

**FRESNO-CHANDLER DOWNTOWN AIRPORT LAND USE
POLICY PLAN**

**Fresno County
Airport Land Use Commission**

**March 1981
Revised March 1999
Revised February 2000**

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SECTION A

INTRODUCTION, PURPOSE AND ORGANIZATION

SECTION A

INTRODUCTION, PURPOSE AND ORGANIZATION

1. INTRODUCTION

A. The Airport

The Fresno-Chandler Downtown Airport (FCH) began as a single landing strip on land which the W.F. Chandler family deeded to the City of Fresno in 1928 for use as a municipal airport. Commercial airline service began there in 1930. In 1947, that service was transferred over to the larger airport, which the City of Fresno acquired from the federal government after World War II. FCH then became solely a general aviation airport. FCH is still owned and operated by the City of Fresno and occupies approximately 200 acres of land located just one and one-half miles west of downtown Fresno.

The principal runway (12R-30L) is 3,202 feet long, 75 feet wide and is the only lighted runway. A parallel runway (12L-30R) is 3,006 feet long, 75 feet wide and lies 300 feet away from 12R-30L. Both runways have full-length parallel taxiways. All runway and taxiway pavement is rated at 17,000 pounds for aircraft with single-wheel landing gear.

FCH is officially designated by the Federal Aviation Administration as a general aviation reliever airport for Fresno Yosemite International Airport and is used primarily for general aviation. One small cargo carrier operates there. There are nine general aviation-related businesses located there, offering services such as fueling, aircraft maintenance and restoration, flight instruction, charter services and rentals. Approximately 180 general aviation aircraft are based at FCH.

B. The Fresno-Chandler Downtown Airport Land Use Policy Plan

This plan supercedes and updates the previous plan, adopted in March 1999. This plan is based on the City of Fresno's Fresno-Chandler Downtown Airport Master and Environs Specific Plans,

adopted in April 1999, and an earlier ALUC plan (adopted March 1981) for the Fresno-Chandler Downtown Airport. The City of Fresno Plan, on which this plan is based, has received thorough public review from the following citizens' advisory committees and governmental commissions and/or groups prior to being considered for adoption by the Fresno City Council: The Fresno-Chandler Downtown Airport Round Table Citizens Group, the Edison/Southwest Fresno Citizens Planning Advisory Committee, the Roeding Business Park PAC, the City of Fresno Historic Preservation Commission, the City of Fresno Planning Commission and the City Housing and Community Development Commission. Related actions include:

- Environmental Document Preparation – An Initial Study assessing the environmental impacts associated with adoption and implementation of the Plan has been prepared.
- Fresno City Council – The City Council has the ultimate responsibility for adoption of the City of Fresno's Fresno-Chandler Downtown Airport Master and Environs Plan. The City Council adopted the Plan on April 13, 1999.
- FAA Review – Copies of the draft Fresno-Chandler Downtown Airport Master Plan Report and associated Airport Layout Plan (ALP) drawing have been submitted to the Federal Aviation Administration for review and comment. Following city adoption of the Fresno-Chandler Downtown Airport Master and Environs Specific Plan, the FAA will conduct a formal internal review of the ALP. FAA approval of the ALP is a prerequisite to federal funding of airport improvements under the Airport Improvement Program.
- CALTRANS Aeronautics Program – Implementation of the runway system modifications described in the Fresno-Chandler Downtown Airport Master Plan Report will require amendment of the Airport Permit issued by the California Department of Transportation Aeronautics Program.

2. PURPOSE

As rapid growth occurs in the Fresno area and nearby counties, the Fresno-Chandler Downtown Airport will need to accommodate this growth while at the same time maintaining a compatible relationship with surrounding development.

3. ORGANIZATION

This Section A presents the introduction, purpose and organization of the Fresno-Chandler Downtown Airport Land Use Policy Plan.

Section B of the document, entitled "Fresno-Chandler Downtown Airport Land Use Policy Plan" sets forth the criteria which the ALUC will use in evaluating amendments of general, community and specific plans, airport master plans, rezoning applications, zoning ordinance text amendments, and building code amendments proposed in the vicinity of FCH.

Sections C & D include all tables and maps referred to in the text of this document.

SECTION B

**FRESNO-CHANDLER DOWNTOWN AIRPORT
LAND USE POLICY PLAN**

SECTION B

FRESNO-CHANDLER DOWNTOWN AIRPORT LAND USE POLICY PLAN

1. INTRODUCTION

This section of the Fresno-Chandler Downtown Airport Land Use Policy Plan sets forth the criteria which will be used in evaluating amendments of general, community and specific plans, airport master plans, rezoning applications, zoning ordinance text amendments and building code amendments proposed in the vicinity of the Fresno-Chandler Downtown Airport (FCH). The policies and requirements of the Fresno-Chandler Downtown Airport Land Use Policy Plan apply to all land within the Airport Review Area. The Airport Review Area contains all land within the 60 or greater Community Noise Equivalent Level (CNEL) contours and/or within Safety Compatibility Zones Nos. 1, 2, 3, 4, 5 and 6 as shown on Figure D-1 (Environs Plan Map).

This Fresno-Chandler Downtown Airport Land Use Policy Plan supercedes and updates the former Fresno-Chandler Downtown Airport Land Use Policy Plan, originally adopted by the ALUC in March 1999.

Following the subsection below delineating the purpose of the Fresno-Chandler Downtown Airport Land Use Policy Plan are specific policies and requirements dealing with noise compatibility, airspace protection, safety, aviation easements, and plan consistency.

2. PURPOSE

The purpose of the Fresno-Chandler Downtown Airport Land Use Policy Plan is: (1) to minimize the exposure of the public to high noise levels and safety hazards through land use controls and policies for property in the vicinity of FCH, and (2) to limit urban encroachment around FCH in order to allow for its continued viability. This Plan incorporates the recommendations set forth in the current CALTRANS Airport Land Use Planning Handbook pertaining to land use, noise and safety issues. Threats to the continuation of flight operations, or to the lives, property, health, and welfare of persons on the ground shall be considered

legitimate interests of the Fresno-Chandler Downtown Airport Land Use Policy Plan.

3. POLICIES

A. Noise

- (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 acceptable for residential areas in the immediate area of FCH, is 60 CNEL, as shown in the Environs Plan Map (Figure D-1). This contour matches the moderate forecast for the year 2018, as described in the City of Fresno's Fresno-Chandler Downtown Airport Master Plan Report (1998). 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 "Noise Compatibility Criteria" matrix (Table C-1). These criteria shall be the principal determinants of whether a proposed land use is compatible with the noise impact from the airport. 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) Any new residential use, transient lodging, school, library, hospital, nursing home, day nursery, church, auditorium or concert hall which requires a special permit (site plan or conditional use permit) and is located within a 60 or greater CNEL contour shall be constructed to comply with Title 24 of the California Code of Regulations such that interior noise levels will measure no more than 45 CNEL. Mitigation measures must be done to achieve compliance with Title 24 requirements as recommended by a certified noise consultant. Any building opening shall be acoustically treated.

- (5) New residential development and new schools shall be prohibited within the adopted 60 CNEL contour of FCH unless the ALUC makes specific findings that there is no feasible alternative to such development of the subject property and provided that the following conditions are met:
 - (a) The property owner of record grants an avigation easement.
 - (b) The record property owner executes an agreement whereby the property owner shall indemnify, hold harmless and defend the City of Fresno 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 60 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 CNEL.
- (6) Within the 65 CNEL contour, new or redeveloped schools, hospitals, nursing homes, libraries, day nurseries, churches, auditoriums, and amphitheatres shall be prohibited. New residential uses shall be prohibited, except as provided for in policy number 7 below.
- (7) Existing residential uses lying within the 65 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, if the ALUC makes a specific finding that there is no feasible alternative to such development of the subject property, and if the remodeled residence conforms to the conditions of Policy No. 5, above. 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.

B. Airspace Protection

- (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 Federal Aviation Regulations (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;
- (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 lighting will still be required.

- (2) No object shall be permitted to be erected which 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.
- (3) The FAR Part 77 surfaces depicted on Figure D-2, "FAR Part 77 Imaginary Surfaces," shall be used in conjunction with the above airspace policies to determine whether the height of an object is acceptable.

C. Safety

- (1) Land uses or land use characteristics which may affect safe air navigation or which, because of their nature and proximity to an airport, may be incompatible with the airport shall be avoided in the vicinity of FCH.
- (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 C-2, entitled "Safety Compatibility Criteria." The indicated Safety Compatibility Zones shall be used in conjunction with the Environs Plan Map (Figure D-1). The Safety Compatibility Zones shown on Figure D-1 will not be altered when Runway 12R-30L is extended the 184 feet

proposed by the City of Fresno's Fresno-Chandler Downtown Airport Master Plan (1998), as the planned runway extension was taken into account when establishing the Safety Compatibility Zones. At such time as Runway 12L-30R is closed, the Environs Plan Map, "Figure D-1, Two Runways" shall be superseded by "Figure D-1, One Runway."

- (3) Land uses, which attract concentrations of birds, are a special concern within the traffic pattern zone of airports. In reviewing a project for safety compatibility, this possibility should be considered.
- (4) Sanitary landfills can attract birds and generate airborne debris, posing a threat to aircraft operations, which cannot be satisfactorily mitigated by conventional operating procedures. Landfills should, therefore, not be permitted in proximity to FCH.

D. Avigation Easement and Agreement

- (1) Except when overriding circumstances exist, a condition for approval of any residential development proposal within the Airport Review Area, as subsequently defined herein, shall be the dedication of an avigation easement. Avigation easements shall be required for all development proposals (commercial, industrial or residential) within the 60 CNEL contour. The avigation easement shall contain the following:
 - (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, trees or shrubs 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 any object 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.

- (1) As a further condition for approval of residential development proposals within the Airport Review Area and all development proposals within the 60 CNEL contour, the property owner will be required to record a covenant providing the following:
 - (a) That it is understood by the owners and owners' successors in interest that the operation of the airport and the landing and takeoff 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 FCH.
- (2) The above easement shall run with the land and shall be binding upon the present and subsequent owners of the property.

E. Buyer Notification

Buyer notification shall be accomplished by the use of real estate disclosure statements for property within the Airport Review Area. The disclosure statements shall notify the buyers of property located within the Airport Review Area of the proximity of the property to FCH and those aircraft overflights may affect the habitability and quiet enjoyment of the property.

4. FRESNO-CHANDLER LAND USE POLICY PLAN CONSISTENCY REQUIREMENTS

- A. The following projects, if located within the Airport Review Area, shall be referred to the Airport Land Use Commission for a determination of consistency with this plan: the adoption or amendment of general, community and specific plans, airport master plans, rezoning applications, zoning ordinance text amendments, and building code amendments. ALUC determination of consistency does not apply to conditional use permits, variances, subdivision or parcel maps although the ALUC may be requested to review these projects and make a recommendation.

- B. **The Airport Review Area is defined as follows: all land within the 60 or greater CNEL contours and/or within Safety Compatibility Zones 1 through 6 as shown on the FCH Environs Plan Map. The FCH Environs Plan Map is attached as Figure D-1 and incorporated herein.**

- C. **If a parcel of land is partially within the Airport Review Area, the entire parcel is considered to be subject to the land use consistency requirements of this plan.**

SECTION C

TABLES

SECTION C

TABLES

Table C-1 Airport/Land Use Noise Compatibility Criteria

Table C-2 Airport/Land Use Safety Compatibility Criteria

TABLE C-1

NOISE COMPATIBILITY CRITERIA

<u>LAND USE CATEGORY</u>	<u>NOISE CONTOUR^a</u>			
	<u>60-65</u>	<u>65-70</u>	<u>70-75</u>	<u>75+</u>
<u>A. RESIDENTIAL</u>				
1. Single family	—	N	N	N
2. Two family	—	N	N	N
3. Multi-family dwelling	0	N	N	N
4. Group quarters	0	N	N	N
5. Residential hotels	0	N	N	N
6. Mobile home parks or courts	—	N	N	N
7. Transient lodging-hotels, motels	0	N	N	N
8. Other residential	—	N	N	N
<u>B. INDUSTRIAL/MANUFACTURING</u>				
1. Food and kindred products	Y	Y	Y	N
2. Textile mill products	Y	Y	Y	N
3. Apparel	Y	Y	Y	N
4. Lumber and wood products	Y	Y	Y	N
5. Furniture and fixtures	Y	Y	Y	N
6. Paper and allied products	Y	Y	Y	N
7. Printing, publishing	Y	Y	Y	N
8. Chemicals and allied products	Y	Y	Y	N
9. Petroleum refining and related Industries	Y	Y	Y	N
10. Rubber and misc. plastic	Y	Y	Y	N
11. Stone, clay and glass products	Y	Y	Y	N
12. Primary metal industries	Y	Y	Y	N
13. Fabricated metal products	Y	Y	Y	N
14. Misc. manufacturing	Y	Y	Y	N
<u>C. TRANSPORTATION, COMMUNICATIONS AND UTILITIES</u>				
1. Railroad, rapid rail transit	Y	Y	Y	Y
2. Highway and street ROW	Y	Y	Y	Y
3. Auto parking lots	Y	Y	Y	Y
4. Communications (noise sensitive)	Y	Y	Y	N
5. Utilities	Y	Y	Y	Y
6. Other trans., comm., and util.	Y	Y	Y	Y

LAND USE CATEGORY

NOISE CONTOUR^a
60-65 65-70 70-75 75+

D. COMMERCIAL/RETAIL TRADE

1. Wholesale trade	Y	Y	Y	N
2. Building materials-retail	Y	Y	Y	N
3. General merchandise-retail	0	Y	N	N
4. Food-retail	0	Y	N	N
5. Automotive	Y	Y	N	N
6. Apparel and accessories-retail	0	Y	N	N
7. Eating and drinking places	0	Y	N	N
8. Furniture, home furnishing-retail	0	Y	N	N
9. Other retail trade	0	Y	N	N

E. PERSONAL AND BUSINESS SERVICES

1. Finance, insurance and real estate	0	N	N	N
2. Personal services	0	N	N	N
3. Business services	0	N	N	N
4. Repair Services	0	N	N	N
5. Contract construction services	0	N	N	N
6. Indoor recreation services	0	N	N	N
7. Other services	0	N	N	N

F. PUBLIC AND QUASI-PUBLIC SERVICES

1. Government services	0	N	N	N
2. Education services	0	N	N	N
3. Cultural activities incl. churches	0	N	N	N
4. Medical and other health services	0	N	N	N
5. Cemeteries	Y	Y	N	N
6. Non-profit organizations	0	N	N	N
7. Other public and quasi-public services	0	N	N	N

G. OUTDOOR RECREATION

1. Playgrounds, neighborhood parks	Y	N	N	N
2. Community and regional parks	Y	N	N	N

LAND USE CATEGORY**NOISE CONTOUR^a**
60-65 65-70 70-75 75+

3. Nature exhibits	Y	N	N	N
4. Spectator sports incl. arenas	Y	N	N	N
5. Golf courses, riding stables	Y	Y	N	N
6. Water-based recreational areas	Y	N	N	N
7. Resort and group camps	0	N	N	N
8. Auditoriums, concert halls	0	N	N	N
9. Outdoor amphitheatres, music halls	—	N	N	N
10. Other outdoor recreation	Y	N	N	N

H. RESOURCE PRODUCTION, EXTRACTION, AND OPEN SPACE

1. Agriculture (except livestock)	Y	Y	Y	Y
2. Livestock farming, animal breeding	0	Y	N	N
3. Forestry activities	Y	Y	Y	Y
4. Fishing activities and related Services	Y	Y	Y	Y
5. Mining activities	Y	Y	Y	Y
6. Permanent open space	Y	Y	N	N
7. Water areas	Y	Y	N	N

NOTES TO TABLE C-1

Y Use is acceptable in zone indicated.

N Use is not acceptable in zone indicated.

0 Acceptable only by ALUC determination. The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. Uses that fall within this category must be reviewed on a case by case basis by the Commission. The Commission may determine the land use to be acceptable under conditions where outdoor activities are minimal and normal construction features provide sufficient noise attenuation (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.

— Normally unacceptable. Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation

construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.

- a. City of Fresno's Fresno-Chandler Downtown Airport Master and Environs Specific Plans, Table C-1, April 1999, the ALUC's Sierra Sky Park Land Use Policy Plan, Table 1, October 1995, and the ALUC's Fresno-Chandler Downtown Airport Environs Specific Plan, Table 4, March 1981.

Noise values are expressed in CNEL.

TABLE C-2

SAFETY COMPATIBILITY COMPARISON

SAFETY ZONES:

- SAFETY ZONE 1 = Runway Protection Zone (APZ I in old plan)
- SAFETY ZONE 2 = Inner Safety Zone (APZ II in old plan)
- SAFETY ZONE 3 = Inner Turning Zone (portion of APZ III in old plan)
- SAFETY ZONE 4 = Outer Safety Zone (APZ II in old plan)
- SAFETY ZONE 5 = Sideline Safety Zone (portion of APZ III in old plan)
- SAFETY ZONE 6 = Traffic Pattern Zone (APZ III in old plan)

LAND USE CATEGORY

		<u>SAFETY ZONE^b</u>					
		1	2	3	4	5	6

A. RESIDENTIAL

1. Single family	N	Y ^e	Y ^e	Y	Y	Y
2. Two family	N	N	N	Y	Y	Y
3. Multi-family dwelling	N	N	N	Y	Y	Y
4. Group quarters	N	N	N	Y	Y	Y
5. Residential hotels	N	N	N	Y	Y	Y
6. Mobile home parks or courts	N	N	N	Y	Y	Y
7. Transient lodging-hotels, motels	N	N	N	Y	Y	Y
8. Other residential	N	N	N	Y	Y	Y

Creation of New Residential Lots:

No new residential lots shall be created in Zones 1, 2 and 5.
New residential lots created in Zone 3 shall have a minimum size of 5 acres.
New residential lots created in Zone 4 shall have a minimum size of 2 acres.
In Zone 6, density shall be regulated by the adopted underlying community or specific plan.

B. INDUSTRIAL/MANUFACTURING

1. Food and kindred products	N	Y	Y	Y	Y	Y
2. Textile mill products	N	Y	Y	Y	Y	Y
3. Apparel	N	Y	Y	Y	Y	Y
4. Lumber and wood products	N	Y	Y	Y	Y	Y
5. Furniture and fixtures	N	Y	Y	Y	Y	Y
6. Paper and allied products	N	Y	Y	Y	Y	Y
7. Printing, publishing	N	Y	Y	Y	Y	Y
8. Chemicals and allied products	N	N	N	Y	Y	Y

LAND USE CATEGORY**SAFETY ZONE^a****1 2 3 4 5 6**

9. Petroleum refining and related Industries	N	N	N	N	Y	Y
10. Rubber and misc. plastic	N	N	N	Y	Y	Y
11. Stone, clay and glass products	N	Y	Y	Y	Y	Y
12. Primary metal industries	N	Y	Y	Y	Y	Y
13. Fabricated metal products	N	Y	Y	Y	Y	Y
14. Misc. manufacturing	N	Y	Y	Y	Y	Y

C. TRANSPORTATION, COMMUNICATIONS AND UTILITIES

1. Railroad, rapid rail transit	Y ^c	Y ^c	Y ^c	Y	Y	Y
2. Highway and street ROW	Y ^c	Y	Y	Y	Y	Y
3. Auto parking lots	N	Y	Y	Y	Y	Y
4. Communications (noise sensitive)	Y ^c	Y	Y	Y	Y	Y
5. Utilities	Y ^d	Y	Y	Y	Y	Y
6. Other trans., comm., and util.	Y ^c	Y	Y	Y	Y	Y

D. COMMERCIAL/RETAIL TRADE

1. Wholesale trade	N	Y	Y	Y	Y	Y
2. Building materials-retail	N	Y	Y	Y	Y	Y
3. General merchandise-retail	N	N	N	Y	Y	Y
4. Food-retail	N	N	N	Y	Y	Y
5. Automotive	N	Y	Y	Y	Y	Y
6. Apparel and accessories-retail	N	N	N	Y	Y	Y
7. Eating and drinking places	N	N	N	Y	Y	Y
8. Furniture, home furnishing-retail	N	N	N	Y	Y	Y
9. Other retail trade	N	N	N	Y	Y	Y

E. PERSONAL AND BUSINESS SERVICES

1. Finance, insurance and real estate	N	Y	Y	Y	Y	Y
2. Personal services	N	Y	Y	Y	Y	Y
3. Business services	N	Y	Y	Y	Y	Y
4. Repair Services	N	Y	Y	Y	Y	Y
5. Contract construction services	N	Y	Y	Y	Y	Y
6. Indoor recreation services	N	Y	Y	Y	Y	Y
7. Other services	N	Y	Y	Y	Y	Y

F. PUBLIC AND QUASI-PUBLIC SERVICES

1. Government services	N	N	N	Y	Y	Y
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LAND USE CATEGORY

	<u>SAFETY ZONE^b</u>					
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
2. Education services	N	N	N	Y	Y	Y
3. Cultural activities incl. churches	N	N	N	Y	Y	Y
4. Medical and other health services	N	N	N	Y	Y	Y
5. Cemeteries	N	Y	Y	Y	Y	Y
6. Non-profit organizations	N	N	N	Y	Y	Y
7. Other public and quasi-public services	N	N	N	Y	Y	Y

G. OUTDOOR RECREATION

1. Playgrounds, neighborhood parks	N	N	N	Y	Y	Y
2. Community and regional parks	N	N	N	Y	Y	Y
3. Nature exhibits	N	Y	Y	Y	Y	Y
4. Spectator sports incl. arenas	N	N	N	Y	Y	Y
5. Golf courses, riding stables	N	Y	Y	Y	Y	Y
6. Water-based recreational areas	N	N	N	Y	Y	Y
7. Resort and group camps	N	N	N	Y	Y	Y
8. Auditoriums, concert halls	N	N	N	Y	Y	Y
9. Outdoor amphitheaters, music halls	N	N	N	Y	Y	Y
10. Other outdoor recreation	N	Y	Y	Y	Y	Y

H. RESOURCE PRODUCTION, EXTRACTION, AND OPEN SPACE

1. Agriculture (except livestock)	Y ^c	Y	Y	Y	Y	Y
2. Livestock farming, animal breeding	N	Y	Y	Y	Y	Y
3. Forestry activities	N	Y	Y	Y	Y	Y
4. Fishing activities and related services	N	Y	Y	Y	Y	Y
5. Mining activities	N	Y	Y	Y	Y	Y
6. Permanent open space	Y ^c	Y	Y	Y	Y	Y
7. Water areas	Y ^c	Y	Y	Y	Y	Y

I. MAXIMUM ALLOWABLE DENSITIES

Maximum allowable intensity of use (people per acre) for nonresidential uses (These land use intensities are intended to represent the maximum number of people permitted at any one time under normal circumstances. Exceptions should be considered only

	<u>SAFETY ZONE^b</u>					
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
for infrequent special events.):	10	50	50	100	50	150

NOTES TO TABLE C-2

Y Use is acceptable in zone indicated (see footnotes).

N Use is not acceptable in zone indicated.

b. "Rio Linda Airport Comprehensive Land Use Plan", Sacramento Regional Area Planning Commission, June 1977, Fresno City's Fresno-Chandler Downtown Airport Master and Environs Specific Plan", April 13, 1999, and the ALUC's Fresno-Chandler Downtown Airport Environs Specific Plan, Table 4, March 1981.

c. No structures in clear zone, no passenger terminals.

d. No major transmission lines in the clear zone.

e. Single family residential is a compatible land use only if the population density is less than two single family residences per acre.

SECTION D

MAPS

SECTION D

MAPS

Figure D-1 Fresno-Chandler Downtown Airport Environs Plan Map (Two Runways)

Figure D-1 Fresno-Chandler Downtown Airport Environs Plan Map (One Runway)








Figure D-2 FAR Part 77 Imaginary Surfaces (Two Runways)


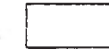
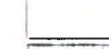

Figure D-2 FAR Part 77 Imaginary Surfaces (One Runway)

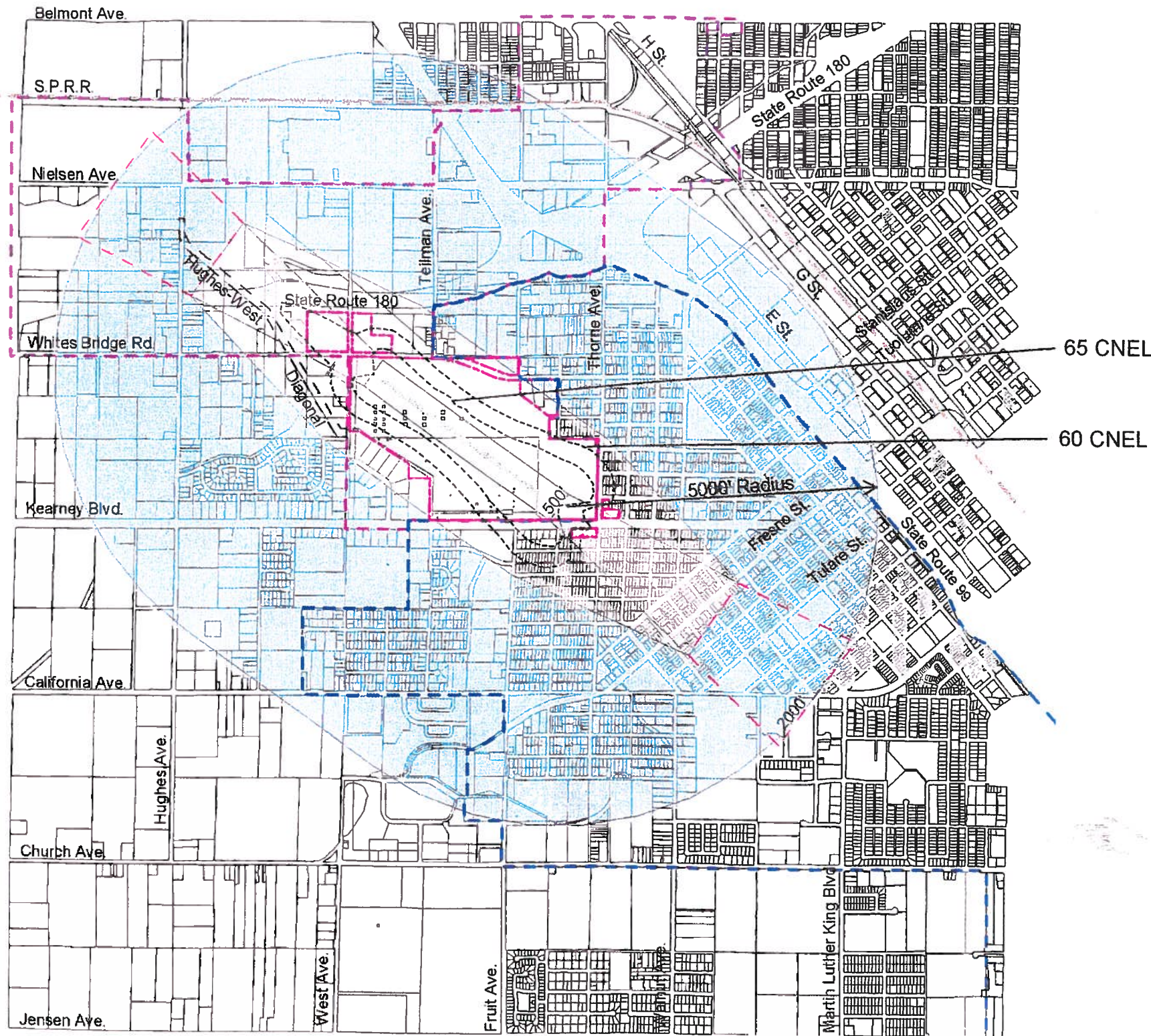
FRESNO-CHANDLER DOWNTOWN AIRPORT FAR PART 77 IMAGINARY SURFACES

Figure D-2 (1 Runway)

NOTE: This Plan will supercede FAR PART 77 IMAGINARY SURFACES, Figure D-2 (2 Runways) at such time as Runway 12L/30R is closed.

-  Runways
-  Approach Surface (150+ feet above runway elevation)
-  CNEL 2018 Moderate Forecast
-  Airport Property Line
-  Southwest Fresno GNRA Project Area
-  Roeding Business Park Development Area
-  Edison Community Plan Area












-  Primary Surface
-  Approach Surface - 20:1
-  Transitional Surface - 7:1
-  Horizontal Surface - 150 feet above runway elevation

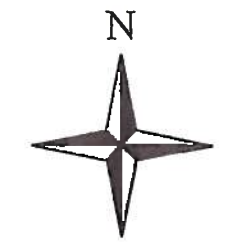
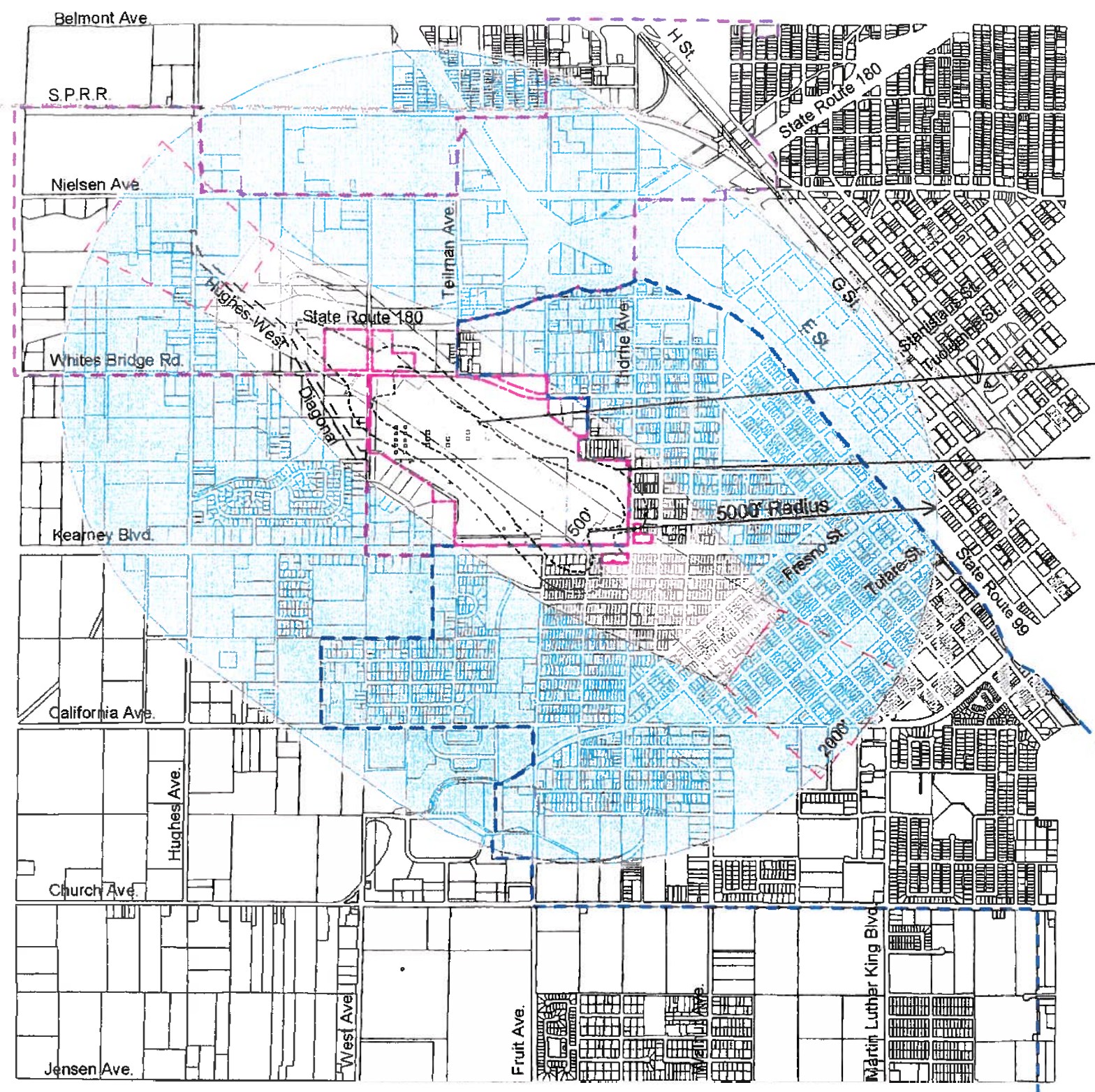


FRESNO-CHANDLER DOWNTOWN AIRPORT FAR PART 77 IMAGINARY SURFACES

Figure D-2 (2 Runways)

NOTE: This Plan will be superceded by FAR PART 77 IMAGINARY SURFACES, Figure D-2 (1 Runway) at such time as Runway 12L/30R is closed.

-  Runways
 -  Approach Surface (150+ feet above runway elevation)
 -  CNEL 2018 Moderate Forecast
 -  Airport Property Line
 -  Southwest Fresno GNRA Project Area
 -  Roeding Business Park Development Area
 -  Edison Community Plan Area
-
-  Primary Surface
 -  Approach Surface - 20:1
 -  Transitional Surface - 7:1
 -  Horizontal Surface - 150 feet above runway elevation



FRESNO-CHANDLER DOWNTOWN AIRPORT ENVIRONS PLAN

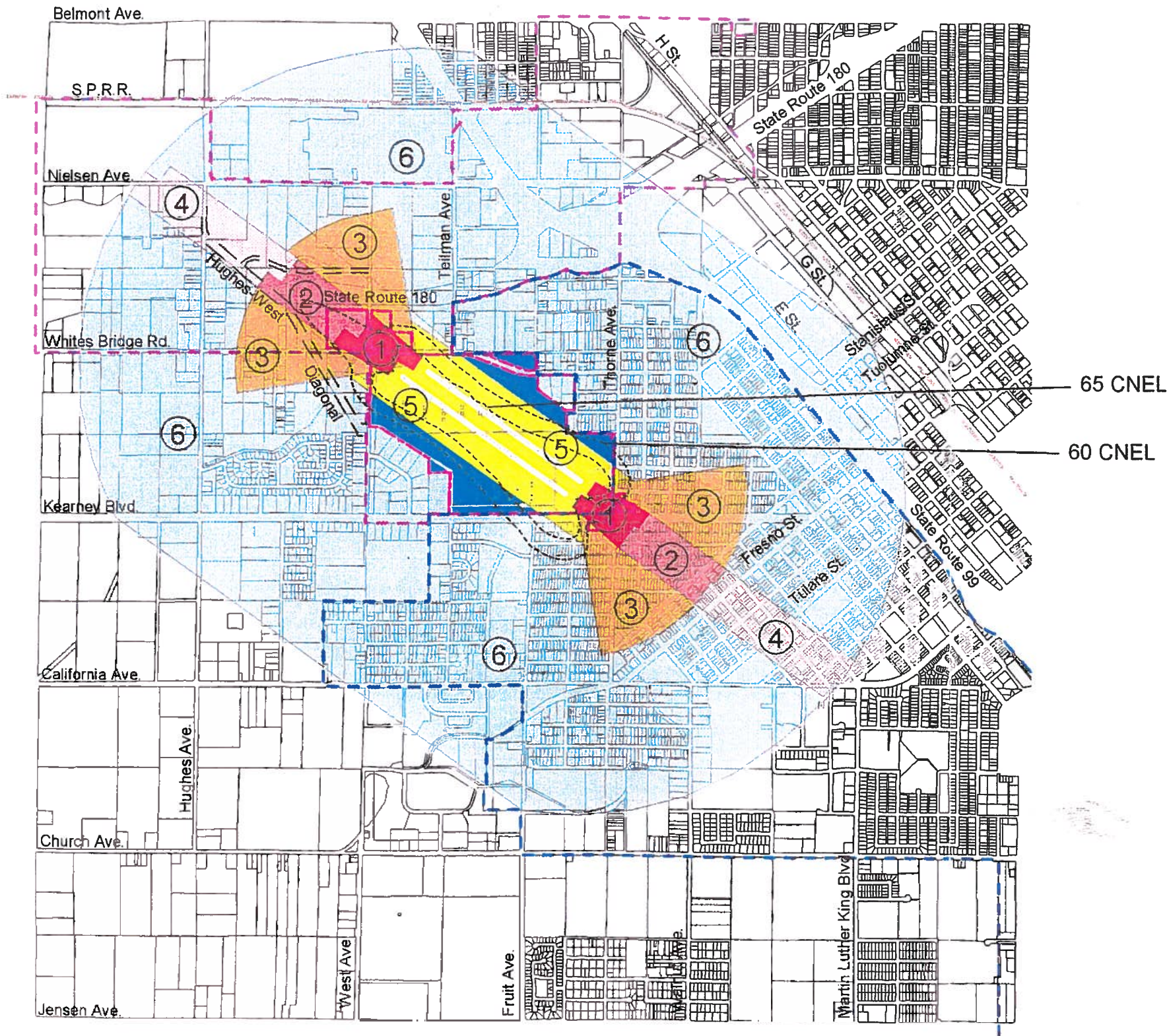
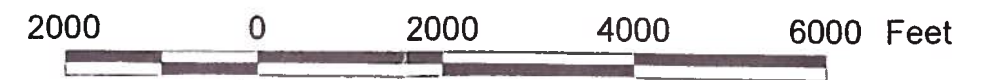
Figure D-1 (2 Runways)

NOTE: This Plan will be superseded by ENVIRONS PLAN, Figure D-1 (1 Runway) at such time as Runway 12L/30R is closed.

- ① RUNWAY PROTECTION ZONE
- ② INNER SAFETY ZONE
- ③ INNER TURNING ZONE
- ④ OUTER SAFETY ZONE
- ⑤ SIDELINE SAFETY ZONE
- ⑥ TRAFFIC PATTERN ZONE

- Roeding Business Park Development Area
- Southwest Fresno GNRA Project Area
- Edison Community Plan Area
- Airport Property Line
- CNEL 2018 Moderate Forecast
- Runways

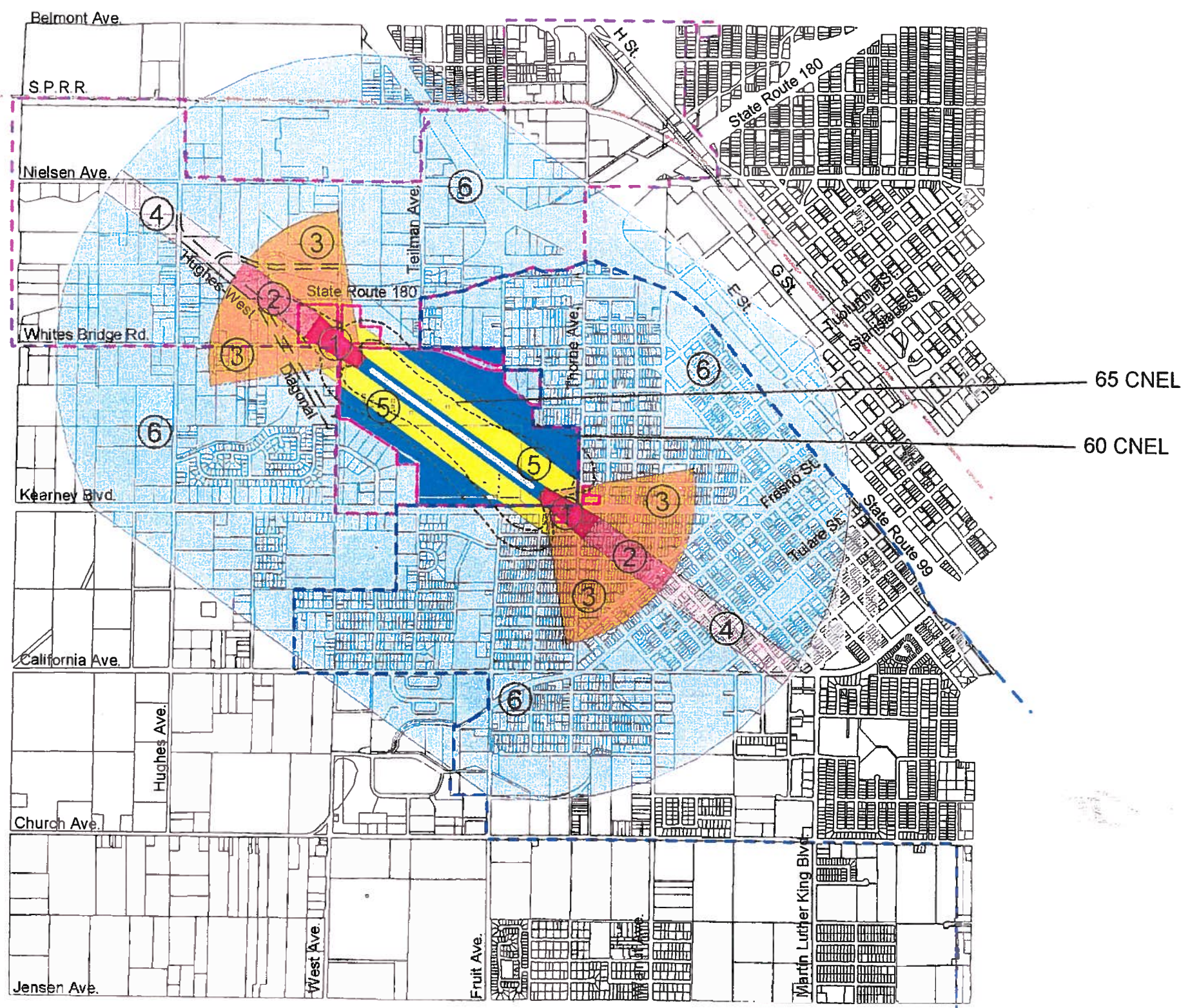
PUBLIC FACILITIES
 Airport



FRESNO-CHANDLER DOWNTOWN AIRPORT ENVIRONS PLAN

Figure D-1 (1 Runway)

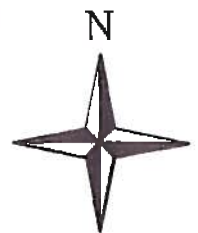
NOTE: This Plan will supercede ENVIRONS PLAN, Figure D-1 (2 Runways) at such time as Runway 12L/30R is closed.



- ① RUNWAY PROTECTION ZONE
- ② INNER SAFETY ZONE
- ③ INNER TURNING ZONE
- ④ OUTER SAFETY ZONE
- ⑤ SIDELINE SAFETY ZONE
- ⑥ TRAFFIC PATTERN ZONE

- Roeding Business Park Development Area
- Southwest Fresno GNRA Project Area
- Edison Community Plan Area
- Airport Property Line
- CNEL 2018 Moderate Forecast
- Runways

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 Airport



GLOSSARY

Acoustical Treatment: The appropriate design and construction of new structures, or the alteration of existing structures, to achieve a noise reduction, from exterior to interior, sufficient to assure that the interior community noise level (CNEL) in all habitable rooms does not exceed 45 CNEL.

Approach Surface: An imaginary surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available, or planned, for that runway end.

The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:

- (a) 1,250 feet for runway 12L-30R and
- (b) 2,000 feet for runway 12R-30L

The approach surface extends for a horizontal distance of 5,000 feet at a slope of 20:1. This surface includes the Runway Protection Zone (Safety Zone 1), the Inner Safety Zone (Safety Zone 2), and the Outer Safety Zone (Safety Zone 4).

CNEL: CNEL is an abbreviation for "Community Noise Equivalent Level" and is the average daytime noise level, expressed in decibels-A (dBA), during a 24 hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime hours.

dBA: dBA is an abbreviation for decibels-A, and is an "A" frequency weighted measurement of sound pressure level on the decibel scale. The "A" frequency weighting conforms the sound pressure levels to those experienced by the human ear.

Horizontal Surface: An imaginary horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc for Fresno-Chandler is 5,000 feet.

Imaginary Surfaces: Airport imaginary surfaces are established with relation to the airport and to each runway to provide unobstructed air space for aircraft in the vicinity of airports. The imaginary surfaces that are discussed in this plan are: Approach Surface, Horizontal Surface, and Primary Surface. The precise generic definitions of these imaginary surfaces as they apply to all airports, are found in FAR, Part 77.

Primary Surface: An imaginary surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, as in the case of Fresno-Chandler, the primary surface extends 200 feet beyond each end of that runway. The widths of the primary surfaces for the runways of Fresno-Chandler are: Runway 12L-30R: 250 feet, and Runway 12R-30L: 500 feet.

Traffic Pattern Zone: The area under the Horizontal Surface, as defined by FAR, Part 77, that is, it includes all the remaining area within 5,000 feet of the airport. This area has the lowest accident potential of all of the safety zones.

JCS

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