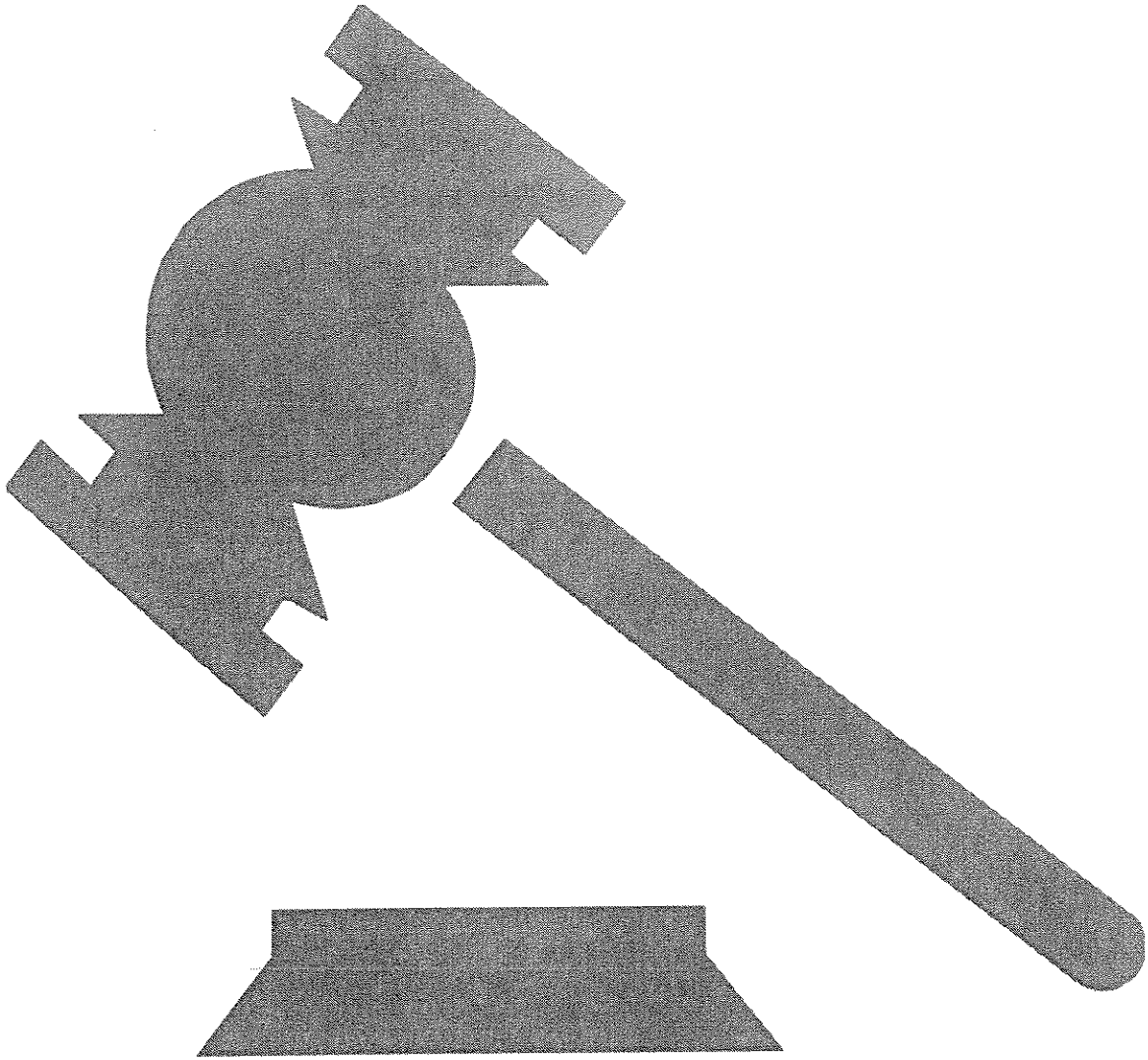




ADMINISTRATIVE ACTION/DISCUSSION ITEMS
AGENDA ITEM VII. B.



County of Fresno

CHAIRMAN
BOARD OF SUPERVISORS
SUPERVISOR HENRY PEREA – DISTRICT THREE

March 27, 2008

Trinidad M. Rodriguez, Chair
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Mr. Rodriguez:

Subject: Request the Council of Fresno County Governments to Consider Accepting Administration of Airport Land Use Commission

On March 25, 2008 the Fresno County Board of Supervisors unanimously endorsed requesting the Council of Fresno County Governments (COG) to accept administrative support of the Fresno County Airport Land Use Commission (ALUC). The ALUC is a statutorily defined body that advises the cities and the County on compatible land uses in the vicinity of the nine public airports in Fresno County.

Given the public use airports are predominantly within the jurisdictions of the various cities in Fresno County, we believe that the COG, as the Regional Transportation Planning Agency, is the most appropriate organization to manage the activities of the ALUC. Our request is for the COG to consider accepting the staffing and administrative support functions for the Commission. This shift would not affect either the function of the Commission or alter the manner in which the Commission members are selected.

We ask that you place this request on your April COG Advisory Committee and Policy Board's April agendas. Our staff has had preliminary discussions with COG staff who concur that administration of the ALUC fits within the scope of the COG's regional transportation planning and inter-governmental coordination responsibilities. If your Board concurs, our staff will work with your staff to craft a Memorandum of Understanding to facilitate the transfer of responsibilities, to be returned to our respective Boards for execution.

The County believes this effort to be a beneficial and forward thinking action for Fresno County and its incorporated cities. If your Board agrees, Fresno County staff looks forward to working with COG to achieve a smooth transition and to assure longer term assistance related to successful training of COG staff and transitioning of ALUC duties.

Should you have any questions or thoughts regarding this action prior to presentation to your COG Board, please contact Bernard Jimenez, Manager, Department of Public Works and Planning, at (559) 262-4497.

Sincerely,

Henry Perea, Chairman
Fresno County Board of Supervisors

cc: Board of Supervisors
Alan Weaver, Director, Public Works and Planning

Barbara Goodwin, Executive Director, COG
Lynn Gorman, Deputy Director of Planning



Agenda Item

DATE: March 25, 2008

TO: Board of Supervisors

FROM: Alan Weaver, Director
Department of Public Works and Planning

SUBJECT: Fresno County Airport Land Use Commission – Transfer of Staffing and Support Functions to the Council of Fresno County Governments

RECOMMENDED ACTION:

Consider and approve proposal to transfer staffing and administrative support functions of the Fresno County Airport Land Use Commission from the Department of Public Works and Planning to the Council of Fresno County Governments, and direct staff to prepare a Memorandum of Understanding effectuating the transfer of duties.

Approval of the recommended action would transfer staffing and support functions of the Airport Land Use Commission (ALUC), a net County cost activity, to the Council of Fresno County Governments (COG), which is responsible for fostering intergovernmental communication, coordination and regional transportation planning within Fresno County. COG staff is supportive of the proposal, and will subsequently take a similar proposal to the COG Policy Board in April of 2008. Membership of the committee, and your Board's appointment prerogatives, will not be affected by this proposal.

FISCAL IMPACT:

Approval of the recommended action represents an approximate \$46,500 average annual Net County Cost savings from the Department of Public Works and Planning budget. Redistribution of these costs would allow staff to concentrate on other Net County Cost planning activities including the General Plan Review, Laton Community Plan Update, Highway 99 Beautification and participation in various other local planning activities.

ADMINISTRATIVE OFFICE REVIEW _____

BOARD ACTION: DATE _____

APPROVED AS RECOMMENDED _____

Page 1 of 3

OTHER _____

UNANIMOUS _____ ANDERSON _____ CASE _____ LARSON _____ PEREA _____ WATERSTON _____

IMPACTS ON JOB CREATION:

Approval of the recommended action would not affect the efforts to create jobs in Fresno County.

DISCUSSION:

The Fresno County Airport Land Use Commission (ALUC) serves the Fresno County region by assisting local agencies in ensuring compatible land uses in the vicinity of the nine public use airports located within Fresno County.

The Council of Fresno County Governments (COG) is a voluntary association of local governments, one of 25 in California and 522 nationwide. In 1967, elected officials of Fresno County and its incorporated cities informally created the Council to provide "a cooperative body" for the discussion and resolution of issues which go beyond their individual boundaries. Subsequent federal and state laws encouraged such efforts, and the agency was formalized in 1969.

Fresno COG fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process and supplies technical services to its member governments.

In 2007, County and Fresno COG engaged in discussions to consider the possibility of transferring the regional transportation function of the ALUC to COG. Both staffs acknowledge that such a transfer is appropriate given Fresno COG's existing regional transportation emphasis.

At the present time, three California Council of Government Associations (COGs) administer Airport Land Use Commission functions: the Association of Monterey Bay Area Governments, the Sacramento Area Council of Governments and the Santa Barbara County Association of Governments. In addition, there are two counties within the state (San Diego and Kern Counties) that address airport land use issues through administrative bodies other than the County land use agency.

State statute, PUC §21670 requires the ALUC be made up of seven commissioners consisting of two city representatives, appointed by a city selection committee; two County representatives, appointed by the Board of Supervisors; two aviation experts, appointed by a selection committee comprised of the managers of the public use airports; and one representative of the general public appointed by the other six members of the commission. Current membership would not change with approval of the recommended action.

Staff assistance, including the mailing of notices and the keeping of minutes and necessary quarters, equipment, and supplies are provided by the County and the usual and necessary operating expenses of the Commission are absorbed by the County in compliance with PUC §21671.5. Prior annual ALUC costs have ranged from approximately \$35,600 to \$53,200 with an average annual cost of approximately \$46,506 during the last three fiscal years.

The transfer of staff and administrative support functions of the ALUC from the Department to COG would be facilitated by the creation and execution of a Memorandum of Understanding (MOU) describing the responsibilities and obligations of each party. In order to facilitate a smooth transition of staffing duties, it is anticipated that the MOU would define COG duties, materials, County training and transition assistance to COG with COG reporting to County staff on ALUC activities. County Counsel would assist in the review of the proposed MOU.

Board of Supervisors
March 25, 2008
Page 3

Should your Board direct staff to proceed with the transfer of the County's ALUC duties to COG, staff anticipates returning to the Board within 90 days with the MOU for review and execution.

OTHER REVIEWING AGENCIES:

A copy of this agenda item was provided to COG.

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County of Fresno

CHAIRMAN
BOARD OF SUPERVISORS
SUPERVISOR HENRY PEREA – DISTRICT THREE

March 27, 2008

Trinidad M. Rodriguez, Chair
Council of Fresno County Governments
2035 Tulare Street, Suite 201
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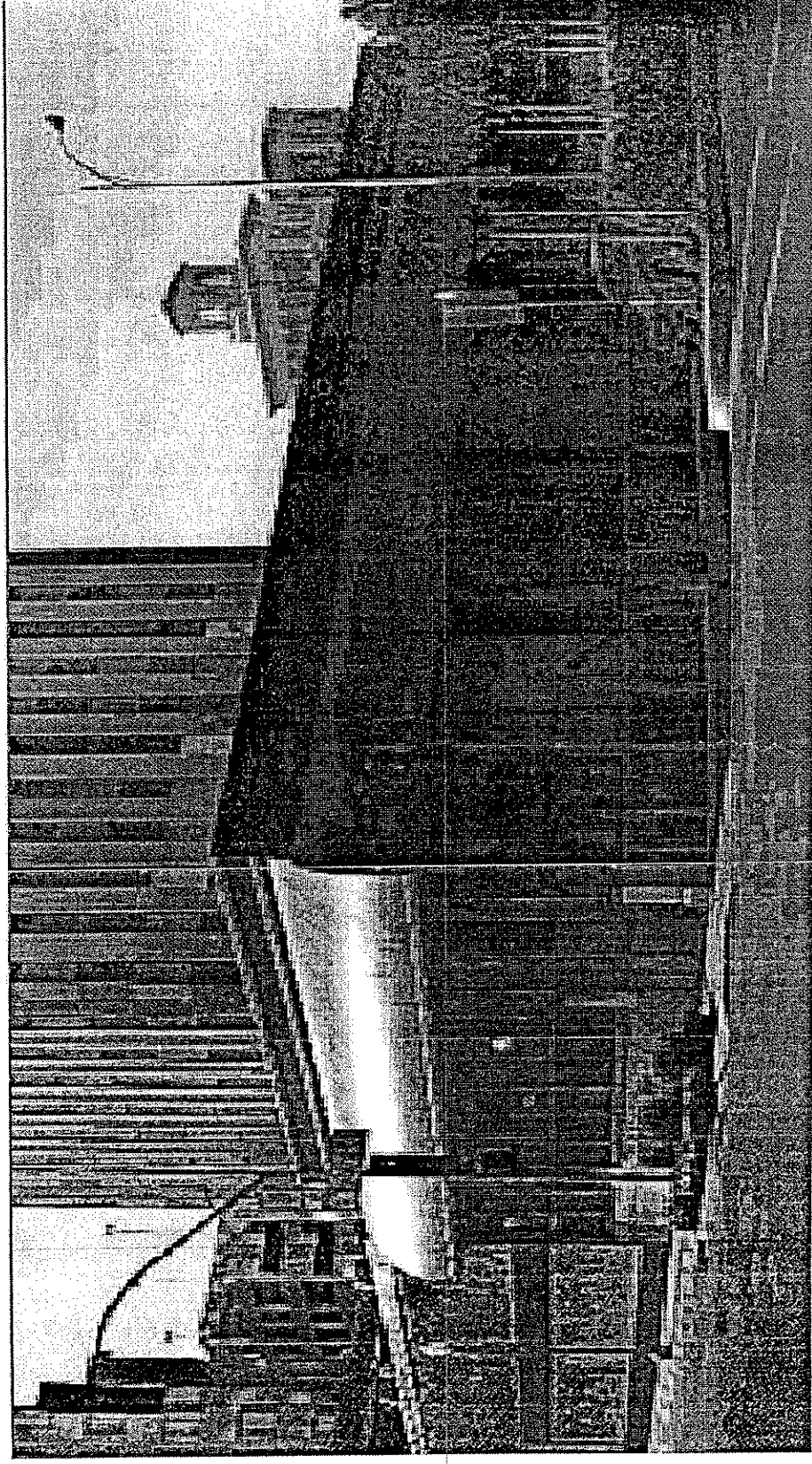
Sincerely,

Henry Perea, Chairman
Fresno County Board of Supervisors

cc: Board of Supervisors
Alan Weaver, Director, Public Works and Planning

Barbara Goodwin, Executive Director, COG
Lynn Gorman, Deputy Director of Planning

Fresno County Airport Land Use Commission (ALUC)



Processes and Relationships

Public Use Airports

The ALUC
maintains
plans for each
Public Use

Airport in
Fresno County

Six Plans Currently Enforced for Nine Airports	
Fresno Yosemite	Coalinga
Fresno Chandler	Harris Ranch
Sierra Sky Park	Reedley, Selma, Mendota, Firebaugh

ALUC Membership Is Established Under Section 21670 Of The
 California Public Utilities Code:
 Six Members Represent Agencies-One Public Member Elected By The
 Membership. Each Member Appoints A Proxy Who Serves "At Will"

FRESNO COUNTY AIRPORT LAND USE COMMISSION ROSTER

<u>Commissioner</u>	<u>Proxy</u>	<u>Term/Affiliation</u>
Chuck Wilson, Chairman	Peter C. Tsaris	May 2008 Aviation Expert
Bill Lucido, Vice-Chairman	Robert H. Boehringer	May 2008 Aviation Expert
John R. "Ted" Feasel	Vernon E. Janzen	May 2011 Elected by Commissioners
Henry Perea	Mel Kilner	May 2009 County of Fresno
Bob Waterston	Bill Kidd	May 2009 County of Fresno
Steve Rapada	Ray Remy	May 2011 City of Reedley
Nathan Magsig	Jeff Witte	May 2011 City of Clovis

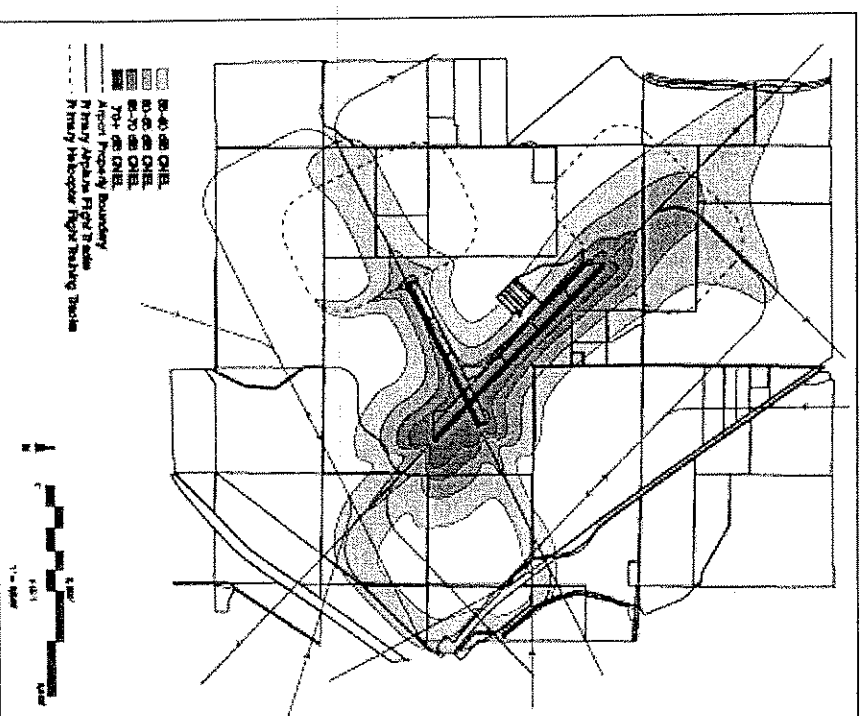
Airport Noise

MEASURING AIRPORT NOISE CONTROLS

Limits Land Use Near
Airports based on CNEL
Noise Level

Relationship:

- FAA-Part 150
- CalTrans Aeronautics
- California Building Code
- ALUC-Airport Plan



Example of Airport Noise Contours

Airspace Protection: FAA Part 77

ESTABLISHING AIRPORT SAFETY COMPATIBILITY POLICIES CHAPTER 8

- Describes Surfaces Extending Up That Are Not To Be Penetrated By Objects-Including Trees
- Surfaces Extend Further From Larger Airports With A Larger Number Of Airport Operations
- Surfaces Are Measured From The Stated Runway Elevation

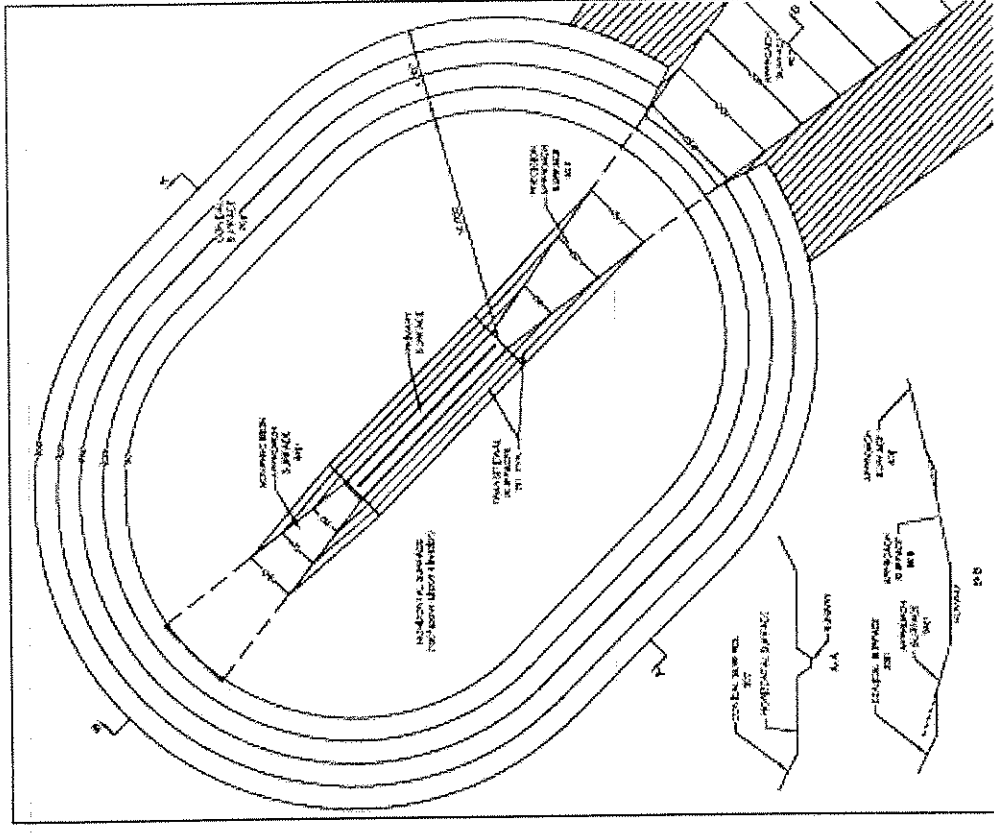


FIGURE 9M
Example of Airspace Protection Surfaces
FAA Part 77

Part 77 Surfaces May Extend Over 10,000 Beyond The Runway Of A Public Use Airport

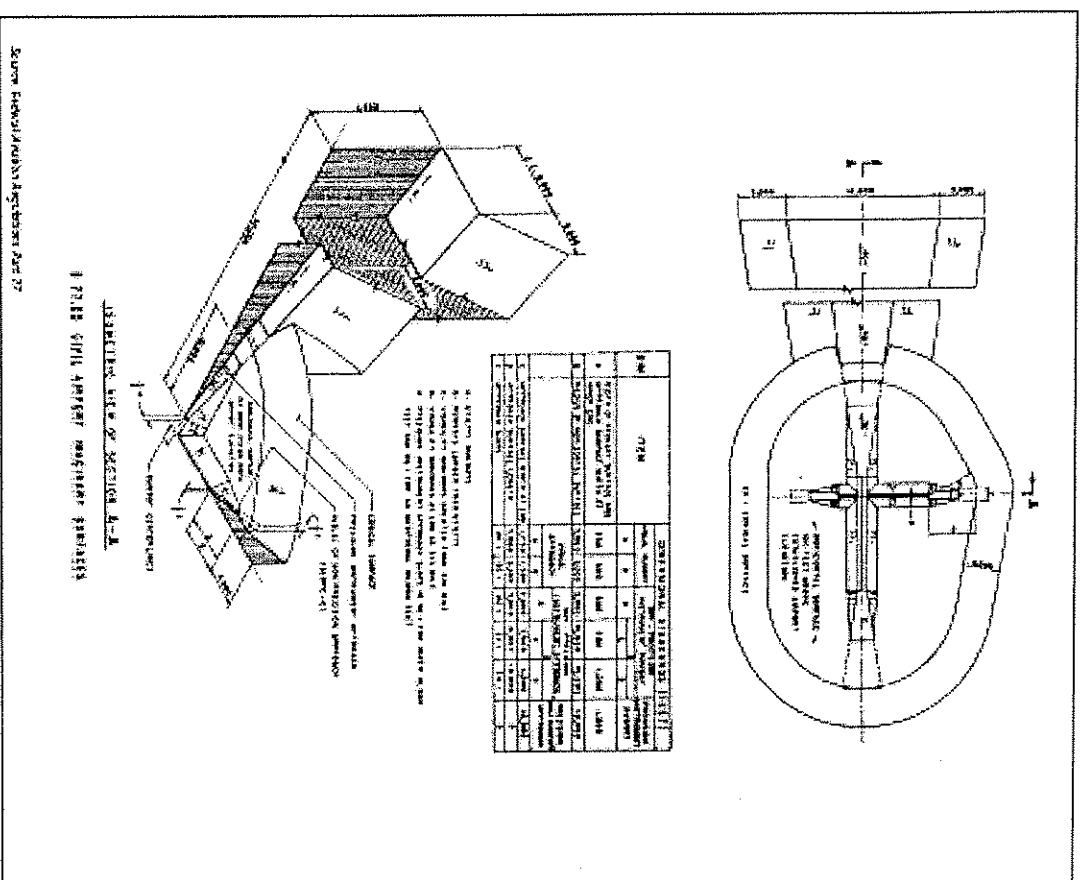
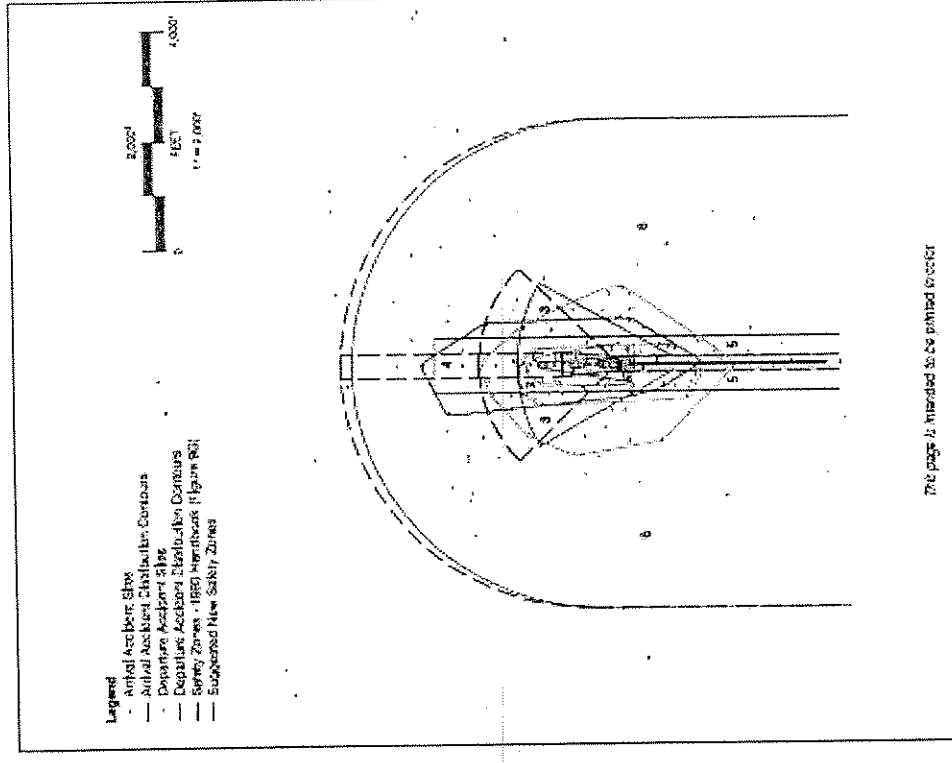


EXHIBIT B-1
FAR Part 77 Imaginary Surfaces

Safety: California Aeronautics

- In Addition to Avoiding Airspace Penetration - Looks at Land Use in Areas Adjacent to Airports By Zone
- Based on Prior Experience At Similar Sized Airports

COMPARISON BETWEEN 1981 AND 1982 TABLES: COMPATIBILITY ZONE EXAMINES APPENDIX 5



The page is intended to be printed in color

EXHIBIT C-3
Safety Compatibility Zones Comparison
Accidents on Runways of Less than 4,000 Feet

Safety Zones, More Complex at Larger Airports

COMPARISON BETWEEN 1992 AND 2002 SAFETY COMPATIBILITY ZONE STANDARDS, APPENDIX E

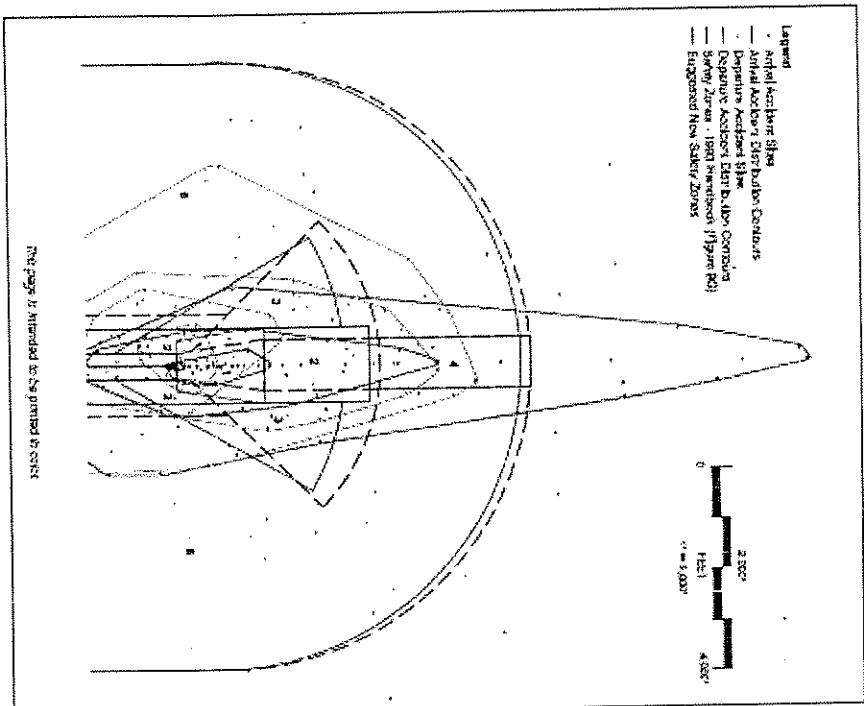


EXHIBIT E-4
Safety Compatibility Zones Comparison
Accidents on Runways of 4,000 to 5,999 Feet

COMPARISON BETWEEN 1992 AND 2002 SAFETY COMPATIBILITY ZONE STANDARDS, APPENDIX E

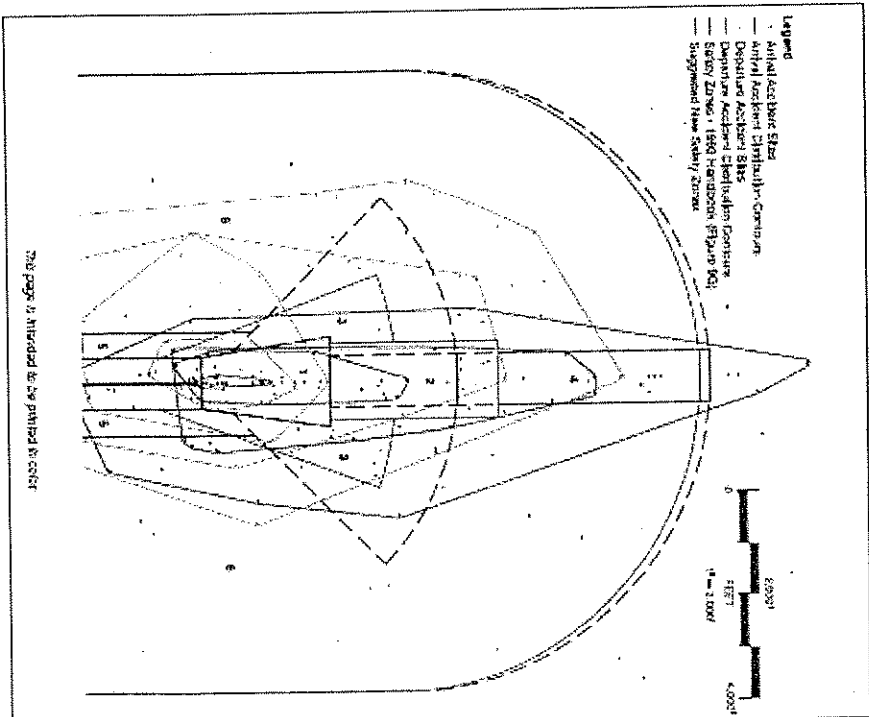


EXHIBIT E-5
Safety Compatibility Zones Comparison
Accidents on Runways of 6,000 Feet or More

Safety Compatibility By Zone: Less Intense Use Near Airports In Areas Where Aircraft are "Slow and Low"

Zone 1: Runway Protection Zone	
Risk Factor / Runway Proximity	
- Very high risk - Runway proximity as defined by FAR criteria - For military airports, that must be defined by ACUZ criteria	
Basic Compatibility Goals	
- Protect residential use except on high agricultural parcels - Limit residential use to parcels which exceed the 30% to 50% of non-airport aircraft and general aviation and general aviation - Zone extends beyond and is 852 ft narrow along side of 852 - Encourage uses below low altitude — typically only 200 to 400 feet Zone runway direction	
Zone 2: Inner Approach/Departure Zone	
Risk Factor / Runway Proximity	
- Substantial risk: 952 ft buffer with low intensity zone extends 30% to 50% of non-airport aircraft and general aviation and general aviation - Zone extends beyond and is 852 ft narrow along side of 852 - Encourage uses below low altitude — typically only 200 to 400 feet Zone runway direction	
Basic Compatibility Goals	
- Limit residential use except on high agricultural parcels - Limit residential use to parcels which exceed the 30% to 50% of non-airport aircraft and general aviation and general aviation - Zone extends beyond and is 852 ft narrow along side of 852 - Encourage uses below low altitude — typically only 200 to 400 feet Zone runway direction	
Zone 3: Inner Turning Zone	
Risk Factor / Runway Proximity	
- Zone primarily applies to general aviation airports - Encourage uses below low altitude — typically only 200 to 400 feet Zone runway direction - Zone extends beyond and is 852 ft narrow along side of 852 - Encourage uses below low altitude — typically only 200 to 400 feet Zone runway direction	
Basic Compatibility Goals	
- Limit residential use except on high agricultural parcels - Limit residential use to parcels which exceed the 30% to 50% of non-airport aircraft and general aviation and general aviation - Zone extends beyond and is 852 ft narrow along side of 852 - Encourage uses below low altitude — typically only 200 to 400 feet Zone runway direction	

TABLE 9.5
Basic Safety Compatibility Qualities

Zone 4: Outer Approach/Departure Zone	
Risk Factor / Runway Proximity	
- Sound along extended runway centerline beyond Zone 3 - Approaching airport usually at less than 1,000 ft altitude - Parcels are suitable for low intensity general aviation uses, including aircraft parking, taxiway, runway, and other airport uses, straight in or at right angles to flight path - Zone can be reduced in size or eliminated for runways with very low activity levels	
Basic Compatibility Goals	
- In undeveloped areas, limit residential use to very low density use, if not deemed undesirable because of noise, if other noise use is implemented, allow higher densities as well in urban areas - Limit nonresidential uses as in Zone 3 - Prohibit children's schools, large day care centers, hospitals, nursing homes	
Zone 5: Still Air Zone	
Risk Factor / Runway Proximity	
- Encourage uses as in Zone 3 - Limit residential use except on high agricultural parcels - Limit residential use to parcels which exceed the 30% to 50% of non-airport aircraft and general aviation and general aviation - Zone extends beyond and is 852 ft narrow along side of 852 - Encourage uses below low altitude — typically only 200 to 400 feet Zone runway direction	
Basic Compatibility Goals	
- Limit residential use except on high agricultural parcels - Limit residential use to parcels which exceed the 30% to 50% of non-airport aircraft and general aviation and general aviation - Zone extends beyond and is 852 ft narrow along side of 852 - Encourage uses below low altitude — typically only 200 to 400 feet Zone runway direction	
Zone 6: Traffic Pattern Zone	
Risk Factor / Runway Proximity	
- Generally low level flight of aircraft, usually at 1,000 ft altitude or less, with use for which potential consequences are severe - Zone includes all other parcels of regular traffic pattern and pattern entry routes	
Basic Compatibility Goals	
- Limit residential use except on high agricultural parcels - Limit residential use to parcels which exceed the 30% to 50% of non-airport aircraft and general aviation and general aviation - Zone extends beyond and is 852 ft narrow along side of 852 - Encourage uses below low altitude — typically only 200 to 400 feet Zone runway direction	
Definitions	
- As used in this table, the following meanings are intended - Area: Use is acceptable - Limit: Use is acceptable only if certain restrictions are met - Prohibit: Use should not be permitted unless no feasible alternative is available - Child: Child: Through grade 12 - Large Day Care Center: Commercial facilities as defined in accordance with state law for the purpose here, family day care homes and noncommercial facilities are not a place of business and are generally allowed - Approved Day Storage or Fuel Tank: Any other than 1,000 gallons (4,000 gallons) or less approved storage is based on Uniform Fire Code (UFC) which are more stringent for larger tanks (see)	

TABLE 9.6
TABLE 9.6: LOW-LEVEL ZONE

159A66244902 A102P077 445874 COMPAQ133217 200C101 CHA.PY68

Methods for Determining Concentrations of People

For the effect of the interaction between the two variables, the interaction term was added to the model. The interaction term was significant ($p = 0.001$) and the interaction effect was significant ($p = 0.001$). The interaction effect was significant ($p = 0.001$) and the interaction effect was significant ($p = 0.001$).

Safety Compatibility Criteria Guidelines

Land Use Densities and Intensity

post-act determination can be made.

nature of the proposed use

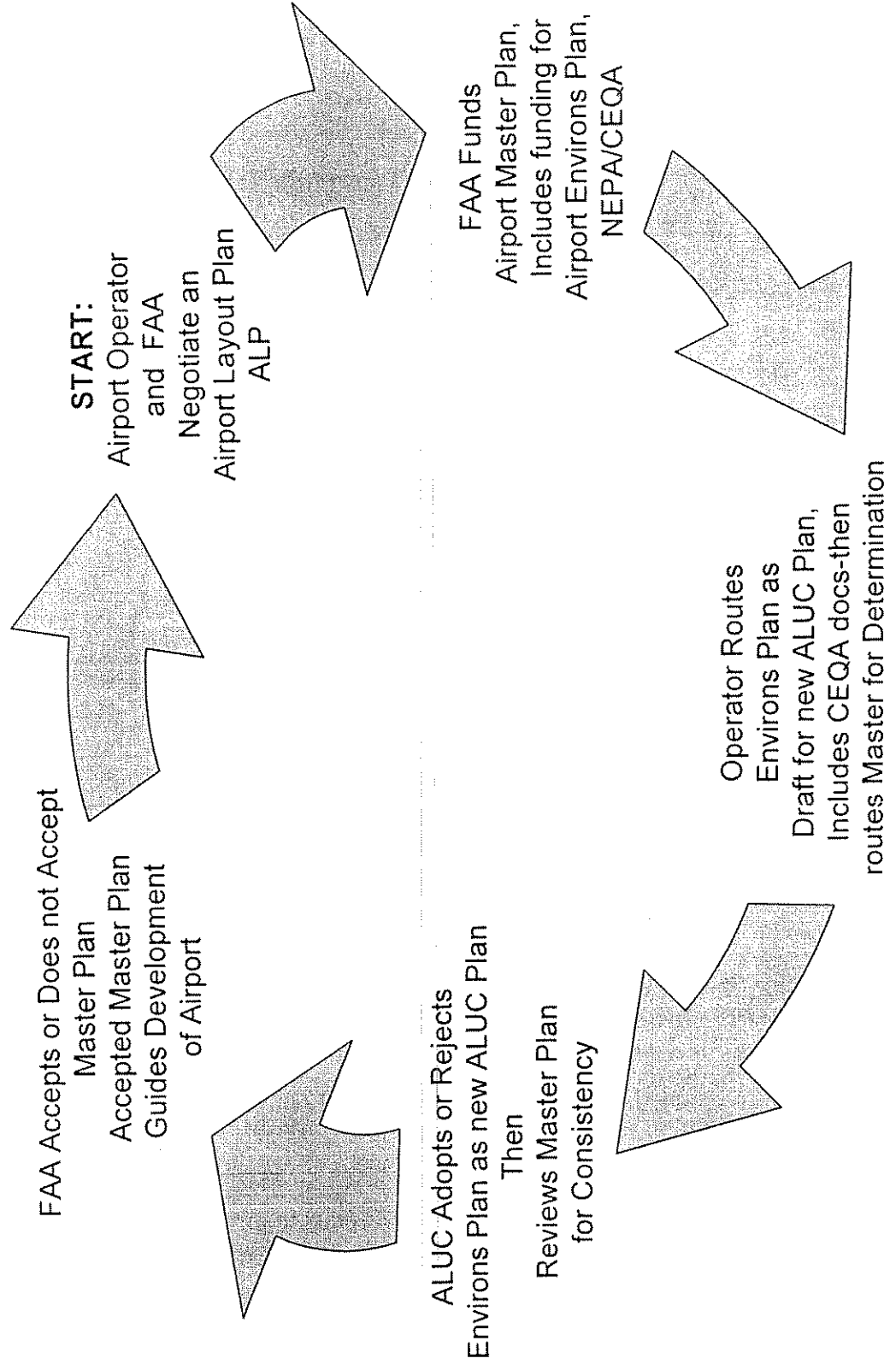
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interests at the high end of the likely range:

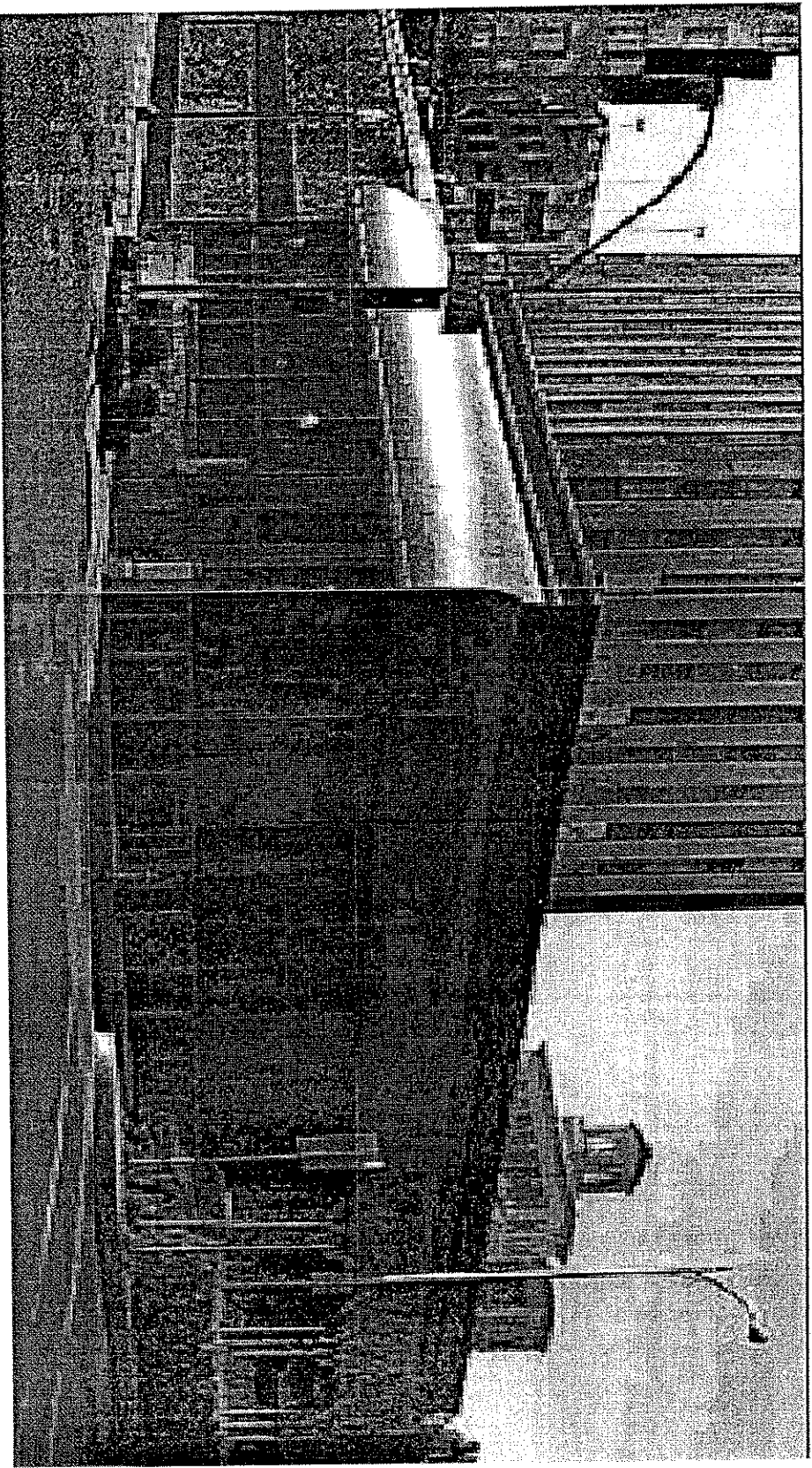
reasonably estimated based upon parking or square footage.

Exhibit C-2 shows sample calculations

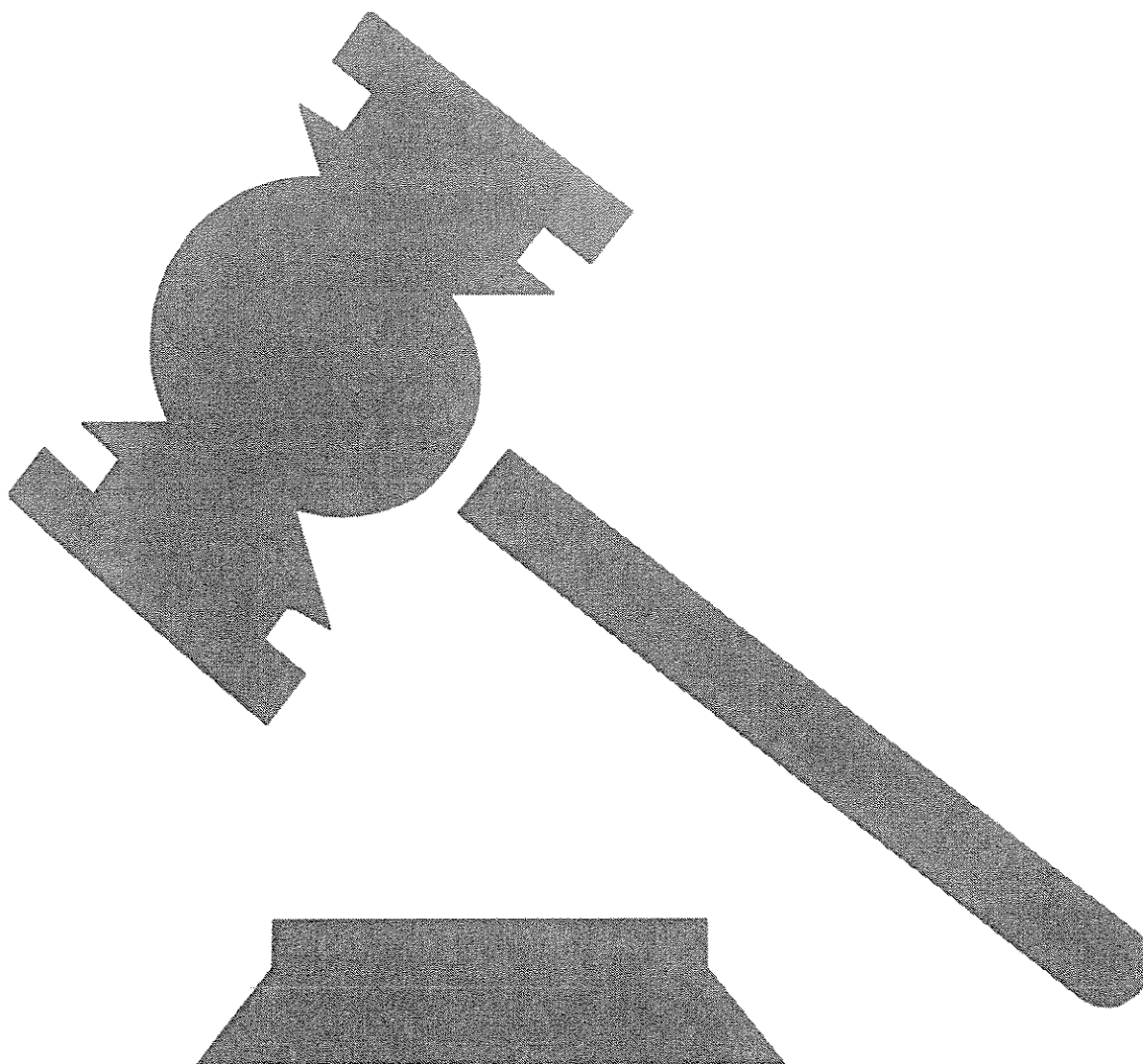
Basic Airport Master Planning



Fresno County Airport Land Use Commission (ALUC)



Processes and Relationships



ADMINISTRATIVE ACTION/DISCUSSION ITEMS
AGENDA ITEM VII. D.

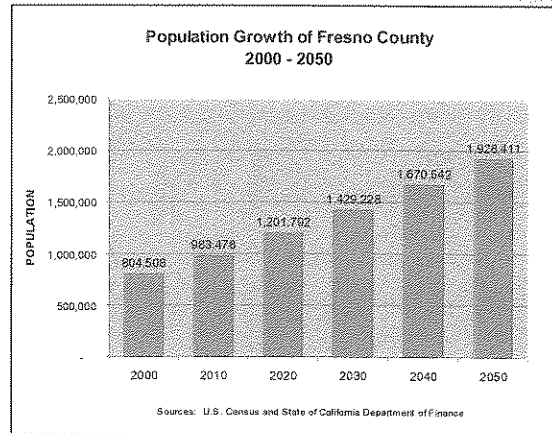
Why Blueprint?

Existing and Projected Population Growth

- Population Growth

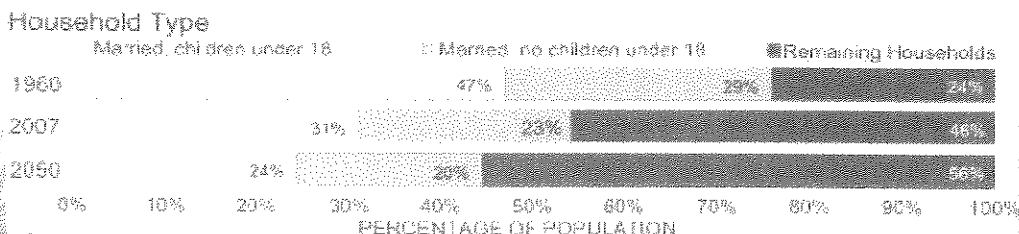
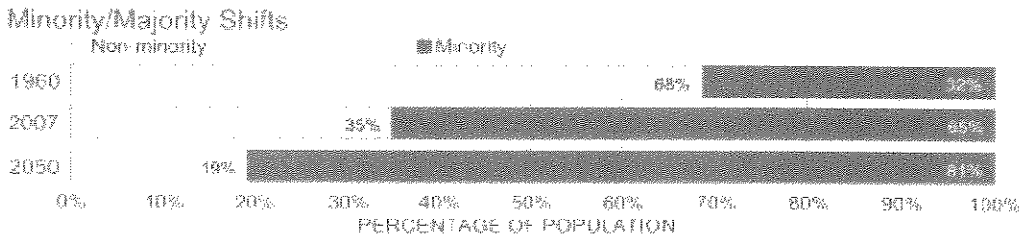
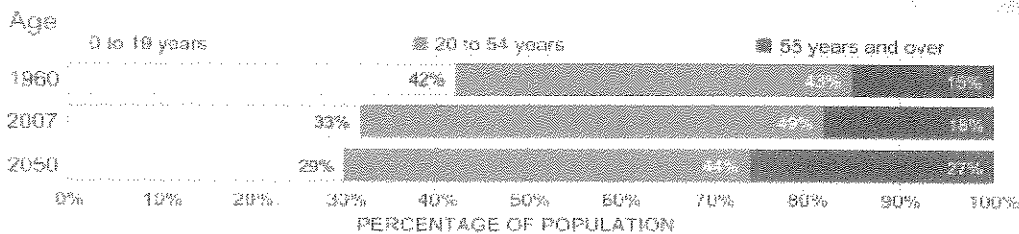
Year	Fresno County	San Joaquin Valley	California	Fresno County Share of California Population
1970	413,329 ¹	1,626,009 ¹	19,971,069 ¹	2.1%
1980	514,621 ¹	2,047,322 ¹	23,667,957 ¹	2.2%
1990	667,490 ¹	2,742,000 ¹	29,760,021 ¹	2.2%
2000	804,508 ²	3,326,552 ²	34,105,437 ²	2.4%
2010	983,478 ²	4,223,808 ²	39,135,676 ²	2.5%
2020	1,201,792 ²	5,318,531 ²	44,135,923 ²	2.7%
2030	1,429,228 ²	6,551,792 ²	49,240,891 ²	2.9%
2040	1,670,542 ²	7,934,485 ²	54,226,115 ²	3.1%
2050	1,928,411 ²	9,455,181 ²	59,507,876 ²	3.2%

Sources
¹ U.S. Census
² State of California Department of Finance, July 2007



- 2007 to 2050, Fresno County's population will more than double!
- Valleywide, population will grow from 3.9 million to 9.5 million
- That means almost 10 additional Fresno-Clovis Metropolitan Areas will result in the Valley by the Year 2050

Changes are taking place...



Scenario Modeling Transportation Assumptions

Roadway network enhancements included:

- Added all Regional Transportation Plan projects to 2030. (All)
- All urban roadways widened to minimum of 4 lanes if not already widened by the 2030 RTP projects. (B,C,D,E)
- Added SR 65 per Caltrans alignment (B,C,D,E)
- Added portion of SR 99 by-pass per Caltrans alignment (E)
- Metro Rural Loop uses all of the above, plus east-west connector along Mt. View between SR 99 and SR 65. (E)

Transit route enhancements (B-E)

- Added all proposed future transit routes:
 - Expanded Transit Routes
 - Added Park and Ride lots
 - Express Bus Routes
 - Light Rail
 - Bus Rapid Transit (BRT)



Scenario A: Current Trends

- Fresno County grows following recent land use and development practices
- Cities' boundaries and spheres of influence expand
- Current agricultural and environmental land protection rules continue
- Average housing density: 3.8 units/acre (average lot size = 9,171 sq.ft.)

Housing Mix:

Single Family	67%
Multiple Family	33%

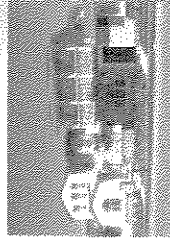


Scenario B: Countywide Growth

- Growth is directed to cities and surrounding areas
- Industrial growth occurs along Interstate 5
- Some redevelopment
- Future residential lot sizes are reduced by 10%
- Growth discouraged from valued agriculture and resource conservation land
- Average housing density: 4.3 units/acre (average lot size = 8,104 sq.ft.)

Housing Mix:

Single Family	65%
Multiple Family	35%



Scenario C: Metro-Focused

- About 80% of growth is directed to FCMA; 20 % of growth directed to remaining county
- Moderate redevelopment
- Cities may expand their spheres of influence
- Future residential lot sizes are reduced by 25%
- Growth discouraged from valued agriculture and resource conservation land
- Average housing density: 5.2 units/acre (average lot size 6,702 sq. ft.)

Housing Mix:

Single Family	62%
Multiple Family	38%



Scenario D: Maintaining Boundaries

- Growth is distributed across all cities within their spheres of influence and to Millerton New Town
- Significant redevelopment
- Future residential lot sizes are reduced by 50%
- Growth prohibited from valued agriculture and resource conservation land
- Average housing density: 7.7 units/acre (average lot size = 4,526 sq. ft.)

Housing Mix:

Single Family	58%
Multiple Family	42%

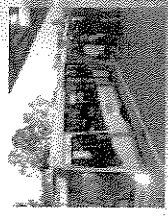


Scenario E: Metro Rural Loop

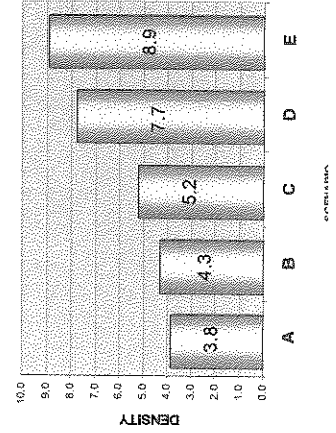
- Growth focused around diverse transportation and transit network
- Industrial and other employment areas include mix of uses to support transportation choice
- Utilizes City of Fresno's designated Activity Centers and similar new areas in other communities to create mixed use places
- Growth discouraged from valued agriculture and resource conservation lands
- Growth focused on Fresno, Clovis, Sanger, Selma, and other communities with best transportation access
- Average housing density: 8.9 units/acre (average lot size = 3,916 sq. ft.)

Housing Mix:

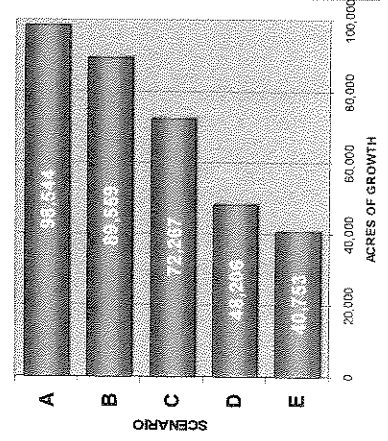
Single Family	58%
Multi-Family	42%



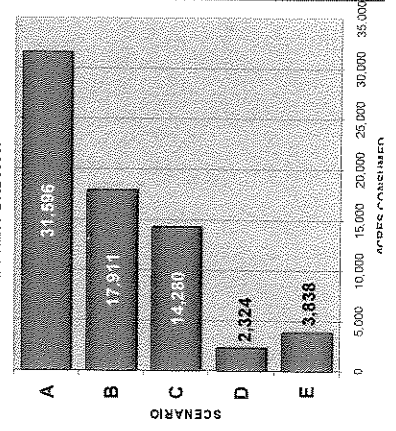
AVERAGE HOUSING UNITS PER ACRE OF NEW DEVELOPMENT



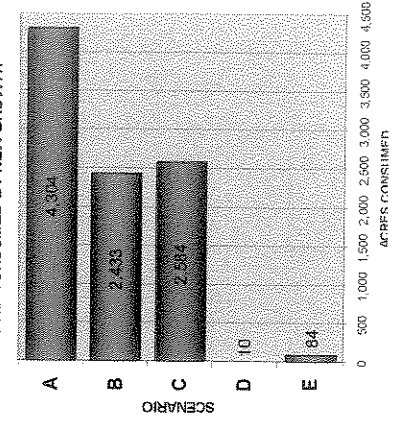
GROWTH OF URBAN AREA



STRATEGIC FARMLAND CONSUMED BY NEW GROWTH



CRITICAL NATURAL RESOURCES LAND CONSUMED BY NEW GROWTH



DRAFT Blueprint Outreach Schedule ~ April 2008

Community Workshops and City Council/Board Meetings—Rev. 4/7/2008

Sun	Mon	Tue	Wed	Thu	Fri	Sa
	Community workshops scheduled in Council chambers immediately before each city council meeting (except for Cities of Coalinga, Fresno, Selma and County Board of Supervisors).	1 5:30 p.m. Fowler Workshop 7:00 p.m.—Fowler City Council	2 5:00 p.m.—Kerman Workshop 6:30 p.m.—Kerman City Council 5:30 Kingsburg Workshop 7:00 p.m.—Kingsburg City Council	3	4	5
6	7 6:00 p.m.—Selma City Council Workshop (30 minutes)	8 4:30 p.m. Mendota Workshop 6:00 p.m.—Mendota City Council 6:30—Coalinga PC	9	10 6:00 p.m. Fowler Workshop ~ Joint Meeting of City Council/PC/Community	11	12
13	14 5:30 p.m. Clovis Workshop 7:00 p.m.—Clovis City Council	15 10:15 a.m.— (30 min) Fresno City Council	16 4:30 p.m. Huron Workshop 6:00 p.m.—Huron City Council 5:30 p.m. Parlier Workshop 7:00 p.m.—Parlier City Council	17 6:00 p.m.—Coalinga Workshop 7:00 p.m.—Coalinga City Council 5:00 Sanger Workshop 6:30 p.m.—Sanger City Council	18	19
20	21 6:00 p.m. Firebaugh Workshop 7:30 p.m.—Firebaugh City Council 7:00 p.m.—Selma City Council	22 9:00 a.m.— (30 min) Board of Supervisors 5:30 p.m. Reedley Workshop 7:00 p.m.—Reedley City Council	23 6:00 p.m.—Orange Cove Workshop 7:30 p.m.—Orange Cove City Council	24 COG BOARD	25	26
27	28 5:30 p.m. Fresno Workshop—UC Center - BG, TB, BS, BL and TS	29	30 BLUEPRINT ROUNDTABLE moved to <u>May 1st</u> as workshop From 8 a.m. to 12 Noon	Create Spanish/English web-based with capacity to provide input on preferred scenarios. Available also in all County Libraries.	Goodwin Boren Steck	

