

SECTION B

TABLES & FIGURES

TABLE 1

AIRPORT LAND USE NOISE COMPATIBILITY CRITERIA

LAND USE CATEGORY	Exterior Noise Exposure (CNEL)		
	60-65	65-70	70-75
Residential, Lodging, and Care			
*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	—	—
Public and Institutional			
* Schools, libraries	0	0	—
*Places of worship, auditoriums, concert halls, theaters, indoor arenas	0	0	—
Cemeteries, Parking	+	+	0
Commercial and Industrial			
Offices, service commercial, retail, shopping centers, restaurants	+	0	—
Wholesale, warehousing, research and development, light industrial	+	+	0
Extractive industry, industrial, manufacturing, utilities	+	+	0
Agricultural, and Recreational			
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

AIRPORT LAND USE NOISE COMPATIBILITY CRITERIA

LEGEND

Symbol	Land Use Acceptability	Interpretation/Conditions
+	Compatible	The activities associated with the specific land use may be carried out with essentially no interference from aircraft noise.
0	Conditional	<p>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.</p> <p>Indoor Uses: Noise exposure may cause moderate interference with indoor activities, extensive construction features required to make the indoor environment acceptable.</p> <p>Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur, caution should be exercised with regards to noise-sensitive uses.</p>
—	Incompatible	<p>Unacceptable noise interference upon these activities will occur indoor and outdoor. Adequate structural noise insulation is not practical under most circumstances.</p> <p>Severe noise interference makes outdoor activities unacceptable</p>
*	Acoustical Analysis Required	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 ¹ dBA	--
Schools, Hospitals and Nursing Homes	AS	25 ¹ dBA	--
Commercial	AS	AS	25dBA
Manufacturing ²	+	AS	25dBA

Legend

+ Uses normally acceptable.

-- Uses should not be permitted.

¹ 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.

² 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)	+	+	--	+

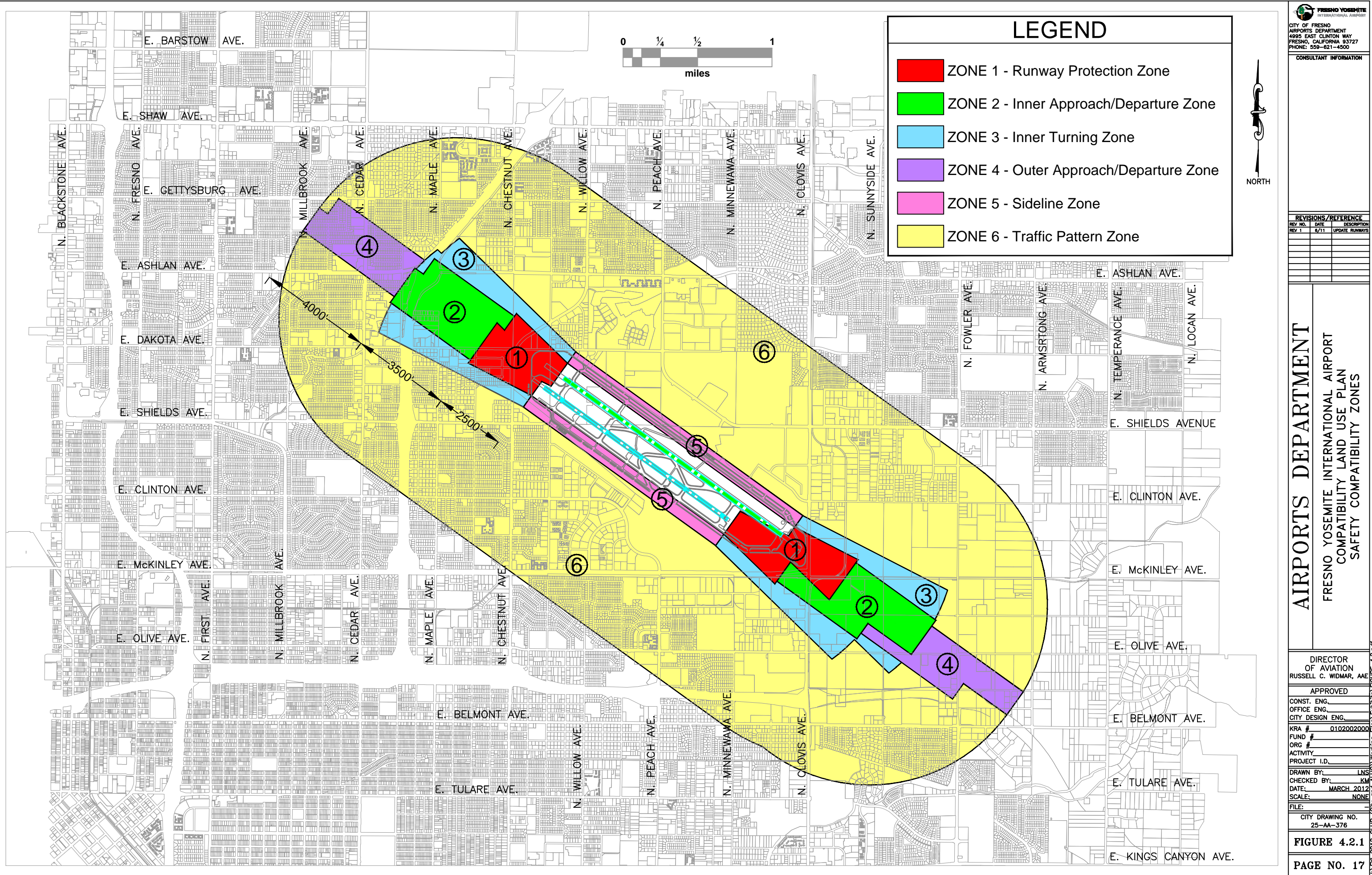
SPECIAL CHARACTERISTICS (IN OR OUTSIDE OF STRUCTURES)						
Distracting Lights or Glare	--	--	--	--	--	+
Sources of Smoke or Electrical Interference	--	--	--	--	--	+
Attractor of Birds	--	--	--	--	--	+

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

ZONE 1 - Runway Protection Zone

ZONE 2 - Inner Approach/Departure Zone

ZONE 3 - Inner Turning Zone

ZONE 4 - Outer Approach/Departure Zone

ZONE 5 - Sideline Zone

ZONE 6 - Traffic Pattern Zone

FRESNO YOSEMITE

INTERNATIONAL AIRPORT

CITY OF FRESNO

AIRPORTS DEPARTMENT

4995 EAST CLINTON WAY

FRESNO, CALIFORNIA 93727

PHONE: 559-621-4500

CONSULTANT INFORMATION

REVISIONS/REFERENCE

REV NO.	DATE	DESCRIPTION
REV 1	6/11	UPDATE RUNWAYS

AIRPORTS DEPARTMENT

FRESNO YOSEMITE INTERNATIONAL AIRPORT

COMPATIBILITY LAND USE PLAN

SAFETY COMPATIBILITY ZONES

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

FILE:

CITY DRAWING NO.
25-AA-376

FIGURE 4.2.1

PAGE NO. 17

J:\FYI 2012 CLUP (City and AUC) Working Files\Exhibits\FIGURE 4.2.pdf

CONSULTANT INFORMATION

REVISIONS/REFERENCE

REV NO.	DATE	DESCRIPTION

AIRPORTS DEPARTMENT

FRESNO YOSEMITE INTERNATIONAL AIRPORT COMPATIBILITY LAND USE PLAN SAFETY COMPATIBILITY ZONES DIMENSIONAL LAYOUT

DIRECTOR
OF AVIATION
RUSSELL C. WIDMAR, AIA

APPROVED

CONST. ENG. _____
OFFICE ENG. _____
CITY DESIGN ENG. _____

KRA # 0102002000

FUND # _____

ORG # _____

ACTIVITY _____

PROJECT I.D. _____

DRAWN BY: LNS

CHECKED BY: MS

DATE: JUNE 2010

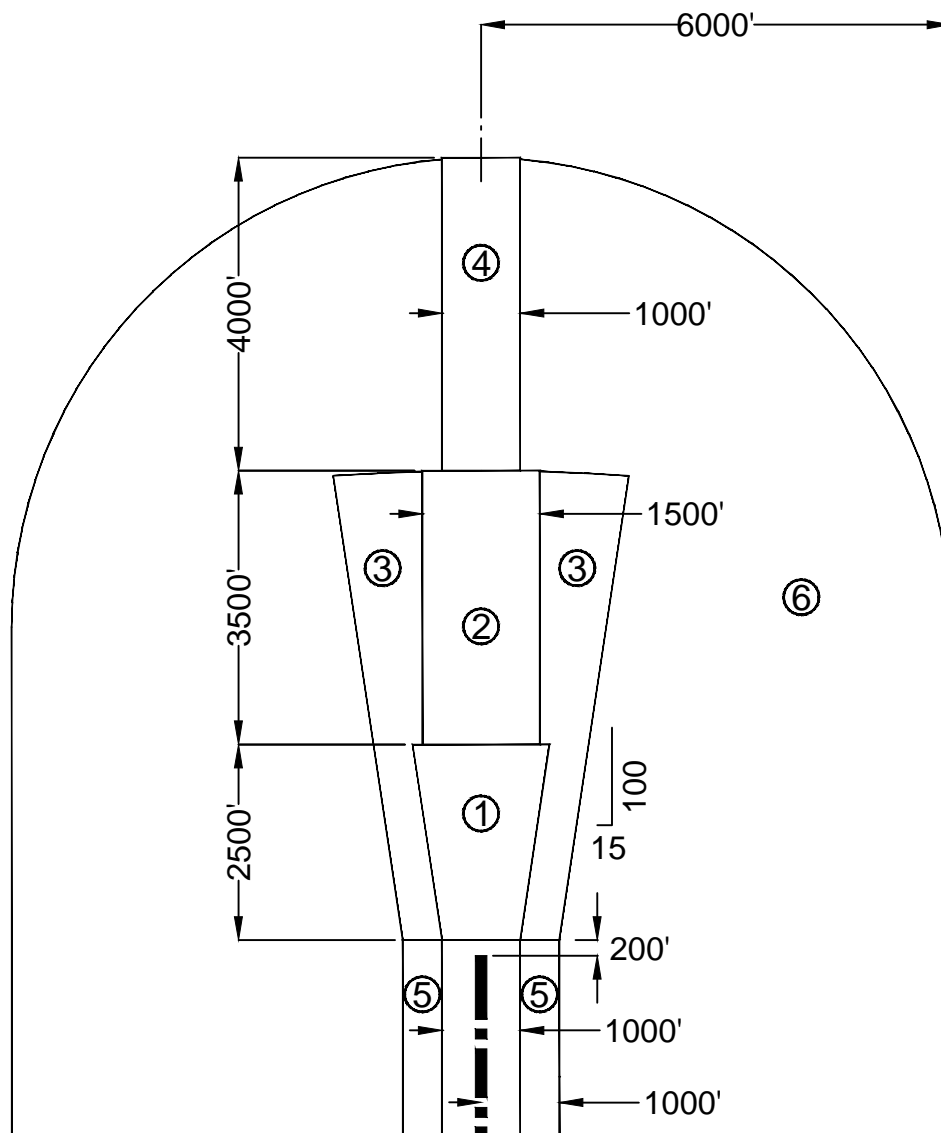
SCALE: NONE

FILE: _____

CITY DRAWING NO.
25-A-373

FIGURE 4.2.2

PAGE NO. 18



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