

FINAL ENVIRONMENTAL IMPACT REPORT

FOR THE

DON ALEJANDRO VALDEZ COMMUNITY PLAN ANNEXATION, GENERAL PLAN AMENDMENT AND PREZONING

SCH# 2003061111

PREPARED FOR:

CITY OF MENDOTA
Planning Department
643 Quince Street
Mendota, CA 93640

PREPARED BY:

PMC

PACIFIC MUNICIPAL
CONSULTANTS

OCTOBER 2005

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SCH# 2003061111

Prepared for:

CITY OF MENDOTA
Planning Department
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OCTOBER 2005

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1.0 INTRODUCTION

PURPOSE OF THE EIR PROCESS

This Environmental Impact Report (EIR) is an informational document prepared by the City of Mendota to evaluate the environmental impacts of the Don Alejandro Valdez Community Plan proposal. The primary objectives of the EIR process under the California Environmental Quality Act (CEQA) are to inform decision makers and the public about a project's potential significant environmental effects, identify possible ways to minimize significant effects and consider reasonable alternatives to the project. This EIR has been prepared with assistance from the City's consultant, Pacific Municipal Consultants, and reviewed by City staff for completeness and adequacy in accordance with Public Resources Code (PRC) Sections 21000-21177 and the State CEQA Guidelines.

The purpose of an EIR is to identify a project's significant effects on the environment, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided (PRC sec. 21002.1[a]). Comments from the public and public agencies on the environmental effects of a project must be made to lead agencies as soon as possible in the review of environmental documents, including, but not limited to, draft EIRs and negative declarations in order to allow the lead agency to identify, at the earliest possible time in the environmental review process, potential significant effects of a project, alternatives, and mitigation measures which would substantially reduce the effects. (PRC sec. 21003.1[a]).

As prescribed by the State CEQA Guidelines Sections 15088 and 15132, the Lead Agency (City of Mendota) is required to evaluate comments on environmental issues received from persons who have reviewed the Draft EIR (DEIR) and prepare written responses to these comments. This document, together with the DEIR (incorporated by reference in accordance with State CEQA Guidelines Section 15150) will comprise the Final Environmental Impact Report (FEIR) for this project. Pursuant to the requirements of the CEQA, the City of Mendota must certify the FEIR as complete and adequate prior to approval of the project.

This FEIR contains individual responses to each comment received during the public review period for the DEIR. Although not required by CEQA, individual responses are also provided to a letter in response to the Notice of Preparation (NOP) of a Draft EIR (from the State Department of Transportation Division of Aeronautics) and a letter received after the close of the public comment period (from the County of Fresno Department of Public Works and Planning). The City is providing a response to these letters in order to fully address all concerns raised. In accordance with State CEQA Guidelines Section 15088(b), the written responses describe the disposition of significant environmental issues raised.

2.0 RESPONSE TO COMMENTS

LETTER ONE – STATE DEPARTMENT OF TRANSPORTATION

STATE OF CALIFORNIA – BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZBAUM, Governor

DEPARTMENT OF TRANSPORTATION
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 445-5868
FAX (559) 488-4088
TTY (559) 488-4066

Letter 1



Flex your power!
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August 8, 2005

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STATE CLEARING HOUSE

clear
8-21-05
2131-IGR/CEQA
6-FRE-33-62.506+/-
NOP DEIR
DON ALEJANDRO VALDEZ
COMMUNITY PLAN
SCH 2003061111

Mr. Gabriel Gonzalez
City of Mendota
643 Quince Street
Mendota, CA 93640

Dear Mr. Gonzalez:

We have completed our review of the proposed mixed-use development on a 68-acre site located approximately 1/2 mile east of the State Route (SR) 33 intersection at Bass Avenue. The use would include 480 apartment units, 73 single-family homes, a commercial center, professional offices, a service station, child care facility, multi-purpose park, community center and farm labor transportation center. Caltrans has the following comments:

Caltrans has indicated the need for some future improvements to the SR 33 intersections located at Bass Avenue (two left-turn lanes, a right-turn lane, signals), SR 180 (signals), Belmont Avenue (left-turn lane, signals), and California/Panoche Road (two left-turn lanes, signals). We also indicated in our letter dated May 3, 2005 (copy enclosed) that these four intersections should be analyzed in the traffic study portion of the EIR. However, the traffic portion of this EIR failed to analyze the two SR 33 intersections at Belmont Avenue and California/Panoche Road.

Table 2-1 indicates that the SR 33 intersection at Bass Avenue currently operates with a satisfactory level-of-service. It also indicates that the intersection could likely continue operating with a satisfactory level-of-service for the next twenty years. However, with the addition of the traffic from this proposed development, the level-of-service of the Bass intersection falls to LOS F on opening day. The analyst failed to report the results of the operational analysis for the SR 33/SR 180 intersection directly in the study (Tables 2-1 and 4-1). However, volumes and turning movement data are provided in the study figures.

Caltrans concurs with the traffic study's recommendation that traffic signals should be installed at the SR 33 intersection at Bass Avenue. Caltrans also concurs with the traffic study's recommendations that a southbound left-turn lane and a northbound right-turn lane would also be required. Based on the results from the operational analysis, these improvements at the Bass Avenue intersection should be in place on opening day. Therefore, Caltrans recommends that

1
2
3
4

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LETTER ONE – STATE DEPARTMENT OF TRANSPORTATION

STATE OF CALIFORNIA – BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

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*Flex your power!
Be energy efficient!*

October 14, 2005

2131-IGI/CBQA
6-FRE-33-62.506+/-
DON ALEJANDRO VALDEZ
COMMUNITY PLAN
RESPONSE TO COMMENTS

Mr. Gabriel Gonzalez
City of Mendota
643 Quince Street
Mendota, CA 93640

Dear Mr. Gonzalez:

We have received a copy of the responses to our comments based upon our review of the Environmental Impact Report (EIR). The proposal is for a mixed-use development on a 68-acre site, approximately ½ mile east of the State Route (SR) 33 intersection at Bass Avenue. The development would include 480 apartment units, 73 single-family homes, a commercial center, professional offices, a service station, childcare facility, multi-purpose park, community center and farm labor transportation center. Caltrans has the following comments:

Response to Comment 1

SR 33 intersections at Belmont Avenue and California/Panoche Road

It is indicated in the response that the traffic consultant determined that the level of additional traffic (1,088 daily trips, 84 AM peak hour trips, and 121 PM peak hour trips) was insignificant. Caltrans identified these intersections at needing to be analyzed during our review of the Notice of Preparation (NOP) on May 3, 2005 (copy enclosed). In these comments, we also indicated what improvements would likely be necessary. These comments were based upon our own analysis and observations as well as past traffic impact studies we have reviewed. As owners and operators of the State highway, Caltrans is in a better position to make the determination as to what needs to be considered a significant level of additional traffic to said highway. Therefore, it is recommended that an operational analysis be provided for the above mentioned intersections as previously commented and that the analysis include the project's pro-rata share responsibility at these locations. Without this information, the environmental document is inadequate and seriously flawed. Furthermore, it is recommended that Caltrans be consulted prior to eliminating intersection(s) from the analysis so matters such as this can be resolved early on in the process and so that a complete environmental document can be provided. Without a full and complete

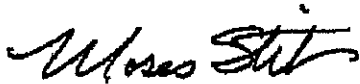
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LETTER ONE – STATE DEPARTMENT OF TRANSPORTATION

Mr. Gabriel Gonzalez
October 14, 2005
Page 3

Please send a response to our comments prior to staff's recommendations to the Planning Commission and the City Council. Furthermore, please notify Caltrans prior this project going to public hearing, as we will be available to provide testimony. If you have any questions, please call me at (559) 445-5868.

Sincerely,



MOSES STITES
Office of Transportation Planning
District 06

Enclosure

C: Mr. Bill Skinner, Valley Planning Consultants
Ms. Barb Kinison Brown, PMC
Georgina Vivian, VRPA

"Caltrans improves mobility across California"

STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

DATE: AUGUST 8, 2005

Response to Comment 1

SR 33 intersections at Belmont Avenue and California/Panoche Road

The comment is that the EIR failed to analyze the two SR 33 intersections at Belmont Avenue and California/Panoche Road. Intersections and street segments in the project vicinity were chosen for analysis of potential traffic impacts due to the proposed development. The Traffic Consultant (VRPA Technologies) has estimated that 10% or less of the project trips will utilize the intersections of SR 33 with Belmont Avenue and California/Panoche Road, resulting in 1,088 daily trips, 84 AM peak hour trips, and 121 PM peak hour trips added to these intersections (VRPA memo dated 9/29/05). VRPA Technologies determined that this level of additional traffic was considered to be insignificant, given the relatively low level of existing traffic at these two intersections. Therefore, potential impacts to these intersections were considered by the traffic consultant, but were not selected for further analysis due to the determined level of insignificance.

The DEIR is for annexation, General Plan Amendment, and Pre-Zoning only. At this time the developer has not submitted development plans and/or Tentative Subdivision Maps. To ensure that CALTRANS' concerns are met, the following Condition of Approval shall be required at the time of development plans and/or Tentative Subdivision Map submittal:

Prior to the issuance of Building Permits, the Applicant will provide to the City development plans, including operational information, to confirm the need for the improvements and pro-rata share towards said improvements as recommended by CALTRANS in their August 8, 2005 letter to the City.

Response to Comment 2

SR 33/Bass Avenue Intersection

The comment correctly points out that with the addition of project traffic from the proposed development, the Level of Service (LOS) of the SR 33/Bass Avenue intersection falls to LOS F on opening day. This potentially significant impact is discussed on pages 3.11-13 through 3.11-15 of the EIR. The AM/PM peak hour LOS (existing and future) for this intersection is presented Table 3.11-5 (EIR page 3.11-14) as follows:

Segment/Intersection	Existing Conditions	Existing Plus Project	Future No Project	Future Plus Project
SR 33 and Bass Avenue	C/B	F/F	D/D	F/F

Response to Comment 4

SR 33/Bass Avenue Intersection

Caltrans states that they feel the development should be 100% responsible for the placement of improvements at the SR 33/Bass Avenue intersection by opening day.

See Response to Comment 1-2. The need for mitigation of this intersection is acknowledged. Mitigation 3.11-1 requires that the Applicant design and construct roadway improvements prior to residential occupancy, or, pay fair share fees (which may be 100%) to Caltrans at the time of Building Permit issuance. Should development proceed in advance of the roadway improvements, building permits will only be issued by the City of Mendota up to the point where a signal warrant is triggered for the intersection of SR 33 and Bass Avenue.

Response to Comment 5

Intersection of SR 33 and SR 180

Caltrans suggests that the traffic study should be revised to include operational and signal warrant analysis for the intersection of SR 33 and SR 180.

Please see Response to Comment 3.

Response to Comment 6

Intersection at Belmont Avenue and California/Panoche Road

Caltrans suggests that the traffic study should include operational analysis of intersections at Belmont Avenue and California/Panoche Road.

Please see Response to Comment 1.

Response to Comment 7

Encroachment Permit

Caltrans points out that an Encroachment Permit must be obtained for all proposed activities for placement of encroachments within, under, or over State highway rights-of-way.

The need to obtain encroachment permits and to meet other state requirements is acknowledged. It is the City's intent to cooperate fully with Caltrans in the implementation of improvements to the State highway system related to this project. The requirement for an Encroachment Permit shall be included as a Condition of Project Approval.



County of Fresno

Department of Public Works and Planning
Alan Weaver, Director

Letter 2

September 7, 2005

VIA FAX:(559) 655-4064

Mr. Gabriel Gonzalez
City of Mendota
643 Quince Street
Mendota, CA 93640

REC'D SEP 15 2005

Dear Mr. Gonzalez:

SUBJECT: NOTICE OF AVAILABILITY DEIR
DON ALEJANDRO VALDEZ COMMUNITY PLAN

The above-referenced project was circulated for review within the Fresno County Department of Public Works and Planning. In addition to the comments made in the Department letter dated May 11, 2005, County Staff offers the following comments:

Policy Planning:

Draft Environmental Impact Report (DEIR) Section 2.4, Project Relationship to Existing Planning Documents fails to address the following policies and documents:
The County adopted Mendota Community Plan designates the site of the proposed project as Open Space in recognition of its location within a mapped surface of the Mendota Airport where the safety of potential residents is a concern (Section 508 5.00) and where noise may be a factor. The location of the proposed housing project further conflicts with the County adopted Mendota Community Plan in proposing to develop housing in an area where the Community Plan proposes relocation of an existing farm labor housing project in recognition of safety and noise concerns related to air operations (Sections 508 6.00. and 6.01). For more information, please contact Ms. Leona James, Planning & Resource Analyst, Policy Planning, Development Services, Department of Public Works and Planning, at (559) 262-4853

1

Airport Land Use Commission (ALUC):

The Airport Land Use Commission response to an initial routing is offered at the staff level. Such a response is informational and is not a Determination of Consistency under § 21670 of the Public Utilities Code. ALUC Determination of Consistency would follow an agency's routing to the ALUC of their draft final environmental document incorporating comments received and including a mitigation monitoring checklist, and based upon the agency's determination that ALUC comment is required. Since the comments of the ALUC should be considered and incorporated into the final environmental document prior to adoption, such routings are made prior to approval of the draft document by a Planning Commission or City Council.

2

DEVELOPMENT SERVICES DIVISION
2220 Tulare Street, Sixth Floor / Fresno, California 93721 / Phone (559) 262-4055 / 262-4029 / 262-4302 / 262-4022 FAX 262-4893
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LETTER TWO – FRESNO COUNTY

Mr. Gabriel Gonzalez
City of Mendota
September 7, 2005
Page 3

Since the city owns and operates the airport, it should be noted that the creation of conflicts in the area of the airport could displace thresholds or otherwise compromise the operation of the airport and trigger FAA sanctions contained in airport funding agreements.

2
(cont.)

For more information regarding ALUC issues please contact David Laumer, Planning Resource Analyst, Policy Planning, Development Services, Department of Public Works and Planning at (559) 262-4196.

Land Conservation-Williamson Act:

No area of the proposal appears to be restricted under a Williamson Act contract, but areas to the north appear to be enrolled under contract and actively farmed. Any division for residential purposes must include a Right-to-Farm covenant to reduce impacts to adjacent farming activities.

3

Design:

The project may significantly impact Bass Avenue, a County maintained road. The EIR should properly address the impacts from traffic generated by the proposed project to roads and intersections within the County's jurisdiction. For more information please contact Mr. Stan Nakagawa, Design Division, Department of Public Works and Planning, at (559) 262-4438.

4

If you have any questions regarding information in this letter, please contact me at (559) 262-4334.

Sincerely,



Rick Thaxton, Planning & Resource Analyst
Development Services Division

RT

G:\4360Devs&Plan\EnvPlan\OAR\Mendota Don Alejandro Com Plan\DEIR Comment\Lr.doc

C: Leona James, Policy Planning, Development Services
David Laumer, Policy Planning, Development Services
Theresa Acosta-Mena, Environmental Planning, Development Services

LETTER TWO – FRESNO COUNTY

The EIR identified that the project site “is currently under Fresno County jurisdiction and has a Fresno County General Plan designation of Agriculture for the portion of the site lying north of Bass Avenue; south of Bass Avenue, the site is designated as proposed Open Space” (EIR page 3.9-3). This designation is consistent with the open space designation cited in the County’s Community Plan (Section 508 5.00 - Open Space Land Use).

The EIR further identifies that the site is within the City’s Sphere of Influence (SOI) and currently carries City General Plan designations consistent with the County’s designation (Agriculture for the area north of Bass Avenue and Multi-Use Open Space, south of Bass Avenue). The EIR states that implementation of the project will require a General Plan Amendment identifying the site as Single Family Residential, Multiple Family Residential and Commercial.

As analyzed on pages 3.9-7 and 8 of the EIR, the proposed project and its intent to support development of affordable housing, regional job training and education, commercial amenities, childcare and transportation uses would be consistent with the goals and policies of the City of Mendota, upon approval of General Plan and Zoning amendments. Furthermore, the proposed project site does not contain prime agricultural soils, the site is located entirely within Mendota’s SOI, it is adjacent to the existing City limits of Mendota and development of the project site as a residential neighborhood would continue the residential urban pattern established by the City of Mendota to the west and southwest.

In regards to the safety and noise concerns in relation to the proximity of the air operations, the EIR has comprehensively evaluated this issue in numerous sections of the EIR (Section 3.6 - Noise, Section 3.7 - Hazards and Section 3.9 – Land Use and Agriculture). The EIR requires mitigation to ensure compatibility with the *Fresno County Airport Land Use Policy Plan* (ALUP) and to reduce identified noise and safety impacts to a less than significant level.

Mitigation Measures 3.6-2a through c required by the EIR, will reduce impacts from aircraft noise sensitive receptors within the project area to a less than significant level by requiring an Aviation Easement and proper mechanical ventilation and air conditioning for units within the 55 dB contour line. In addition, the Applicant will be required to provide full disclosure of the potential for aircraft noise to future residents.

Implementation of Mitigation Measure 3.7-3 will ensure compatibility with the Fresno County ALUP and will reduce safety hazards at the project site from the adjacent airport by limiting the residential density and prohibiting certain commercial uses on that portion of the project site that falls within the Traffic Pattern Zone.

LETTER TWO – FRESNO COUNTY

Response to Comment 4

Design

The comment suggests that the EIR should address impacts from traffic generated by the proposed project to roads and intersections within the County's jurisdiction, specifically Bass Avenue.

Please see the Response to comments on Letter One (State Department of Transportation).

LETTER THREE – STATE DEPARTMENT OF TRANSPORTATION

STATE OF CALIFORNIA – BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENBERGER, Governor

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

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SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

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File: State Clearinghouse

Mendota Airport

(Fresno County)



Flex your power
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Letter 3

May 4, 2005

WORK COPY

Mr. Gabriel Gonzalez

City of Mendota

643 Quince Street

Mendota, CA 93640

Dear Mr. Gonzalez:

Re: City of Mendota's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Don Alejandro Valdez Community Plan; SCH# 2003061111

The California Department of Transportation (Caltrans), Division of Aeronautics, reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division of Aeronautics has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special use airports and heliports. We offer the following comments for your consideration.

The proposal is for a Community Plan to be developed as a "mixed-use farmworker community" consisting of 480 farm labor/multiple family housing units, 73 single-family residential units, a commercial center, a childcare facility, a service station, professional office sites and a farm labor transportation center. The southeastern boundary of the project site is located approximately 1,000 feet northwest of Mendota Airport. While the designated airport traffic pattern is to the east of the airport away from the project site, the site will be subject to occasional aircraft overflights and subsequent aircraft-related noise and safety impacts.

1

The project site appears to be within the Primary Review Area Boundary according to the Fresno County Airport Land Use Policy Plan for Mendota Airport. Portions of the site also appear to be within the 55 dB Community Noise Equivalent Level (CNEL) contour for the airport. The proposal will need to be submitted to the Fresno County Airport Land Use Commission (ALUC) for a consistency determination.

2

A majority of the project site appears to be within the Traffic Pattern Zone with a small area within the Inner Approach/Departure Zone as defined in the Caltrans Airport Land Use Planning Handbook (Handbook). The project site also appears to be just outside the Runway Protection Zone (RPZ) for Mendota Airport. The Runway Protection Zone (RPZ) is the most critical of airport safety zones, considered to be "very high risk" due to its proximity to the end of the runway. The Handbook generally recommends prohibiting all new structures within the RPZ. Just beyond the RPZ is the Inner Approach/Departure Zone, which is also considered to be at "substantial risk." The RPZ together with the inner safety zones encompass 30% to 50% of near-airport aircraft accident sites.

3

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LETTER THREE— STATE DEPARTMENT OF TRANSPORTATION

Mr. Gabriel Gonzalez
May 4, 2005
Page 3

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Original Signed by

SANDY HESNARD
Aviation Environmental Planner

c: State Clearinghouse, Fresno County ALUC, Mendota Airport

bc: Terri Pencovic-DOTP, Alan McCuen-Dist 6, Marc Birnbaum-Dist 6

s://aero/environmental comp perm/shr-2003061111

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LETTER THREE— STATE DEPARTMENT OF TRANSPORTATION

surrounding uses, including the southeastern portion of the proposed project site. The project site is partially within the 55 CNEL dB contour. The EIR identifies exposure to Aircraft Noise as a potentially significant impact requiring mitigation. The following discussion and mitigation is contained on pages 3.6-9 through 3.6-10 of the DEIR:

The proposed project would be partially included in the 55 CNEL dB contour surrounding the airport and runway. At the 55 CNEL dB level the project's land uses, including Multi-family Residential uses, Commercial uses and transient uses would be Clearly Acceptable. These activities should be able to be carried out without any interference airport noise exposure. Single-Family Residential uses within the 55 CNEL dB would be considered Normally Acceptable by the Fresno County Airport/Land Use Noise Compatibility Criteria Table. Normally Acceptable suggests that noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction will eliminate most noise intrusions upon indoor activities. The project Applicant will be required to comply with the State of California Building Code, to ensure that all land uses are adequately constructed.

*However due to the proximity of the airport to the project site, aircraft noise exposure could cause moderate interference with outdoor activities and with indoor activities when windows are open. The land uses are subject to review by the Airport Land Use Commission. The Commission may determine the land use 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.) New development such as the proposed project will be allowed to develop only after noise insulation features included in the design clearly demonstrate a reduction in noise levels to acceptable standards as set by the City. The following mitigation measures would reduce the noise impacts associated with the propose project to a **less than significant** level.*

Mitigation Measures

- MM 3.6-2a** *The City shall require the Applicant to record an Aviation Easement across the project site. The Aviation Easement shall be prepared and recorded concurrent with recordation of the final map of the first phase of the proposed project and referenced on all final maps.*
- MM 3.6-2b** *The Applicant shall notify future residents that the project site is subject to aircraft over flights and single event noise exposure due to the proximity of the project site to Mendota Municipal Airport. The Applicant shall prepare and record the notification agreement prior to or concurrent with recordation of the final map of the first*

Response to Comment 4

Airport Land Use Compatibility

A detailed discussion of Airport Land Use Compatibility can be found in Sections 3.6 (Noise), 3.7 (Hazards) and 3.9 (Land Use and Agriculture) of the DEIR. *The Fresno County Airport Land Use Policy* (1983) contains policies and guidelines for projects within safety zones. These policies are required to be consistent with those presented in the CALTRANS, Division of Aeronautics *Airport Land Use Planning Handbook*; however, the Airport Land Use Policy (ALUP) is often more detailed and specific than policies contained in the handbook. Therefore, a project that is consistent with adopted ALUP would be deemed consistent with the *Airport Land Use Planning Handbook*.

The DEIR (page 3.7-11) requires mitigation, which incorporates the standards and guidelines of the Safety Compatibility Criteria contained within the *Fresno County Airport Land Use Policy* (1983) as follows:

MM. 3.7-3 *The project Applicant shall redesign the project to be consistent with the Fresno County Airport Land Use Policy (1983). Subject to the approval of the Mendota City Council prior to submittal of the proposed project to Fresno LAFCO, all project plans and maps that contain sensitive uses within the Mendota Municipal Airport Traffic Pattern Zone shall be compatible with the Fresno County Airports Land Use Plan Safety Compatibility Criteria, as follows:*

- *All proposed residential uses shall have a density of no greater than four dwelling units per acre in this area.*
- *All proposed commercial uses shall not include schools, hospitals, nursing homes, or similar uses (including day care centers).*
- *The area of the project site within the Traffic Pattern Zone shall have 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).*
- *The project redesign shall be subject to review and approval of the Fresno County Airport Land Use Commission.*

Implementation of this mitigation measure would ensure that the project is consistent with adopted ALUP and therefore would be consistent with the Airport Land Use Planning Handbook.

LETTER THREE— STATE DEPARTMENT OF TRANSPORTATION

notified of the noise exposure prior to entering in an agreement to purchase a home within the project area.

Response to Comment 7

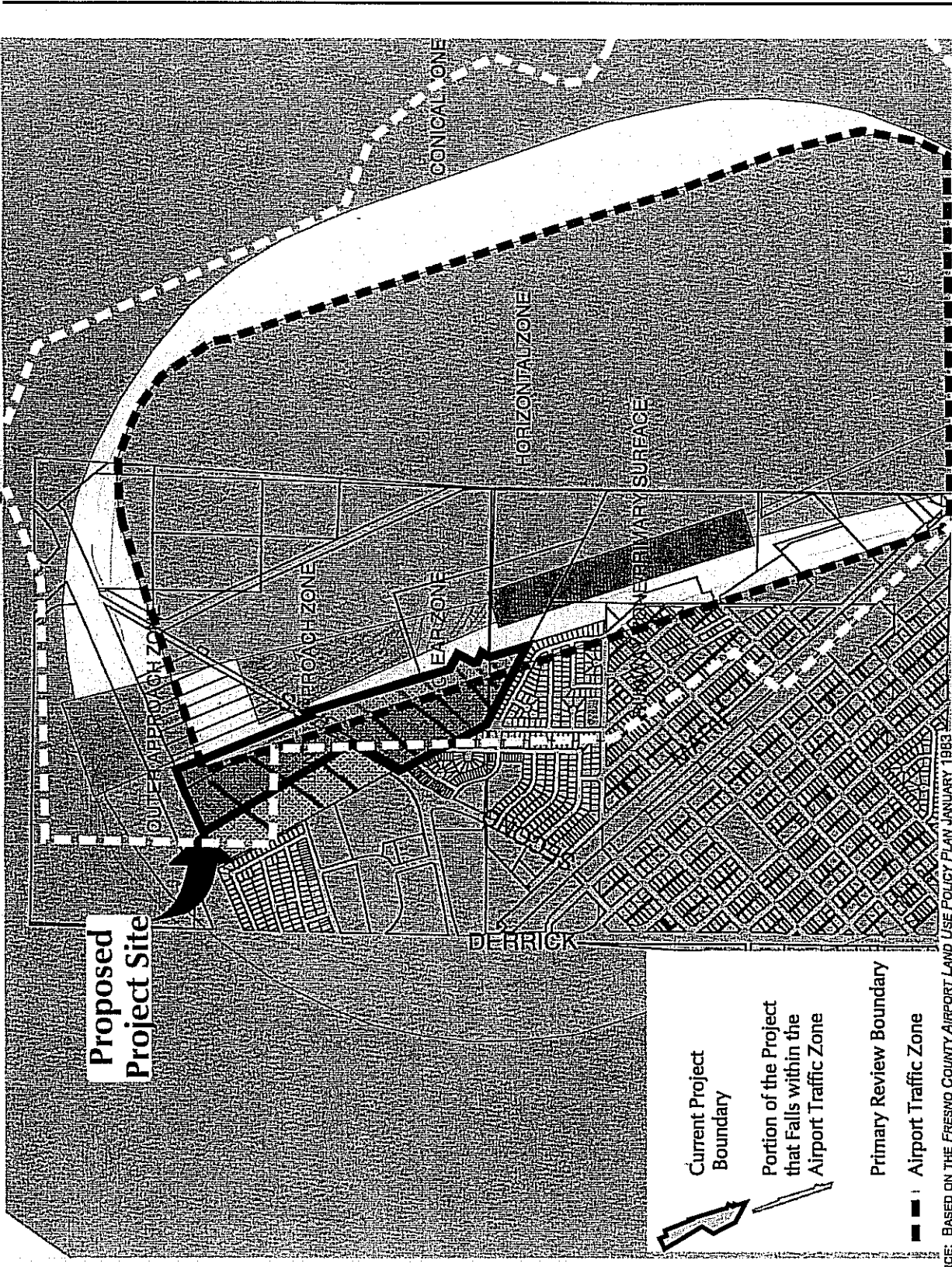
The comment states that consideration given to the issue of compatible land uses in the vicinity of the airport should help relieve conflicts between airports and their neighbors. Comment noted. The DEIR has *given great consideration to this issue throughout the document*. In particular, a detailed discussion of airport land use compatibility can be found in Sections 3.6 (Noise), 3.7 (Hazards) and 3.9 (Land Use and Agriculture) of the DEIR. The DEIR requires mitigation to reduce any identified airport compatibility impacts to a less than significant level.

Response to Comment 8

Airport-related Noise and Safety Impacts

The comment is that the DEIR must thoroughly address airport-related noise and safety impacts. Please see Response to Comment 1, 2, 3, 4 and 7 contained to in this Letter above.

3.0 ATTACHMENTS



MENDOTA/GRAPHICS & FIGURES/FEIR/AIRPORT SAFETY AND REVIEW ZONES.CDR 10/13/05

AIRPORT SAFETY AND REVIEW ZONES

PMC

PACIFIC MUNICIPAL CONSULTANTS

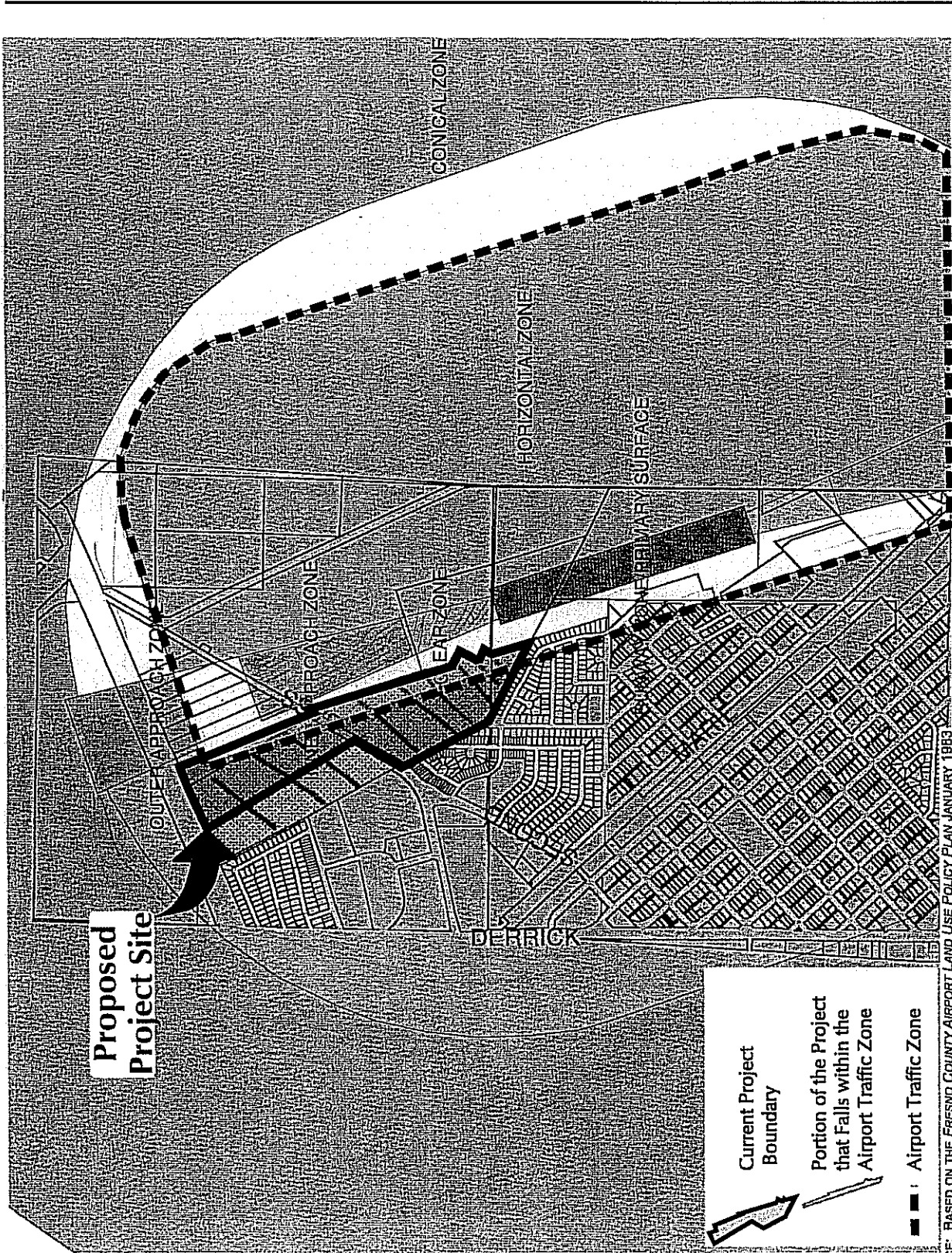


FIGURE 3.7-2
AIRPORT SAFETY ZONES