

**FRESNO COUNTY AIRPORTS
LAND USE POLICY PLAN**

Fresno County
Airport Land Use Commission
January 1983



TABLE OF CONTENTS

Page

INTRODUCTION	1
Noise	2
Airspace Protection	12
Safety	17
General Nuisance	23
Policy Regarding Scope of Commission Review	25

LIST OF TABLES

Page

1	AIRPORT/LAND USE NOISE COMPATIBILITY CRITERIA	4
2	INTERIOR NOISE LEVEL CRITERIA	6
3	AIRPORT/LAND USE SAFETY COMPATIBILITY CRITERIA	18

LIST OF MAPS

	<u>Page</u>
Noise Impact Areas - Firebaugh Municipal Airport	8
Noise Impact Areas - Mendota Municipal Airport	9
Noise Impact Areas - Reedley Municipal Airport	10
Noise Impact Areas - Selma Aerodrome	11
Airspace Protection Areas - Firebaugh Municipal Airport	13
Airspace Protection Areas - Mendota Municipal Airport	14
Airspace Protection Areas - Reedley Municipal Airport	15
Airspace Protection Areas - Selma Aerodrome	16
Safety Compatibility - Firebaugh Municipal Airport	19
Safety Compatibility - Mendota Municipal Airport	20
Safety Compatibility - Reedley Municipal Airport	21
Safety Compatibility - Selma Aerodrome	22



FRESNO COUNTY AIRPORTS

LAND USE POLICY PLAN

INTRODUCTION

This policy Plan sets forth the criteria which the Fresno County Airport Land Use Commission will use in evaluating general and specific plans, zoning ordinances, building regulations, and airport master plans proposed for adoption or amendment in the vicinity of four public-use general aviation airports in the County of Fresno. These airports are:

Firebaugh Municipal Airport
Mendota Municipal Airport
Reedley Municipal Airport
Selma Aerodrome

Additionally, the adopted Policy Plan is intended to give public agencies and the general public an indication of the nature and extent of the Commission's involvement in airport land use planning.

The statutory authority for establishment of the Fresno County Airport Land Use Commission and its adoption of procedures and policies is provided by the California Public Utilities Code, Sections 21670-21678 (Chapter 4, Article 3.5).

The Commission functions primarily in a review capacity. Proposals for the adoption or amendment of general and specific plans, zoning ordinances, building regulations, and airport master plans are to be referred to the Commission prior to final action being taken by the appropriate governing body.

The following section presents policies addressing land use compatibility with airports' noise, airspace protection, safety, and general nuisance impacts. The final section indicates the specific types of projects which are subject to Commission review and establishes the geographic limits of the area within which projects are to be referred to the Commission for review.

Land Use Compatibility Policies

Noise

1. Airport/land use noise compatibility shall be evaluated in terms of the Community Noise Equivalent Level (CNEL), as defined in Title 21 of the California Administrative Code.
2. The maximum noise exposure which shall be considered normally acceptable for residential areas is 60 dBA CNEL. The residential area criterion established 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 nearby airport, but special circumstances which would affect the specific proposal's noise sensitivity (e.g., the extent or lack of outdoor activity) also shall be taken into account.
4. One of the conditions for approval of a land use which is "marginally acceptable" or "normally unacceptable" for the given noise environment is that the building must provide a satisfactory degree of noise attenuation. Table 2 sets forth the maximum acceptable Interior noise levels for commonly occurring noises from exterior sources. If the structure can reduce the noise exposure to the indicated level, the use may be acceptable. (Note that the interior noise criteria are measured in terms of maximum noise levels of individual events and not average noise levels as represented by CNEL values. Since maximum exterior individual event noise levels are greater than the CNEL value at a given location, the required noise reduction of the structure thus will be greater than the difference between the interior noise level criterion and the CNEL value).
5. In addition to the interior noise level criteria for individual exterior noises, the Interior Community Noise Equivalent Level attributable to exterior sources shall not exceed 45 dBA, with windows closed, in any habitable room of a residential dwelling.
6. In applying the interior noise level criteria listed in Table 2, engine run-up noise shall be considered as a source of commonly occurring exterior noise.
7. When a proposed project will involve a land use which is "marginally acceptable" or "normally unacceptable" within a noise environment in excess of 60 dBA CNEL,

an acoustical analysis shall be required in order to show that the structure has been designed to limit intruding noise to the prescribed allowable levels. Such analysis shall be done in a manner indicated in the California Noise Insulation Standards (California Administrative Code, Title 25, Chapter 1, Subchapter 1, Article 4, Section 28).

8. When applying the noise compatibility criteria to a given location, the basis for evaluation shall be the maximum Community Noise Equivalent Level to which the location is or is forecast to be exposed. For all four Fresno County public-use airports covered by this Policy Plan, the year-2000 contours shall be used. Year-2000 CNEL contours of 55 dBA above are depicted in the four Noise Impact Area maps included herein.
9. If a noise analysis, including noise monitoring, is conducted for a particular location and the results indicate that the maximum CNEL will be less than shown herein, the lower exposure level may be used for land use evaluation at the discretion of the Airport Land Use Commission.

TABLE 1

AIRPORT/LAND USE NOISE COMPATIBILITY CRITERIA

LAND USE CATEGORY ²	CNEL OR LdN, (DbA) ¹				
	50-55	55-60	60-65	65-70	70-75
Residential					
Single-family detached and duplexes	+	0	-	--	--
Multi-family and transient lodging	++	+	0	-	--
Mobile homes	+	-	-	--	--
Public					
Schools, libraries, hospitals, nursing homes	+	0	-	-	--
Churches, auditoriums, concert halls	+	0	0	-	--
Transportation, parking, cemeteries	++	++	++	+	0
Commercial and Industrial					
Offices, retail trade	++	+	0	0	-
Service commercial, wholesale trade, warehousing, light industrial	++	++	+	0	0
General manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
Cropland	++	++	++	++	+
Livestock breeding	++	+	0	0	-
Parks, playgrounds, zoos	++	+	+	0	-
Golf courses, riding stables, water recreation	++	++	+	0	0
Outdoor spectator sports	++	+	+	0	-
Amphitheaters	+	0	-	-	--

Notes: ¹. See Policy Plan Map for the location of the noise contours.

². See explanation of land use acceptability symbols on following page.

LAND USE ACCEPTABILITY

INTERPRETATION/CONDITIONS

++ Clearly Acceptable

The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.

+ Normally Acceptable

Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.

0 Marginal

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.

New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in the design.

- 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.

-- Clearly Unacceptable

Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors

TABLE 2

INTERIOR NOISE LEVEL CRITERIA
 Maximum Acceptable Interior Noise Levels for
 Commonly Occurring Individual Noise Events
 from Exterior Sources

GENERALIZED LAND USE	ACCEPTABLE NOISE LEVEL (dBA) ¹	BASIS FOR CRITERION
RESIDENTIAL: SINGLE- AND MULTI-FAMILY DWELLINGS		
1. Living Area		
a. Daytime	60	Conversation - 5 feet - normal voice
b. Nighttime	55	Conversation - 10 feet - normal voice
2. Sleeping Areas	50	Sleeping
EDUCATIONAL FACILITIES, ETC.		
1. Concert Hall	25	Intrusion of noise may spoil artistic effect
2. Legitimate Theater	30	Intrusion of noise may spoil artistic effect
3. School Auditorium	35	Minimize intrusion into artistic performance
4. School Classroom	55	Speech communication - 20 feet - raised voice
5. School Laboratory	60	Speech communication - 50 feet - normal voice
6. Church Sanctuaries	45	Speech communication - 50 feet - raised voice
7. Library	55	Speech communication - 3 feet - normal voice
RECREATIONAL FACILITIES		
1. Motion Picture Theater	45	Minimize intrusion into artistic performance
2. Sports Arena	75	Conversation - 2 feet - raised voice
3. Bowling Alley	75	Conversation - 2 feet - raised voice
COMMERCIAL, MISCELLANEOUS		
1. Hotel, Motel Sleeping	50	Sleeping
2. Hospital Sleeping	50	Sleeping
3. Executive Offices, Conference Rooms	55	Speech communication - 12 feet - normal voice
4. Staff Offices	60	Speech communication - 6 feet - normal voice
5. Sales, Secretarial	65	Satisfactory telephone use
6. Restaurants	65	Speech communication - 4 feet - normal voice
7. Markets, Retail Stores	65	Speech communication - 4 feet - normal voice

LIGHT INDUSTRIAL

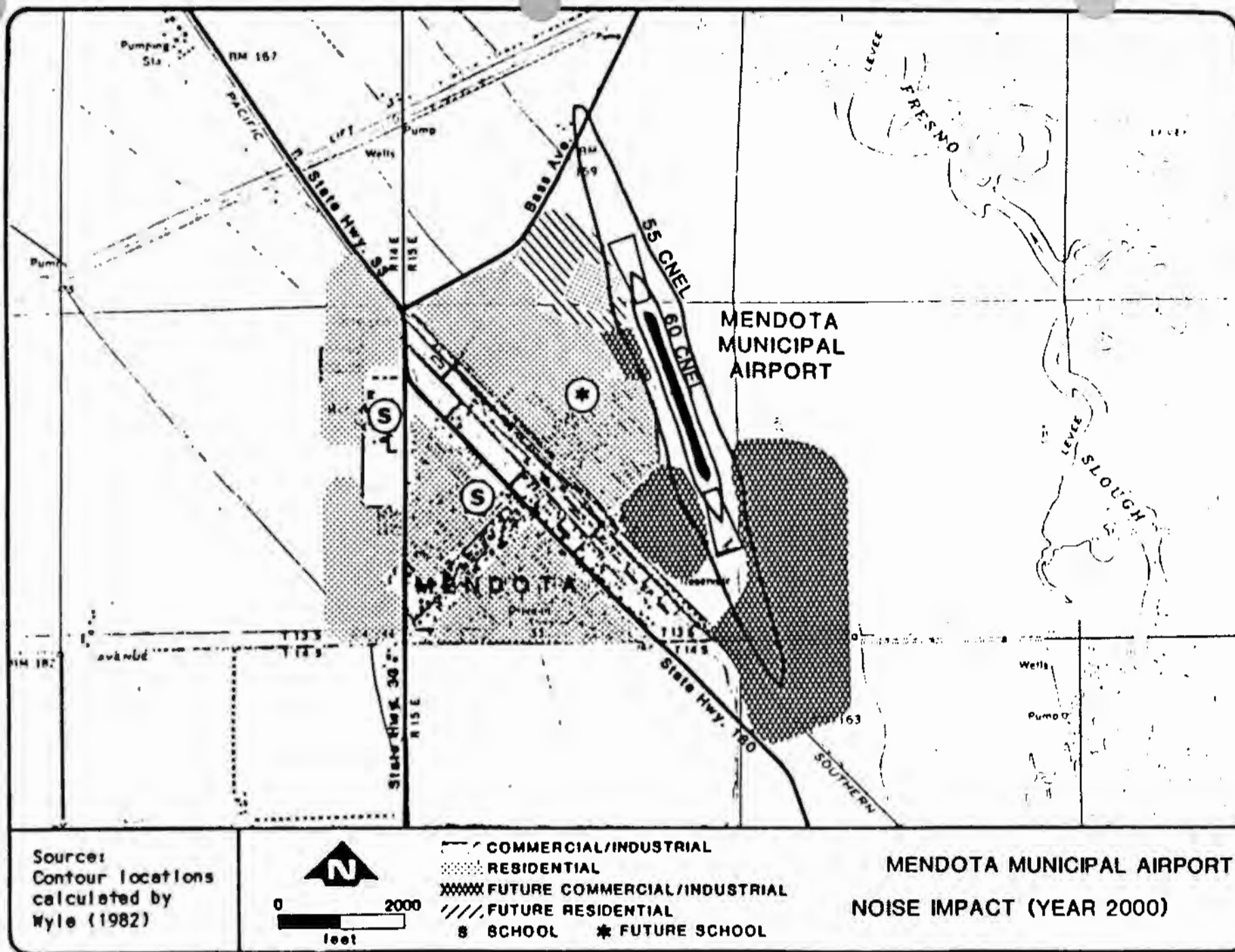
1.	Office Areas	2	2
2.	Laboratory	60	Speech communication - 6 feet - raised voice
3.	Machine Shop	75	Speech communication - 3 feet - raised voice
4.	Assembly, Construction	75	Speech communication - 2 feet - raised voice

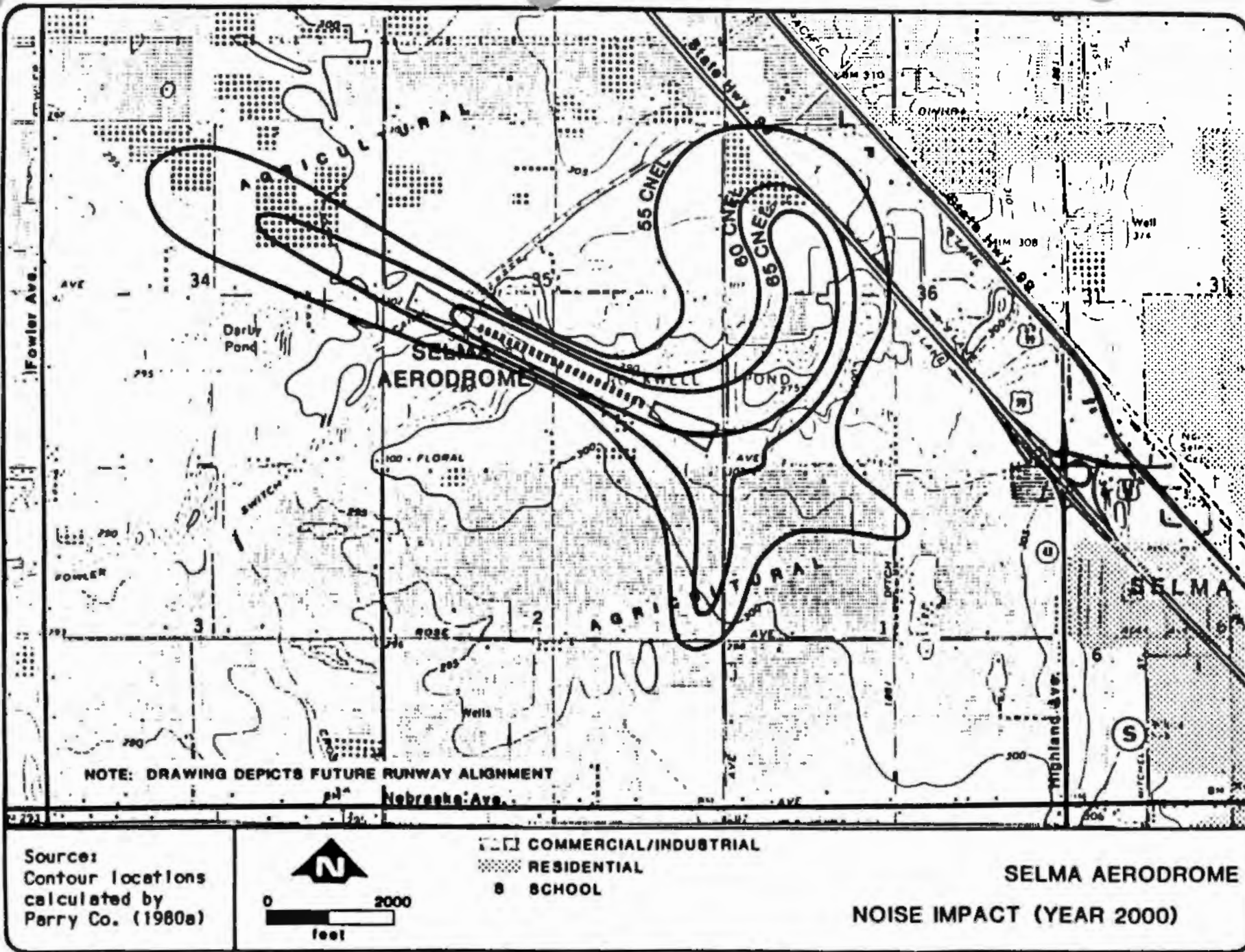
HEAVY INDUSTRIAL

1.	Office Areas	2	2
2.	Machine Shop	75	Speech communication - 3 feet - raised voice
3.	Assembly, Construction	75	Speech communication - 2 feet raised voice

SOURCE: Adapted from Table 2 in "Noise Insulation Problems in Buildings", Paul S. Veneklasen & Associates, January 1973.

- NOTES: 1. These are maximum levels for individual events and are not measured in CNEL values.
2. See Basis No. 3, 4 and 5 under Commercial, Miscellaneous Land Use



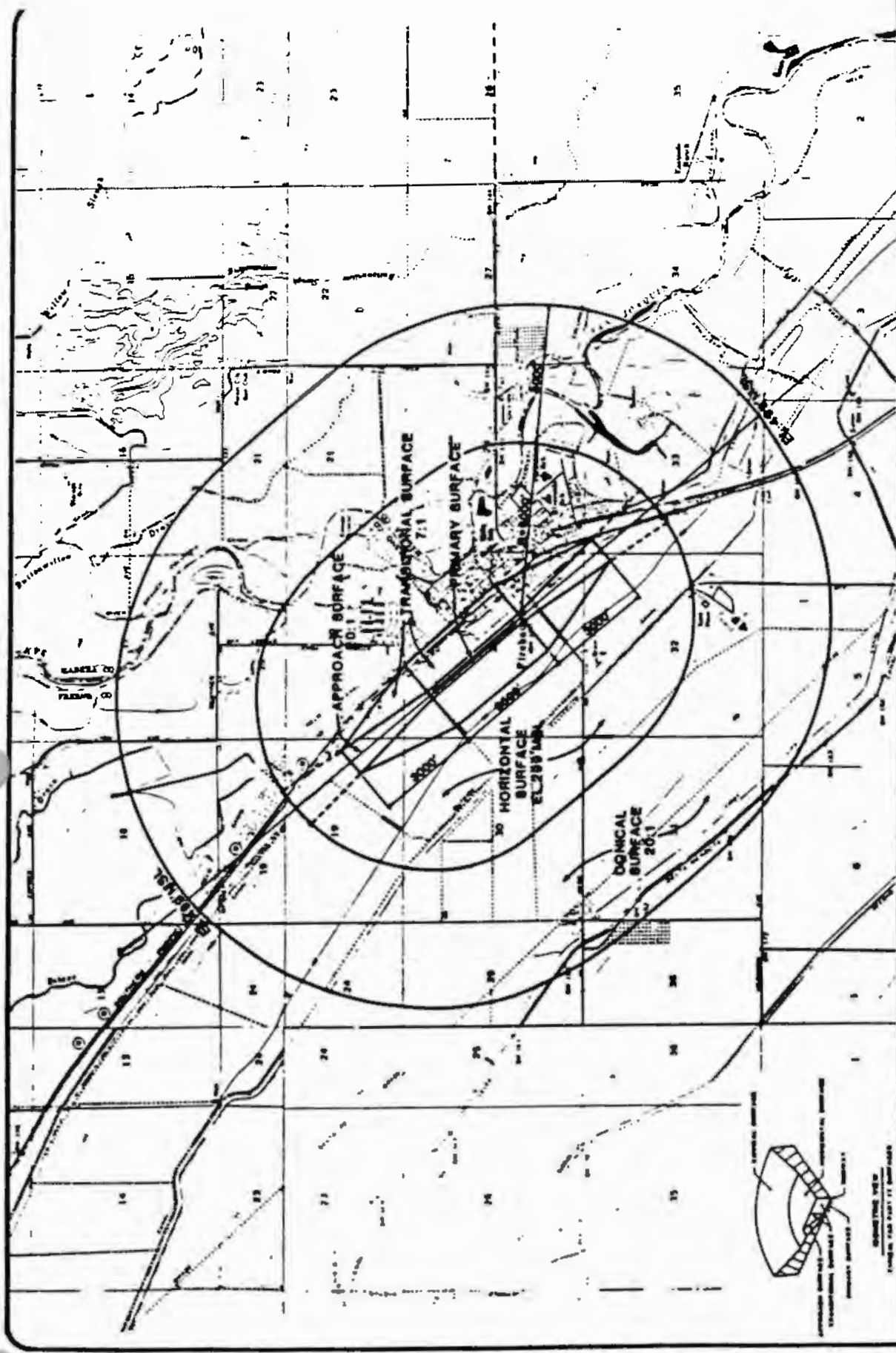


Airspace Protection

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 apply:
 - a. The object would be substantially shielded by existing permanent structures of 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;

Or, in the case of an existing object, it exceeds the prescribed height limits at the time the ordinance is adopted, in which case marking and lighting may still be required.

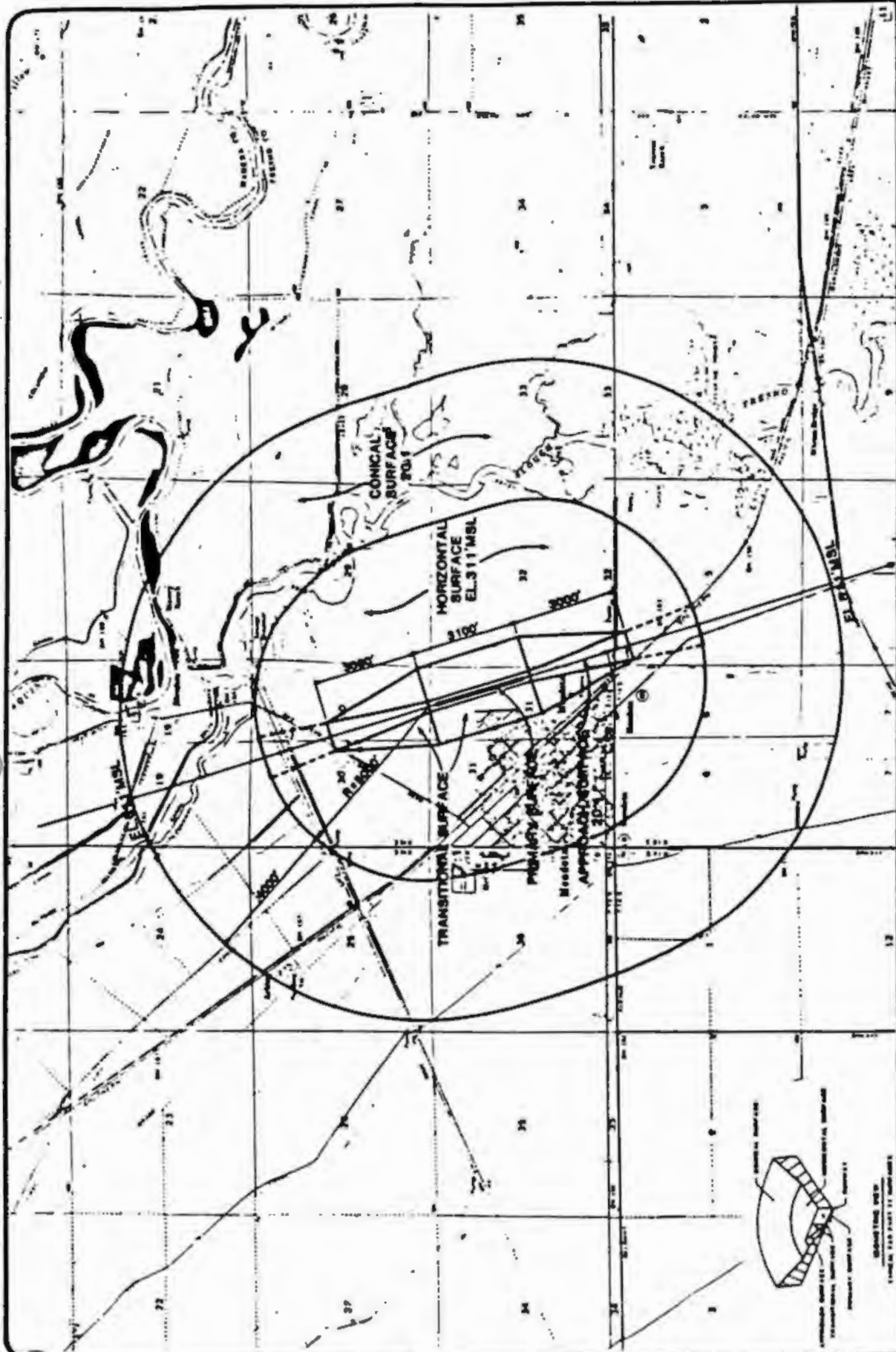
2. No object shall be permitted to be erected which because of height or other factors would result in an increase in the minimum ceiling or visibility criteria for an existing or proposed instrument approach procedure.
3. An object which would be located within a horizontal or conical zone as defined in FAR Part 77, Subpart C, and would be 35 feet or less in height above the ground (i.e., is within the height limits prescribed for most Fresno County land use zoning classifications) shall be considered conditionally acceptable even if it exceeds the prescribed FAR Part 77 height limit due to its geographical location. Marking and lighting may be conditions for acceptability.
4. The FAR Part 77, surfaces depicted herein shall be used in conjunction with the above airspace policies to determine whether the height of an object is acceptable.



**FIREBAUGH MUNICIPAL AIRPORT
FAR PART 77 AIRSPACE PLAN**



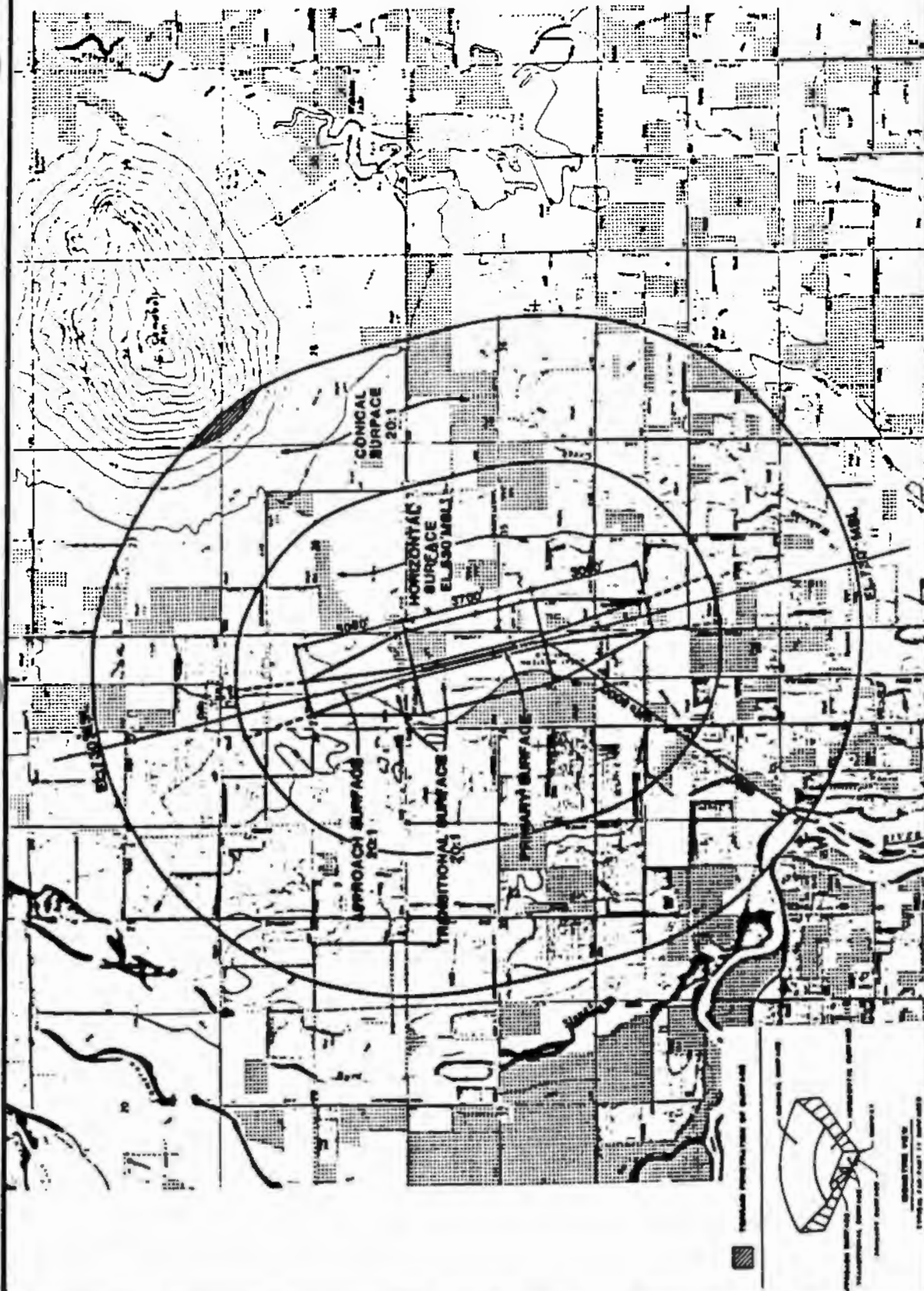
AVIATION PLANNING SERVICES
FIREBROUGH & SHUTT



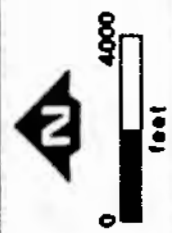
**MENDOTA MUNICIPAL AIRPORT
FAR PART 77 AIRSPACE PLAN**



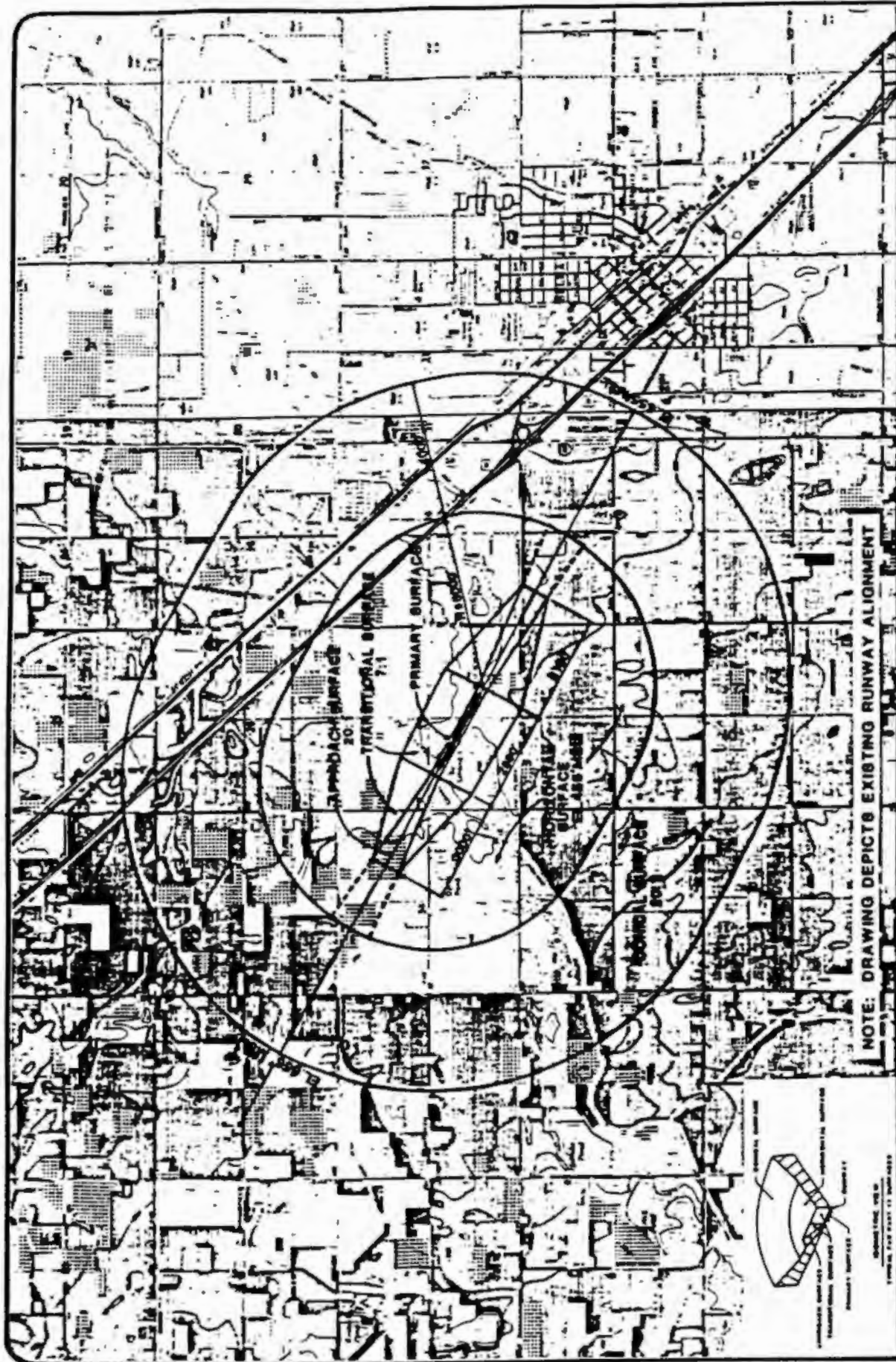
AVIATION PLANNING SERVICES
HODGES & SHUTT
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REEDLEY MUNICIPAL AIRPORT
FAR PART 77 AIRSPACE PLAN



AVIATION PLANNING SERVICES
HODGES & SMITH



SELMA AERODROME

FAR PART 77 AIRSPACE PLAN

NOTE: DRAWING DEPICTS EXISTING RUNWAY ALIGNMENT



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 pose high risks to the land users shall be avoided in the vicinity of an airport.
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. The indicated safety zones shall be used in conjunction with the Review Area maps Presented herein.
3. Land uses which attract concentrations of birds are a special concern in Fresno County because of the agricultural uses near many of the airports. In applying the Safety Compatibility Criteria to agricultural areas, attention should be given to whether a particular type of agricultural use commonly attracts birds.

TABLE 3

**AIRPORT/LAND USE SAFETY
COMPATIBILITY CRITERIA**

LAND USE CHARACTERISTICS	SAFETY ZONES¹			
	Clear & Runway Zones	Inner Approach Zones²	Outer Approach Zones & Traffic Pattern Zone	Horizontal & Conical Zones
Residential Uses	-	(A,F)	(B,F)	+
Other Uses in Structures	-	(C,E,F)	(E,F)	+
Other Uses Not in Structures	(C,G)	(D)	+	+
Special Characteristics				
1. Distracting Light or Glare	-	-	-	(G)
2. Sources of Smoke	-	-	-	(G)
3. Electronic Interference	-	-	-	(G)
4. Attractor of Birds	-	-	-	+

NOTES: 1. See the Policy Plan maps for the location of the zones at each airport.

2. The inner approach zone extends to the point below where the approach surface intersects the horizontal surface.

INTERPRETATION

+ **ACCEPTABLE:** Use is acceptable with little or no risks

() **CONDITIONALLY ACCEPTABLE:** Risk exist, but use is acceptable under conditions cited below.

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

B Density no greater than 4 dwelling units per acre.

C No uses attracting more than 10 persons per acre.

D No uses attracting more than 25 persons per acre.

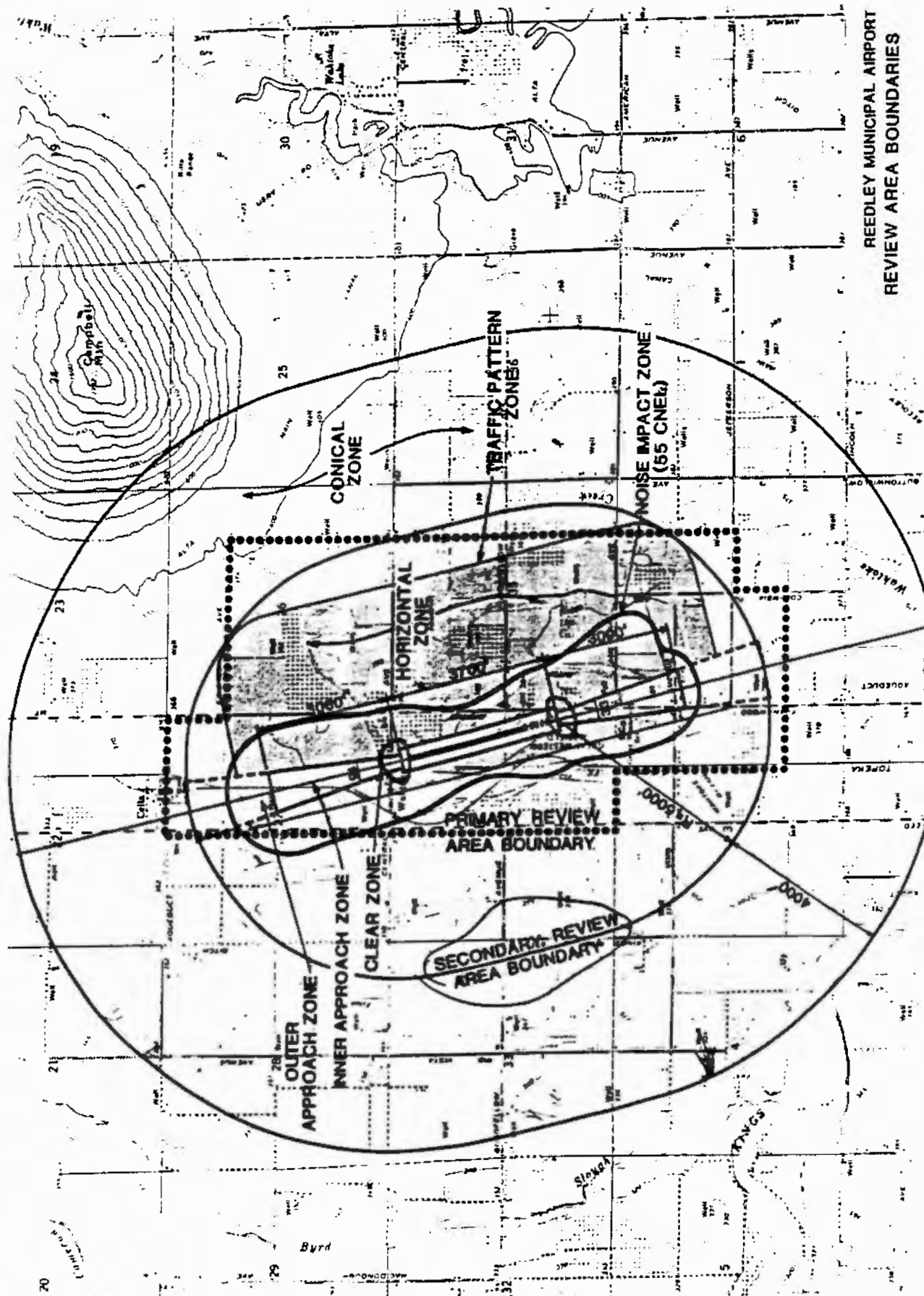
E No schools, hospitals, nursing homes, or similar uses.

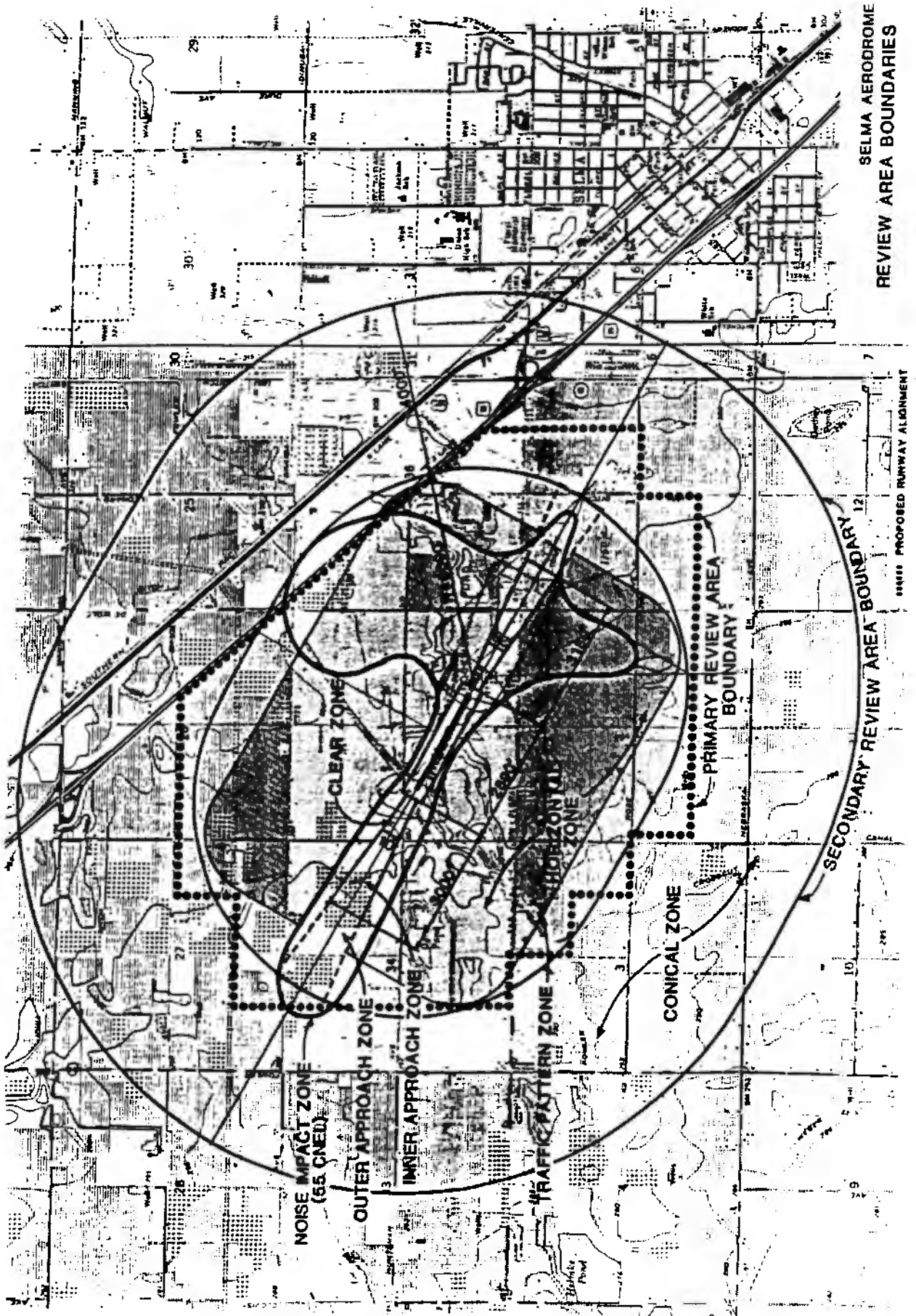
F At least 20% of area open (having a size and shape such that a small aircraft could conceivably make an emergency landing without damage to buildings or serious injury to aircraft occupants).

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

- **UNACCEPTABLE:** Use is unacceptable due to associated high risks.

REEDLEY MUNICIPAL AIRPORT
REVIEW AREA BOUNDARIES





General Nuisance

1. Avigation Easement

- a. Except when overriding circumstances exist, a condition for approval of any residential subdivision or zoning change within an airport's Primary Review Area, as subsequently defined herein, shall be the dedication of an avigation easement to the airport owner or the local jurisdiction in which the proposed subdivision is located (city, if area is incorporated; Fresno County, if area is unincorporated). The avigation easement shall contain the following property rights:

- 1) Right-of-flight at any altitude above acquired easement surfaces.
- 2) Right to cause noise, vibrations, fumes, dust, and fuel particle emissions.
- 3.) Right-of-entry to remove, mark, or light any structures or growths above easement surfaces.
- 4) Right to prohibit creation of electrical interference, unusual light sources, and other hazards to aircraft flight.

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.

- b. As a further condition for approval of a residential subdivision or zoning change within an airports's Primary Review Area, the local jurisdiction shall, except where overriding circumstances exist, require the property owners to agree to the following:

- 1) That it is understood by the owners and owners' successors in interest that the real property in question lies close to an operating airport and that the operation of the airport and the landing and take-off of aircraft may generate high noise levels.
- 2) That the owners shall not initiate or support any action in any court or before any governmental agency if the purpose of the action is to interfere with, restrict, or reduce the operation of the airport or the use of an airport by any aircraft.
- 3) That the owners shall not protest or object to the operation of the airport or the landing or take-off of aircraft before any court or agency of government.

2. Buyer Notification

The Commission encourages local governments to establish a "buyer notification statement" as a requirement for the transfer of title of any property located within an airport's Primary Review Area.

This statement should indicate that the buyer is aware of the proximity of an airport, the characteristics of the airport's current and projected activity, and the likelihood of aircraft overflights of the affected property.

**Policy Regarding Scope of
Commission Review**

- a. For the purposes of referral to the Airport Land Use Commission, a "proposed project" is defined as the adoption of and the amendment to general and specific plans, zoning ordinances, building regulations, and airport master plans. Projects shall be referred to the Commission prior to an action taken by local advisory and governing bodies.
- b. Evaluation of projects shall primarily be based on the land use compatibility policies set forth above. Where an overlap occurs among noise, airspace protection, safety, and general nuisance zones, all policies applicable to the particular location shall be considered.
- c. All proposed projects involving land lying within the geographic boundaries of the Primary Review Area for the Firebaugh Municipal, Mendota Municipal, Reedley Municipal, or Selma Aerodrome airports shall be referred to the Fresno County Airport Land Use Commission for review and evaluation as to their consistency with this plan.
- d. Within the Secondary Review Area of an airport, only those projects involving a structure or other object the height of which would exceed that permitted under the adopted land use zoning need be referred to the Commission for review.
- e. The Review Area boundaries for each airport are as depicted in Map Set C.
- f. The Commission may, at its own discretion, request information and review any project occurring within an airport's Secondary Referral Area for factors other than excessive height. Such projects, however, need not be routinely submitted to the Commission for review.
- g. A copy of any Notice of Construction or Alteration submitted to the Federal Aviation Administration in accordance with FAR Part 77, Subpart B, shall concurrently be submitted to the Airport Land Use Commission for review regardless of where in the County the object involved is proposed to be located.

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7-10-95



FRESNO COUNTY AIRPORT LAND USE COMMISSION
RESOLUTION NO. 42

WHEREAS, Section 21675 of the California Public Utilities Code requires the Airport Land Use Commission to formulate a comprehensive land use plan that will provide for the orderly growth of each public use airport and the area surrounding the airport and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general; and

WHEREAS, said plan is to anticipate growth of the airport for at least the next twenty years and may specify the use of land, height restrictions of objects, and soundproofing standards within the planning area; and

WHEREAS, the Commission, with the cooperation of the Council of Fresno County Governments, contracted with the consulting firms Hodges and Shutt and Wyle Laboratories to prepare said plan for the Coalinga, Firebaugh, Mendota, and Reedley Municipal Airports, the Sierra Sky Park Airport and the Selma Aerodrome Airport; and,

WHEREAS, the proposed plan is based upon the Master Plan data and projections, for each of the airports, contained in the Council of Fresno County Governments (1981) Fresno Regional Airport System Plan; and

WHEREAS, the proposed plan was presented to the advisory and legislative bodies of the Cities of Coalinga, Firebaugh, Fresno, Mendota, Reedley and Selma and to the Fresno County Board of Supervisors; and,

WHEREAS, said Plan is exempt from the provisions of the California Environmental Quality Act under Section 15108 (Class 8 - Actions by a Regulatory Agency for the Protection of the Environment); and,

WHEREAS, in the form and manner provided by law, this Commission at its meeting of January 10, 1983, heard and received all oral and written evidence and objections which were made, presented, or filed, and all persons present were given an opportunity to hear and be heard; and,

WHEREAS, staff representatives from the Cities of Coalinga and Fresno expressed concern over the impacts of the policies on land surrounding Coalinga Municipal Airport and Sierra Sky Park Airport and requested that further studies be made; and,

WHEREAS, Commission staff recommended changes and corrections (Exhibit A) to the plan document based upon the passage of Assembly Bill 2920 (Chapter 1041, 1982) and for editorial purposes.

NOW, THEREFORE, BE IT RESOLVED that this Commission adopts the land use policy plan, with the changes shown in Exhibit A, and the respective planning boundaries for the following airports:


1. Firebaugh Municipal Airport
2. Mendota Municipal Airport
3. Reedley Municipal Airport
4. Selma Aerodrome Airport

ADOPTED, the 10th day of January, 1983, upon motion by Commissioner Scrivner, second by Commissioner Kilpatrick, and by the following vote:

Ayes: Commissioners Kilpatrick, Loyd, Scrivner, Feasel

Noes: Commissioners Conrad, Koligian

Absent: Commissioner Bolt



John R. Feasel, Chairman
Airport Land Use Commission

DWG:RAK:as
24A-11
2/3/83

CERTIFICATE

I, Donald W. Gouge, Secretary of the Fresno County Airport Land Use Commission, California, do hereby certify that the foregoing is a full, true, and correct copy of the original Resolution adopted at the special meeting of the Fresno County Airport Land Use Commission held on the 10th day of January, 1983, now of record in my office. IN WITNESS THEREOF, I have set my hand this _____ day of _____, 1983.

DONALD W. GOUGE, Secretary
Airport Land Use Commission