 Airport Layout Plan

Refer to Figure 4.4, FAA approved ALP.

### 2.3 Airport Activity

FYI is the largest and busiest commercial service airport in California's Central Valley and is owned and operated by the City of Fresno. The principal runway (11L-29R) is 9,227 feet long and 150 feet wide. A parallel runway (11R-29L), ~~is 7,206 feet long and~~

100-foot wide—scheduled to reopen in late 2012 after a complete reconstruction, is 8,006 feet long and 150 feet wide. The elevation of the airport is 336 feet above Mean Sea Level (MSL).

FYI is a joint use civilian/military airport. It is used by commercial air carriers, air cargo operators, charter operators, the State of California, general aviation, and the United States military. The California Air National Guard (CANG) occupies a 58 acre area adjacent to McKinley Avenue in the southeast portion of FYI. A helicopter repair and maintenance unit of the Army National Guard, the California Division of Forestry, and a number of corporate aviation businesses occupy facilities north of the runways. About 250 general aviation aircraft are based at FYI and two Fixed Base Operators (FBO's) offer a wide range of aeronautical services.

The AMP and subsequent joint environmental document (2011 EA/EIR) took into consideration the 20 year FAA approved aviation demand forecast, which was a key step in providing a basis for determining the aviation development and activity at the airport. The aviation demand forecast data and detailed distribution of operations can be found in the 2011 EA/EIR. The 2012 updated ALP is based on an FAA approved RSA study of alternatives and recommended plan, and is support by a NEPA EA and a CEQA Initial Study (2012 EA/MND).

## **CHAPTER 3: COMPATIBILITY POLICIES & CRITERIA**

### **3.1 Noise**

The purpose of noise compatibility policies is to avoid establishment of new noise-sensitive land uses and exposure of the users to levels of aircraft noise that can disrupt activities involved. The noise contours established for the purpose of evaluating noise compatibility of land use are depicted on Figure 4.1. The state law (Public Utilities Code Section 21675(a)) requires that noise contours reflect the anticipated growth of the airport during at least the next 20 years. The AMP, 2011 EA/EIR and the 2012 EA/MND provided the activity forecast used in the contour calculations.

- (1) Airport land use noise compatibility shall be evaluated in terms of the Community Noise Equivalent Level (CNEL), as defined in Title 21, Subchapter 6, of the California Code of Regulations (noise standards). Wherever used in this plan, the term CNEL shall be assumed to be an annual average.
- (2) The maximum noise exposure which shall be considered normally acceptable for residential areas is 65 db CNEL. The residential area criterion establishes the baseline from which noise compatibility for other land uses shall be evaluated.

- (3) The relative acceptability or unacceptability of particular land uses with respect to the noise levels to which they would be exposed is indicated in the "Airport Land Use Noise Compatibility Criteria" matrix, Table 1. These criteria shall be the principal determinants of whether a proposed land use is compatible with the noise impact from FYI. Special circumstances which would affect the specific proposal's noise sensitivity (e.g., the extent or lack of outdoor activity) shall also be taken into account.
- (4) A condition for approval of a proposed land use which is shown on Table 1 identified as "Conditional" for a given noise environment shall be that the building intended for habitation or occupation provide a satisfactory degree of noise attenuation. Table 2 sets forth the permitted interior noise levels. If the structure can reduce the noise exposure to the outlined noise levels, the use may be deemed compatible.
- (5) New residential development and new schools shall be prohibited within the 65 CNEL contour of FYI unless it is determined that there is no feasible alternative to such development of the subject property and provided that the following conditions are met:
  - (a) The record property owner grants an avigation easement to the City of Fresno.
  - (b) The record property owner executes an agreement in favor of the City of Fresno, whereby the property owner shall indemnify, hold harmless and defend the City and every officer and employee thereof from any and all loss, liability, damages, costs, suits or claims arising out of the location of the development within the 65 CNEL contour.
  - (c) New residential structures shall incorporate noise insulation in compliance with Title 24 of the California Code of Regulations such that interior noise levels are reduced to no more than 45 db CNEL.
- (6) An acoustical analysis shall be required prior to the approval of a special permit (site plan or conditional use permit) for any new residential use, transient lodging, school, library, hospital, nursing home, day nursery, church, auditorium or a concert hall located within a 65 or greater CNEL contour. For single family residential proposals, an acoustical analysis shall be required as a condition of subdivision map approval, said analysis to be submitted prior to the issuance of building permits. The acoustical analysis shall be completed in a manner consistent with Title 24 of the California Code of Regulations. A special permit for the uses listed above shall not be approved unless the acoustical analysis demonstrates that interior noise levels attributable to exterior sources does not exceed 45 db CNEL in any habitable room with windows and doors closed. In quantifying aircraft noise exposure of the project site, the acoustical

analysis shall include consideration of engine run up noise where applicable. A single report may suffice for all similar proposals within the same CNEL contour.

- (7) Within the 70 CNEL contour, new or redeveloped schools, hospitals, nursing homes, libraries, day nurseries, churches, auditoriums, and amphitheatres shall be prohibited. New residential uses (excluding transient lodging) shall be prohibited, except as provided for in Policy No. (8), below.
- (8) Existing residential uses lying within the 70 CNEL contour, that conform to the land use designations of this plan, may be remodeled in such a way that does not increase the floor space of the residence, or rebuilt if destroyed by fire, explosion or other catastrophic means. A use is considered to be destroyed if the cost of reconstruction, repairing or rebuilding would exceed fifty percent of the reasonable replacement value of the building immediately prior to the destruction.
- (9) When applying the noise compatibility criteria listed in Table 1 to a given location, the basis for evaluation shall be the maximum CNEL contour shown in the Compatibility Plan.
- (10) If a noise analysis, including noise monitoring, indicates that project noise exposure may be higher or lower than indicated by the Airport Land Use Noise Compatibility Criteria, Table 1, due to site-specific conditions or changes in Airport/aircraft operations, the noise exposure used for project evaluation may be adjusted at the discretion of the ALUC.

### **3.2 Overflight**

Noise from individual aircraft can be intrusive and annoying in locations beyond the limits of the mapped noise contours. Sensitivity to aircraft overflights varies from one person to another. The purpose of overflight compatibility policies is to help notify people about the presence of overflights near airports so that they can make informed decisions regarding acquisition or lease of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses.

- (1) The overflight compatibility of proposed land uses within the AIA shall be evaluated in accordance with the policies set forth in this section.
- (2) Except when overriding circumstances exist, a condition for approval of any residential development proposal (i.e., zone change, subdivision map, conditional use permit, site plan review) within the AIA, as defined herein, shall be the dedication of an aviation easement to the City of Fresno.

- (3) An Avigation Easement and Agreement shall be required for all development proposals (commercial, industrial or residential) within the 65 CNEL contour. The avigation easement shall contain the following property rights:
- (a) Right-of-flight at any altitude above acquired easement surfaces.
  - (b) Right to generate noise, vibrations, fumes, dust and fuel particle emissions.
  - (c) Right-of-entry to remove, mark, or light any structures or growths above easement surfaces.
  - (d) Right to prohibit creation of electrical interference, unusual light sources, and other hazards to aircraft flight.
  - (e) Right to prevent erection or growth of all objects above acquired easement surfaces.

The easement surfaces acquired shall be based on Part 77 of the Federal Aviation Regulations except that no easement surface less than 35 feet above ground shall be acquired.

- (4) A Covenant shall be required as a further condition for approval of residential development proposals within the AIA and all development proposals within the 65 CNEL contour. The Council of the City of Fresno shall, except where overriding circumstances exist, require the property owner(s) to record a covenant providing the following:
- (a) That it is understood by the owners and owners' successors in interest that the real property in question lies close to the Fresno Yosemite International Airport and that the operation of the airport and the landing and take-off of aircraft may generate high noise levels which will affect the habitability and quiet enjoyment of the property.
  - (b) That the owners covenant to accept and acknowledge the operation of the Fresno Yosemite International Airport.
- (5) The above avigation easement, covenants, conditions and restrictions shall be recorded in the office of the Fresno County Clerk/Recorder and shall run with the land and shall be binding upon the present and subsequent owners of the property.

- (6) Effective January 1, 2004, California state statutes (Business and Professional Code Sections 1102.6, 1103.4 and 1353) require that, as part of residential real estate transactions, information be disclosed regarding whether the property is situated within an AIA. Buyer notification shall be accomplished by the use of real estate disclosure statements for property within the AIA. The disclosure statements shall notify the buyers of property located within the AIA of Fresno Yosemite International Airport and that aircraft overflights may affect the habitability and quiet enjoyment of the property.

### **3.3 Safety**

The intent of land use safety compatibility is to minimize the risks associated with an off-airport aircraft accident or emergency landing. Risks both to people and property on the ground in the vicinity of the airport and to people on board aircraft are considered. The safety compatibility of land use development is outlined in Table 3. The zone boundaries are based upon general aviation aircraft accident location data contained in the California Airport Land Use Planning Handbook ("Caltrans Handbook") along with data regarding the runway configuration and aircraft operational procedures at FYI.

- (1) Land uses or land use characteristics which may affect safe air navigation or because of their nature and proximity to an airport, may be incompatible with the airport and shall be avoided in the vicinity of FYI.
- (2) The criteria which shall be used to evaluate whether a land use is acceptable with respect to its airport proximity are set forth in Table 3, entitled Airport Land Use Safety Compatibility Criteria. The indicated Safety Compatibility Zones (SCZs), as defined in the Caltrans Handbook, shall be used.

NOTE: Within SCZs 3 and 4 the following shall apply:

- (a) Existing development that conforms to existing zoning regulations in effect prior to February 20, 1987 may be rebuilt in the event it is destroyed by fire or Act of God.
- (b) The regulations identified in the Caltrans Handbook are not intended to take development rights such that the economic viable use of land is unduly restricted. Therefore, development of vacant property or redevelopment of property in accordance with the zoning regulations in effect prior to February 20, 1987 shall not be prohibited on the basis of the restrictions set forth in Table 3. This provision shall not apply to schools, hospitals, nursing homes, churches, auditoriums, concert halls, amphitheatres or other uses that would result in a large concentration of people.

- (3) Land uses which attract wildlife that pose a hazard to aviation activities are a special concern adjacent to airports. Examples of land use which may attract hazardous wildlife include landfills and bodies of standing water. In reviewing a project for safety compatibility, the most current version of the FAA Advisory Circular AC No. 150/5200-33 (Hazardous Wildlife Attractants On or Near Airports) shall be considered. The review area identified in this circular is outlined as the boundary within 10,000 feet of the Airport Operations Area.

### 3.4 Airspace Protection

The objective of airspace protection policies is to ensure that structures and other uses of the land do not cause hazards to aircraft in flight in the airport vicinity. Hazards to flight include physical obstructions to the navigable airspace, wildlife hazards (particularly bird strikes) and land use characteristics that create visual or electronic interference with aircraft navigation or communication. Boundaries of this zone represent the imaginary surfaces defined for the airport in accordance with Federal Aviation Regulations (FAR) Part 77.

- (1) No structure, tree, or other object shall be permitted to exceed the height limits established in accordance with Part 77, Subpart C, of the FAR. This criterion applies unless, in the case of a proposed object or growing tree, one or more of the following conditions exist:
  - (a) The object would be substantially shielded by existing permanent structures or terrain in a manner such that it clearly would not affect the safety of air navigation;
  - (b) The FAA has conducted an aeronautical study and either determined that the object would not result in a hazard to air navigation or made recommendations for the object's proper marking and lighting as an obstruction, and FAA recommendations, if any, are properly implemented;
  - (c) The object is otherwise exempted from the requirements of FAR Part 77.

In the case of an existing object, this criterion also applies unless the object exceeded the prescribed height limits prior to February 20, 1987, in which case marking and lighting may still be required.

- (2) No object shall be permitted to be erected that, because of height or other factors, would result in an increase in the minimum ceiling or visibility criteria for an existing or proposed instrument approach procedure to any runway.

- (3) The FAR Part 77 surfaces depicted on the Airspace Protection Surfaces (Figures 4.3.1 through 4.3.5) shall be used in conjunction with the above airspace policies to determine whether the height of an object is acceptable.

## **CHAPTER 4: COMPATIBILITY ZONE MAPS**

### **4.1 Noise Contours**

The recently updated AMP and the adopted EA/EIR provides the activity forecast used in the contour calculations. Refer to Figure 4.1, Noise Contours.

### **4.2 Safety Zones**

The Caltrans Handbook, ~~January 2002~~ **October 2011**, provides guidance for Safety Zone Configuration. These zones are delineated based on the type of airport, size of airport, and operational characteristic. Refer to Figure 4.2.1, Safety Compatibility Zones.

### **4.3 Airspace Protection Surfaces**

Part 77 of the FAR, *Objects Affecting Navigable Airspace*, establishes standards for determining obstructions to navigable airspace and the effects of such obstructions on the safe and efficient use of that airspace. Refer to Figures 4.3.1 through 4.3.5, Airspace Protection Surfaces.

### **4.4 Airport Layout Plan**

The Airport Layout Plan (ALP) is an FAA approved document that depicts planned development at the airport. Refer to Figure 4.4 (~~2006~~ **2012** FAA approved ALP). For evaluation purposes the most recent ALP on file with FAA shall be used.

## **CHAPTER 5: PROCEDURAL POLICIES**

### **5.1 Types of Actions Reviewed by the Airport Land Use Commission (ALUC)**

The following types of actions must be referred to the ALUC for review when the affected property is located in the Airport Influence Area (AIA – see Figure 4.5):

- a) Adoption or amendment of general plans, community plans and specific plans;

- b) Rezoning applications or text amendments to the zoning ordinance;
- c) Airport Master Plans
- d) Building Regulations

The following types of local actions do NOT require ALUC review:

- e) Conditional Use Permits and Site Plan Reviews
- f) Variances
- g) Subdivision or Parcel Maps

## **5.2 Types of Actions that Require Consistency with Airport Land Use Compatibility Plan Policies:**

The following types of local actions require consistency with the plan policies included in this document when the affected property is located in the AIA:

- a) Rezoning applications,
- b) Conditional use permits, and site plan reviews,
- c) Variances,
- d) Subdivision maps and parcel maps

Interpretation Guidelines:

- a) If a parcel of land is partially within the AIA, the entire parcel is considered to be subject to the land use consistency requirements of this plan.
- b) In the event that it cannot be precisely determined from the AIA Map whether a parcel of land is within the AIA, the determination in this regard shall be made by the Director of the Development and Resource Management Department. The Director's Determination shall be final.

## **5.3 Project Information**

The Fresno County Airport Land Use Commission Application Review Form is used for submittal of a project to the ALUC for review.

## **5.4 Timing of Review**

Time is a factor with regard to the project review process in two ways:

- a) Timing of Project Submittal. Plans and projects shall be referred to the ALUC at the earliest reasonable point in time so that the commission's review can be duly considered by the local jurisdiction prior to formalizing its actions. Depending upon the type of plan or project and the normal scheduling of meetings, ALUC review can be done before, after or concurrently with review by the local planning

commission and other advisory bodies, but must be accomplished before final action by the decision making bodies.

- b) Response Time Requirement. ALUC must respond within 60 days of referral to local agency requests for a consistency determination on plans or projects for which submittal is mandatory. However, this response period does not begin until such time as all information necessary for accomplishment of the project review has been submitted to the commission..

## 5.5 ALUC Action Choices

ALUC choice of action on a land use plan or project submitted for review may either be consistent or inconsistent with the compatibility plan. Although the Aeronautics Act (Sections 21676(a) and 21676.5(a)) mentions only the above two choices of action, the Fresno County ALUC has decided to allow a third option: consistent with conditions. When a finding of consistency with conditions is made, the conditions should be limited in scope and described in a manner which allows compliance to be clearly assessed.

## 5.6 Overruling an ALUC Decision

Various sections of the airport land use commission statutes provide for local agencies to overrule ALUC decisions on land use matters and airport master plans. The overruling process involves the three following mandatory steps:

- a) The holding of a public hearing (and as a courtesy it is recommended to inform the ALUC of such hearing);
- b) The making of specific findings that the action proposed is consistent with the purposes of the ALUC statute; and
- c) Approval of the proposed action by a two-thirds vote of the agency's governing body.

## **CHAPTER 6: INITIAL REVIEW OF GENERAL PLAN CONSISTENCY**

The Caltrans Handbook specifically outlines that to be fully consistent with the compatibility plan, a general plan must not have any direct conflicts with the compatibility plan; and must delineate a mechanism or process for ensuring that individual land use development proposals comply with the ALUC criteria.

The City of Fresno FYI Airport Land Use Compatibility Plan is an amendment to an existing specific plan (the FYI Airport and Environs Plan, 1997). It does not change the planned land use designations in the 2025 Fresno General Plan or the applicable community plans, specific plans or redevelopment plans, nor does it change zoning designations within the scope of the plan area. It simply updates noise contours and safety zone configurations, while maintaining the noise and safety-related land use policies that must be applied to property within the AIA. As such, it is a refinement of the 2025 Fresno General Plan and the McLane, Hoover and Roosevelt Community Plans and applicable redevelopment plans within the AIA.

Furthermore, there are no conflicts between the City of Fresno FYI Airport Land Use Compatibility Plan and the County of Fresno ALUC Compatibility Land Use Plan (CLUP) adopted in ~~October 2010~~ June 2012. As outlined by the Caltrans Handbook, consistency does not require being identical. It means only that the concepts,

standards, physical characteristics, and resulting consequences of proposed action must not conflict with the intent of law or the compatibility plan to which the comparison is made. The two plans are virtually identical, with slight variation in Chapters 5 and 6 related to processing procedures and general plan consistency. Therefore, they meet the criteria of compatibility set forth in state law.

**TABLE 1**  
**AIRPORT LAND USE NOISE COMPATIBILITY CRITERIA**

LAND USE CATEGORY	Exterior Noise Exposure (CNEL)		
	60-65	65-70	70-75
<b>Residential, Lodging, and Care</b>			
*Residential (including single-family, multi-family)	0	–	–
Retirement homes, residential support facilities, hospitals, nursing homes, large child day care centers, adult day care facilities	0	0	–
*Hotels, motels, other transient lodging	0	0	–
*Mobile Homes	0	–	–
<b>Public and Institutional</b>			
* Schools, libraries	0	0	–
*Places of worship, auditoriums, concert halls, theaters, indoor arenas	0	0	–
Cemeteries, Parking	+	+	0
<b>Commercial and Industrial</b>			
Offices, service commercial, retail, shopping centers, restaurants	+	0	–
Wholesale, warehousing, research and development, light industrial	+	+	0
Extractive industry, industrial, manufacturing, utilities	+	+	0
<b>Agricultural, and Recreational</b>			
Cropland	+	+	+
Nature preserves, Livestock breeding, Zoos	0	0	–
Regional parks, athletic fields, golf courses, outdoor spectator sports, water recreational facilities, horse stables	+	0	0
Amphitheaters	0	–	–

**TABLE 1 (cont)**  
**AIRPORT LAND USE NOISE COMPATIBILITY CRITERIA**

**LEGEND**

Symbol	Land Use Acceptability	Interpretation/Conditions
<b>+</b>	<b>Compatible</b>	The activities associated with the specific land use may be carried out with essentially no interference from aircraft noise.
<b>0</b>	<b>Conditional</b>	The indicated noise exposure will cause interference with the activities. Building structure must be capable of attenuating noise to the indoor acceptable CNEL, standard construction methods will normally suffice. Indoor Uses: Noise exposure may cause moderate interference with indoor activities, extensive construction features required to make the indoor environment acceptable. Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur, caution should be exercised with regards to noise-sensitive uses.
<b>-</b>	<b>Incompatible</b>	Unacceptable noise interference upon these activities will occur indoor and outdoor. Adequate structural noise insulation is not practical under most circumstances. Severe noise interference makes outdoor activities unacceptable
<b>*</b>	<b>Acoustical Analysis Required</b>	An acoustical analysis shall be performed by an individual or firm experienced in Acoustical Engineering

**TABLE 2**

**INTERIOR NOISE LEVEL REDUCTION (dBA)  
CNEL RANGE (Annual Average)**

GENERALIZED LAND USE	60-65	65-70	70-75
Residential	AS	--	--
Transient Lodging	AS	25 <sup>1</sup> dBA	--
Schools, Hospitals and Nursing Homes	AS	25 <sup>1</sup> dBA	--
Commercial	AS	AS	25dBA
Manufacturing <sup>2</sup>	+	AS	25dBA

Legend

+ Uses normally acceptable.

-- Uses should not be permitted.

<sup>1</sup> Acoustical studies may indicate a need for additional insulation in noise sensitive living areas such as sleeping quarters and areas of the facility used at night for relaxing and conversing.

<sup>2</sup> Noise level reductions are for those portions of the buildings where the public is received, office areas, and noise sensitive areas where noise levels are low.

AS Acoustical studies shall be performed to determine if insulation should be added to sensitive occupancy areas.

**TABLE 3**

**AIRPORT LAND USE SAFETY COMPATABILITY CRITERIA**

LAND USE CHARACTERISTIC	SAFETY ZONES					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
Residential Uses	--	(A)	(B)	(C)	--	+
Other Uses in Structures	--	(D,E)	(E)	(E)	--	+
Other Uses Not in Structures	(D,F)	(D)	+	+	--	+

SPECIAL CHARACTERISTICS (IN OR OUTSIDE OF STRUCTURES)						
Distracting Lights or Glare	--	--	--	--	--	+
Sources of Smoke or Electrical Interference	--	--	--	--	--	+
Attractor of Birds	--	--	--	--	--	+

NOTES

1. See Figure 4.2.1, Safety Compatibility Zones.
2. Refer to figure 4.2.2 for dimensional layout of the Safety Compatibility Zones.

INTERPRETATION

+ Compatible: Use is acceptable with little or no risks.

( ) Conditional: land use proposals that fall within this category must be reviewed on a case-by-case basis by Commission or jurisdiction having authority. The Commission or jurisdiction having authority may determine the use to be acceptable under conditions cited below.

A Density no greater than 1 dwelling unit per 3 acres.

B Density no greater than 2 dwelling units per acre.

C Density no greater than 5 dwelling units per acre.

D No uses attracting more than 10 persons per acre.

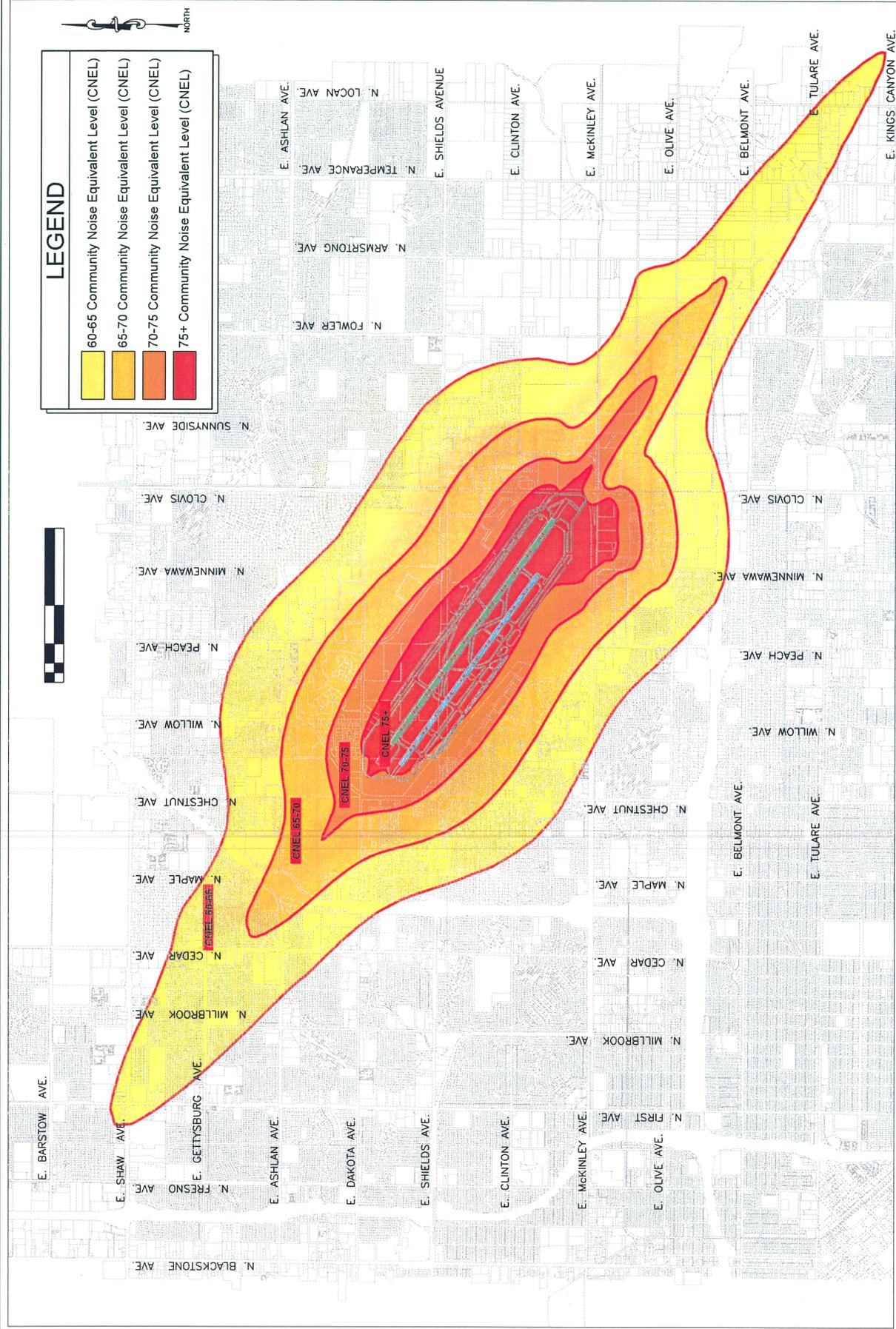
E No schools, hospitals, nursing homes, or similar uses.

F Characteristic cannot reasonably be avoided or located outside the indicated safety zone.

-- Incompatible: Use is unacceptable due to associated high risks.



**LEGEND**



**AIRPORTS DEPARTMENT**

**FRESNO YOSEMITE INTERNATIONAL  
AIRPORT AND ENVIRONS PLAN  
NOISE CONTOURS**

DIRECTOR OF AVIATION	RUSSELL C. WIDMAY, M.A.E.
APPROVED	
CONSULTANT	
OFFICE ENGINEER	
CITY DESIGN ENGINEER	
PROJECT NO.	09-01-0002
DATE	MARCH 2012
CHECKED BY	
SCALE	
CITY DRAWING NO.	25-AAL-375





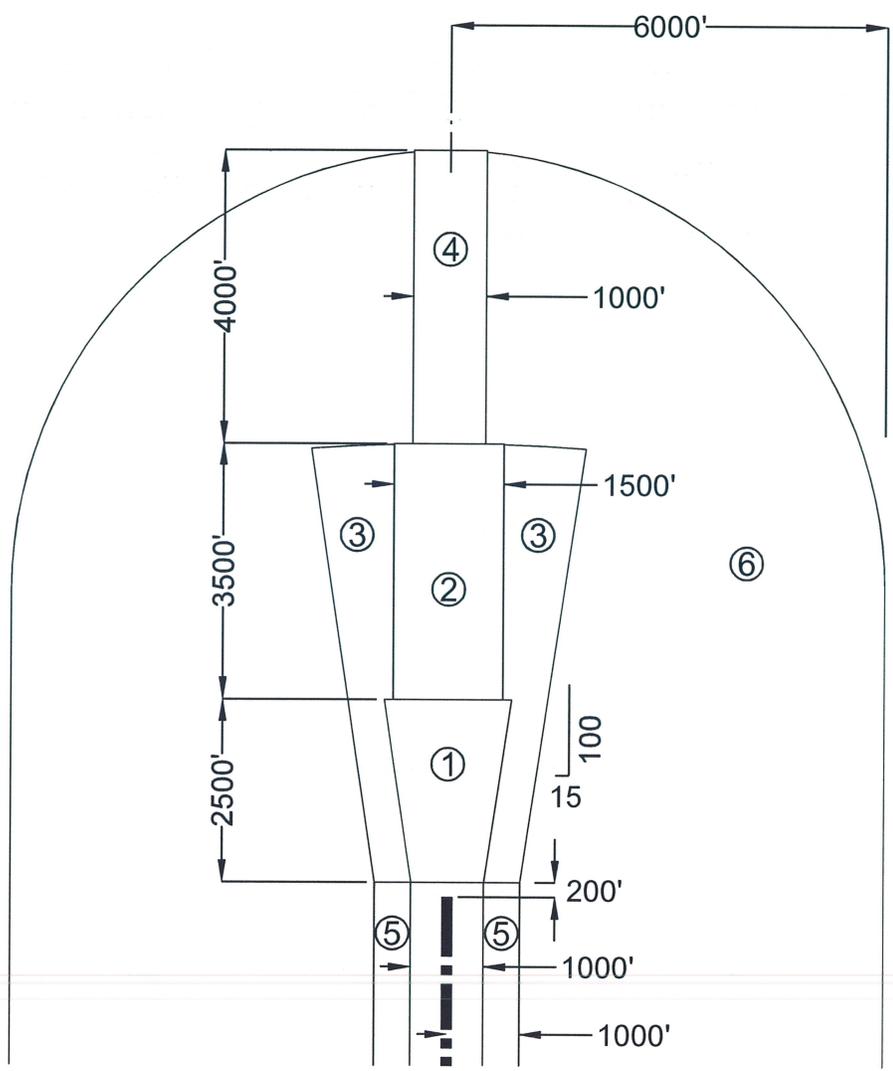


CONSULTANT INFORMATION

REV. NO.	DATE	DESCRIPTION
REV 1	6/10	UPDATE RUNWAYS

REVISIONS/REFERENCE

REV. NO.	DATE	DESCRIPTION
REV 1	6/10	UPDATE RUNWAYS



- LEGEND**
- 1. Runway Protection Zone
  - 2. Inner Approach/Departure Zone
  - 3. Inner Turning Zone
  - 4. Outer Approach/Departure Zone
  - 5. Sideline Zone
  - 6. Traffic Pattern Zone
- RUNWAY CENTER LINE

**AIRPORTS DEPARTMENT**

FRESNO YOSEMITE INTERNATIONAL AIRPORT AND ENVIRONS PLAN  
 SAFETY COMPATIBILITY ZONES DIMENSIONAL LAYOUT

DIRECTOR OF AVIATION  
 RUSSELL C. WIDMAR, AAE

APPROVED  
 CONST. ENG. \_\_\_\_\_  
 OFFICE ENG. \_\_\_\_\_  
 CITY DESIGN ENG. \_\_\_\_\_

KRA # 0102002000  
 FUND # \_\_\_\_\_  
 ORG # \_\_\_\_\_  
 ACTIVITY \_\_\_\_\_  
 PROJECT I.D. \_\_\_\_\_

DRAWN BY: LNS  
 CHECKED BY: KM  
 DATE: MARCH 2012  
 SCALE: NONE

CITY DRAWING NO. 25-A-373

FIGURE 4.2.2

PAGE NO. 16

2012 Updated Plan

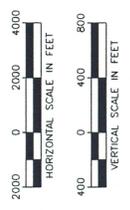
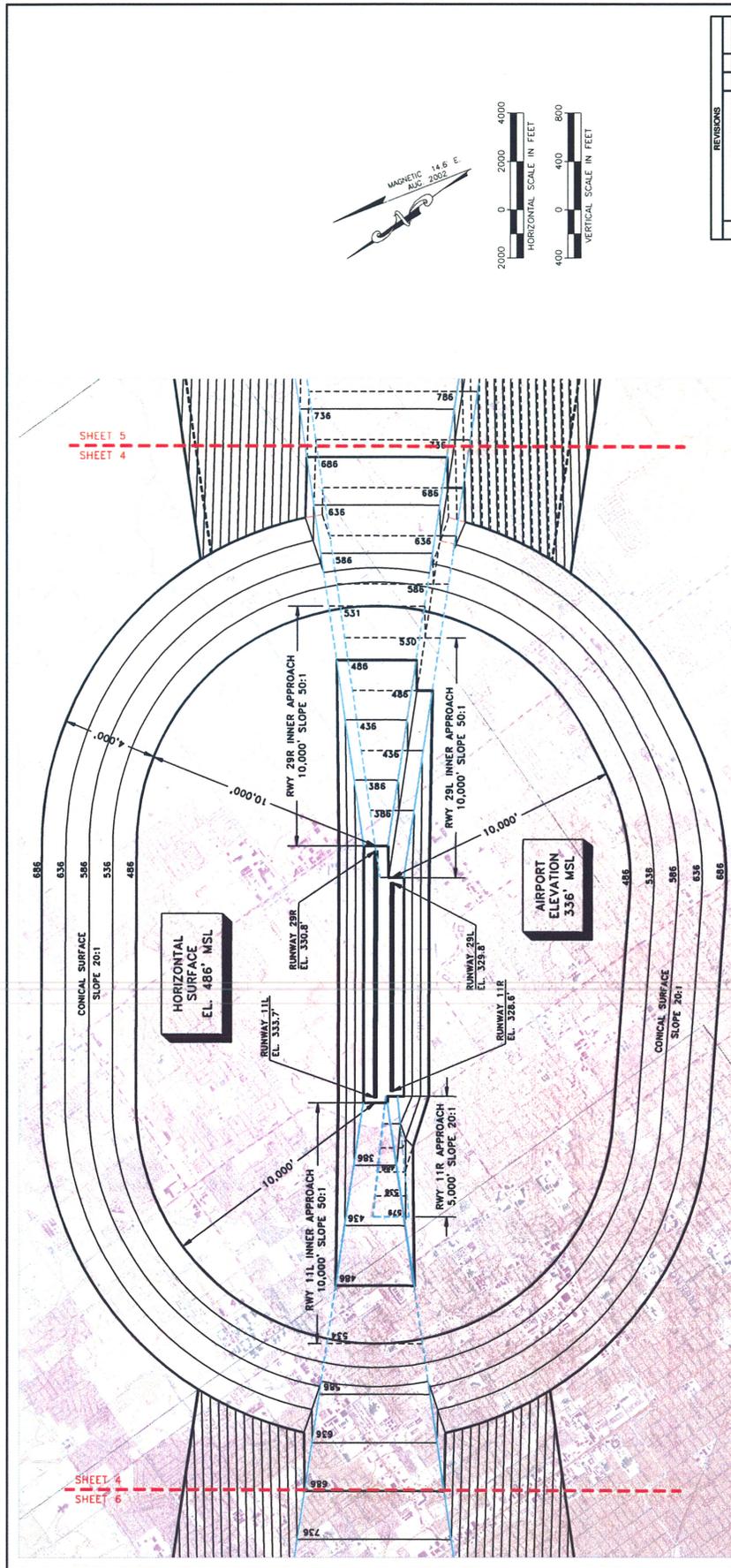
J:\FYI 2012 CLUP (City and AUC)\Working Files\Exhibits\FIGURE 4.2.2.dwg

REV. NO.	DATE	DESCRIPTION

NO.	DESCRIPTION	BY	DATE

**AIRPORTS DEPARTMENT**  
 COMPATIBILITY LAND USE PLAN  
 AIRSPACE PROTECTION SURFACES

DIRECTOR  
 RUSSELL C. WINDAR, A/E  
 APPROVED  
 CONST. ENG.  
 OFFICE ENG.  
 CITY DESIGN ENG.  
 PROJECT NO. 0310000000  
 DRAWN BY: [blank]  
 CHECKED BY: [blank]  
 DATE: [blank]  
 SCALE: [blank]  
 FILE # 0310000000  
 ACTIVITY: [blank]  
 PROJECT ID: [blank]  
 CHECKED BY: [blank]  
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 CITY DRAWING NO. [blank]  
 FIGURE 4.3.1  
 PAGE NO. 19



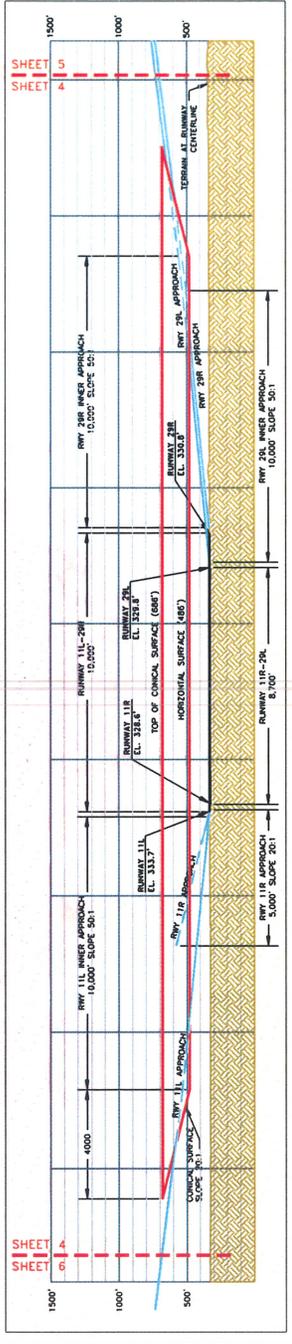
**FAR PART 77 IMAGINARY SURFACES  
 INNER APPROACH**

**FRESNO YOSEMITE**  
 INTERNATIONAL AIRPORT

1445 West Shaw Ave., Suite 101 Fresno, California 93701 271-1093  
 1211 Main Street, Suite 600 San Francisco, California 94109  
 10000 University Ave., Suite 1000 Seattle, Washington 98108  
 WPA - Fresno, California

DESIGNED BY: [blank] DATE: AUGUST 2008  
 DRAWN BY: WSP  
 CHECKED BY: [blank]  
 PROJECT MANAGER: JY

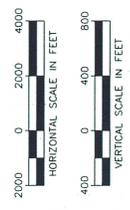
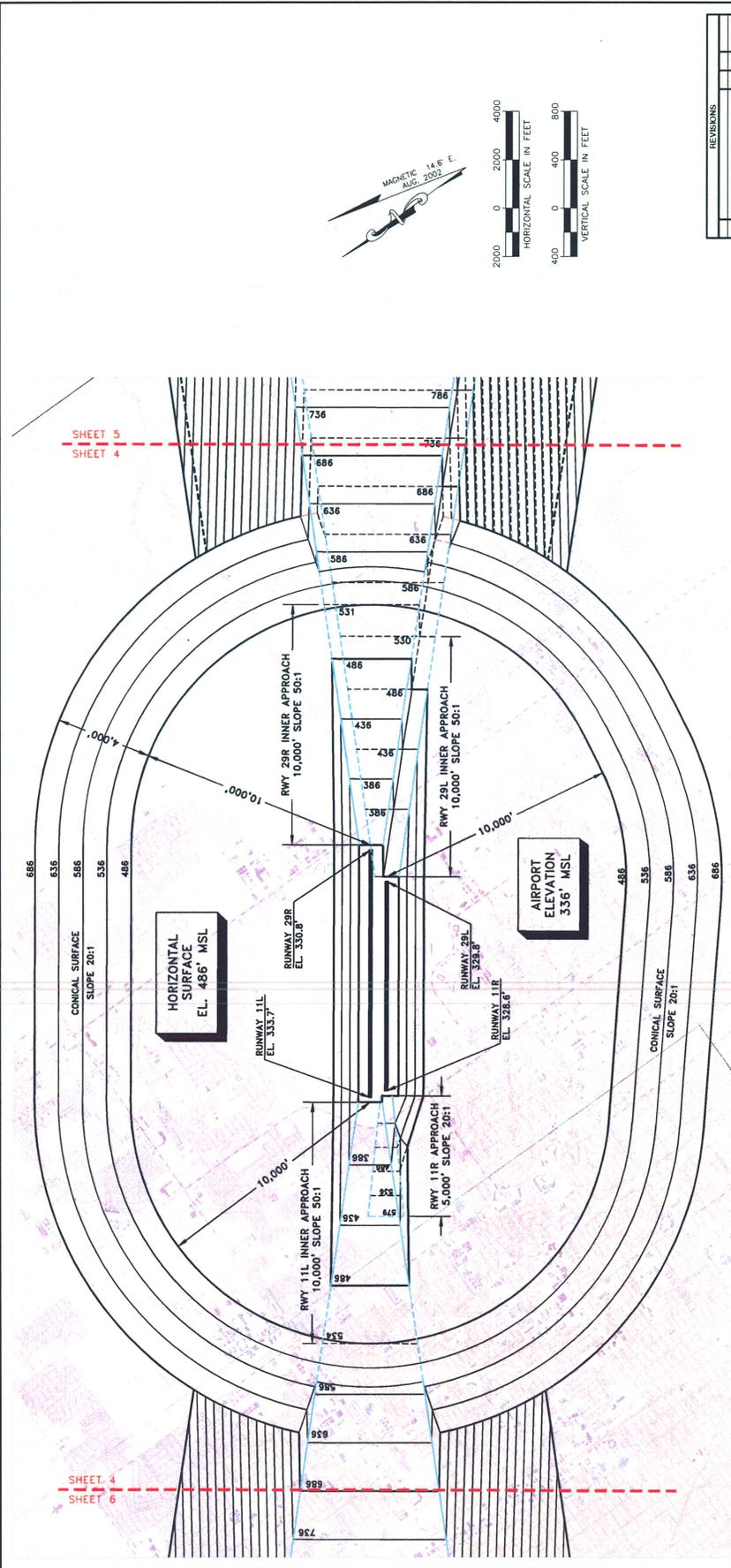
**SHEET 4 OF 13**



NO.	DATE	DESCRIPTION	BY	DATE

**AIRPORTS DEPARTMENT**  
**FRESNO YOSEMITE INTERNATIONAL**  
**AIRPORT AND ENVIRONS PLAN**  
**AIRSPACE PROTECTION SURFACES**

DIRECTOR OF AVIATION  
 RUSSELL C. WIMAR, AIA  
 APPROVED  
 CONST. ENG.  
 OFFICE ENG.  
 WSA RESUBR ENG.  
 FUND # 0102000205  
 DRG # 1  
 PROJECT I.D.  
 DRAWN BY: JMS  
 CHECKED BY: JMS  
 DATE: JUNE 2011  
 CITY: FRESNO, CA  
 CITY DRAWING NO.  
 FILE: 111-298  
 FIGURE 4.3.1  
 PAGE NO. 17

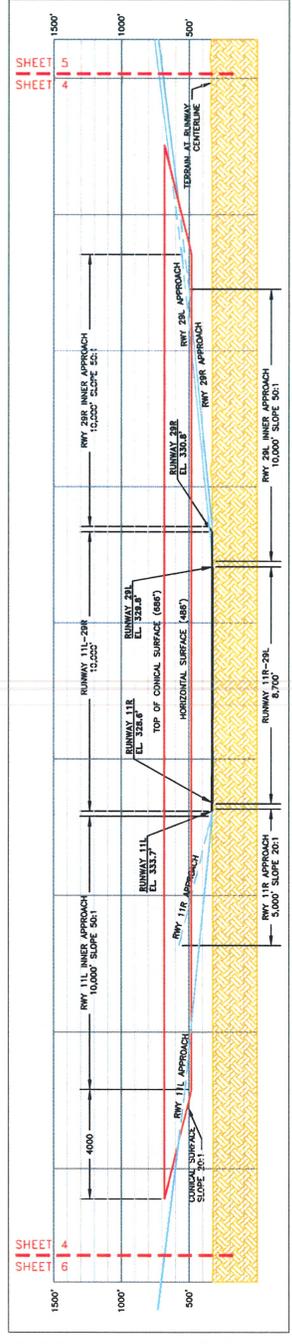


NO.	DESCRIPTION	BY	DATE

**FAR PART 77 IMAGINARY SURFACES**  
**INNER APPROACH**



DESIGNED BY: JMS  
 DRAWN BY: WSP  
 CHECKED BY: JMS  
 PROJECT MANAGER: JMS  
 DATE: DECEMBER 2011  
 SHEET 4 OF 13





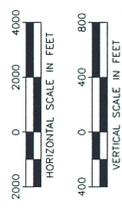
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NO.	DATE	DESCRIPTION

**AIRPORTS DEPARTMENT**  
**FRESNO YOSEMITE INTERNATIONAL**  
**AIRPORT AND ENVIRONS PLAN**  
**AIRSPACE PROTECTION SURFACES**

DIRECTOR OF AVIATION  
 RUSSELL C. WIDMOR, M.E.  
 APPROVED  
 CONST. ENG.  
 CITY DESIGN, INC.  
 CITY DESIGN, INC.  
 FUND # 010200000  
 JOB # 010200000  
 PROJECT ID.  
 DRAWN BY: JUNE MCKINLEY  
 CHECKED BY: JUNE MCKINLEY  
 SCALE: AS SHOWN  
 CITY DRAWING NO.  
 FIGURE 4.3.2  
 PAGE NO. 18

NOTES:  
 1. NO OBSTRUCTIONS LOCATED IN OUTER APPROACH AREA.

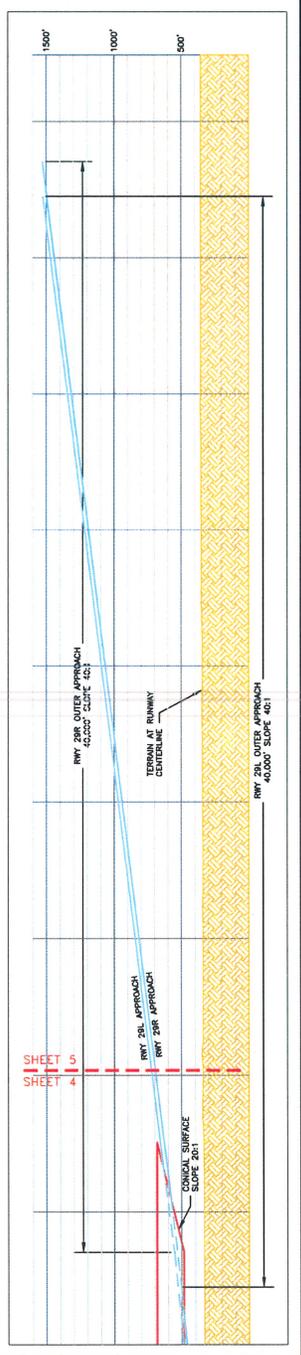
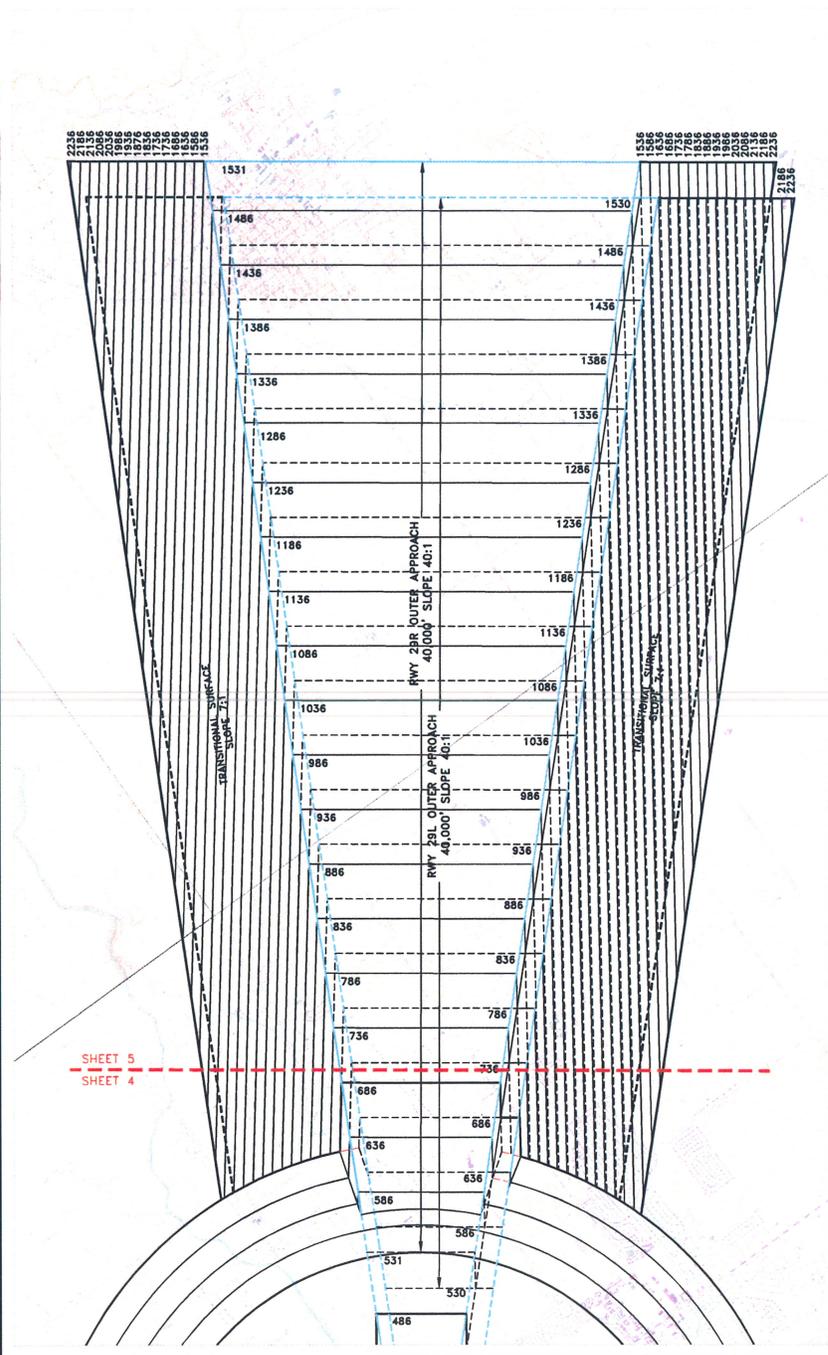


NO.	DESCRIPTION	BY	DATE

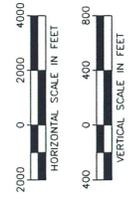
**FAR PART 77 IMAGINARY SURFACES**  
**OUTER APPROACH RWYS 29L & 29R**



DESIGNED BY: JLY  
 DATE: DECEMBER 2011  
 CHECKED BY: JLY  
 SHEET 5 OF 13  
 PROJECT MANAGER: MC



**NOTES:**  
 1. NO OBSTRUCTIONS LOCATED IN OUTER APPROACH AREA.



**REVISIONS**

NO.	DESCRIPTION	BY	DATE

**FAR PART 77 IMAGINARY SURFACES**  
**OUTER APPROACH RUNWAY 11L**

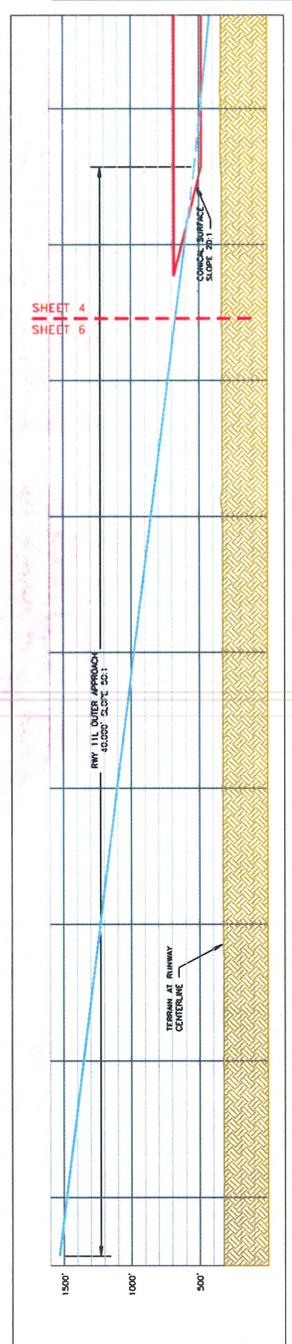
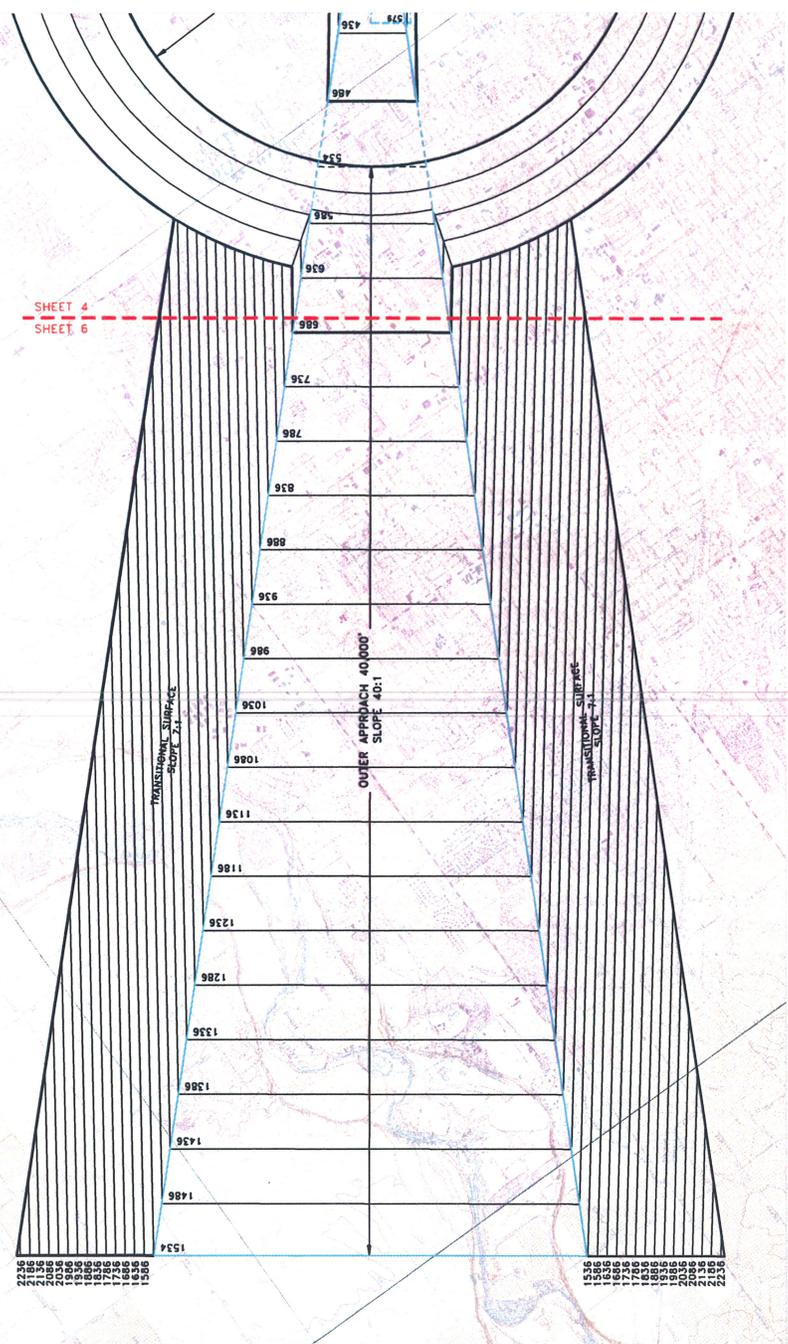
**FRESNO YOSEMITE INTERNATIONAL AIRPORT**

**URS**  
 3445 West Shaw Ave., Suite 101, Fresno, California 93703  
 1500 W. Jerome, Suite 1400, Seattle, Washington  
 WWW - Fresno, California

**DESIGNED BY:** JUNE ZOLTA  
**DRAWN BY:** WSP  
**CHECKED BY:** JUNE ZOLTA  
**DATE:** AUGUST 2008

**PROJECT MANAGER:** MICHAEL

**SHEET 6 OF 13**

















F: EA No. A-12-001 dated March 2012: Mitigated Negative  
Declaration and Initial Study prepared by Coffman  
Associates, Inc. (see attached CD)