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**MARIPOSA-YOSEMITE AIRPORT  
COMPREHENSIVE LAND USE PLAN**



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**APRIL 1995**

**ARIES CONSULTANTS LTD.**

**MARIPOSA-YOSEMITE AIRPORT**  
**COMPREHENSIVE LAND USE PLAN**

Prepared for the

**COUNTY OF MARIPOSA**  
**AIRPORT LAND USE COMMISSION**

April 1995

Prepared by

**ARIES CONSULTANTS LTD.**  
Morgan Hill, California

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A Federal Interagency Committee on Urban Noise

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## Section 1.0

### INTRODUCTION AND BACKGROUND

#### 1.1 PURPOSE AND SCOPE

This land use plan intends to safeguard the general welfare of the inhabitants within the vicinity of the Mariposa-Yosemite Airport and to ensure that surrounding land uses do not affect the Airport's continued operation for the next twenty-year planning period.

Specifically, the plan seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace. The implementation of this plan is expected to forestall future incompatible development from encroaching on the Mariposa-Yosemite Airport and allow for its development in accordance with the adopted Airport Master Plan. The 2010 Mariposa-Yosemite Airport Master Plan (see Reference 5) is to be adopted by the Mariposa County Board of Supervisors in 1995 and serves as the basis for this Comprehensive Airport Land Use Plan.

#### 1.2 LEGAL AUTHORITY

Public Utilities Code of the State of California, Sections 21670 et seq. requires each County to establish an Airport Land Use Commission (ALUC), and defines its range of responsibilities, duties and powers. The County of Mariposa Board of Supervisors has assumed the duties and responsibilities of the Airport Land Use Commission.

Section 21675 requires the Airport Land Use Commission for Mariposa County to formulate a comprehensive land use plan for the area surrounding each public use airport within Mariposa County. The County currently has only one airport, the Mariposa-Yosemite Airport.

Section 21675 also specifies that comprehensive land use plans will

"(a) provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the Commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The Commission plan shall include a long-range master plan that reflects the anticipated growth of the airport during at least the next 20 years. This plan shall not be inconsistent with the State Master Airport Plan. In formulating a land

use plan, the Commission may develop height restrictions on buildings, may specify use of land, and may determine building standards, including soundproofing adjacent to airports, within the planning area. The comprehensive land use plan shall not be amended more than once in any calendar year.

"(b) The Commission may include within its plan formulated pursuant to subdivision (a) the area within the jurisdiction of the Commission surrounding any federal military airport for all the purposes specified in subdivision (a)....."

In addition to its duties as the ALUC, the Mariposa County Board of Supervisors is required to consider and adopt the CLUP as part of the General Plan.

### 1.3 LAND USE COMPATIBILITY CRITERIA

Land use compatibility policies and standards are based on community values, sound technical knowledge and acceptable analytical methods. These policies and compatibility criteria form the basis for evaluating existing land use compatibility and provide the foundation for future actions by the County Board of Supervisors acting as the ALUC. Standards reflective of Mariposa County values are presented in Section 3. These focus on the three main areas of ALUC responsibility: aircraft noise, the safety of persons on the ground, and the control of structures in navigable airspace. As explained in the discussion of Section 3, these compatibility criteria are rooted in relevant State and Federal statutes and regulations.

The principal source for airport land use compatibility information is the December 1993 Airport Land Use Planning Handbook published by the California Department of Transportation (Caltrans), Division of Aeronautics. The Handbook contains copies of relevant legislation and provides examples of mitigation measures, such as a model noise and avigation easement. Copies of the Handbook can be purchased from the Caltrans Division of Aeronautics. The Handbook is also available for viewing only at the Mariposa County Planning Department offices. The address and phone number of the Mariposa County Planning Department is:

5101 Jones Street  
P.O. Box 2039  
Mariposa, California 95338

Phone: (209) 966-5151  
Fax: (209) 966-5147



## 1.4 CONTENTS OF THE AIRPORT LAND USE PLAN

The Airport Land Use Plan contains several major elements

- A defined Airport Influence Area;
- Appropriate noise, safety, and height restriction policies and land use compatibility standards;
- Specific findings of compatibility or incompatibility with respect to existing land uses, proposed General Plan land uses, or existing zoning controls;
- Specific actions that need to be taken to make the Mariposa County General Plan and/or Zoning Ordinance consistent with the Comprehensive Airport Land Use Plan.

The establishment of an airport land use planning area (commonly referred to as the "Airport Influence Area") sets the boundaries for application of ALUC policy. Under the requirements of state law, Mariposa County previously adopted an interim Airport Influence Area Boundary, which was defined as the area enclosed within a two-mile radius circle of the Mariposa-Yosemite Airport. Within that boundary, the County has proceeded to establish zoning and other land use controls as a means to address airport land use compatibility issues. With adoption of the 2010 Mariposa-Yosemite Airport Master Plan, the interim boundary and associated policies must be reevaluated. Relevant characteristics of the 2010 Mariposa-Yosemite Airport Master Plan are presented in Section 2. Additional discussions concerning the Airport Influence Area boundary are presented in Section 3.

The comprehensive airport land use plan contains relevant policies and guidelines for land use compatibility and specific findings of compatibility or incompatibility of land uses within the planning area boundary. These specific findings for the Mariposa-Yosemite Airport are presented in Section 4. Of particular interest to the ALUC are areas "not already devoted to incompatible uses" and, more specifically, undeveloped lands within the planning area boundary. The planning effort is focused on identifying these lands because the policies and standards of the plan are intended to control the compatibility of future development in these areas.

The airport comprehensive land use plan is not intended to set forth land use for a specific parcel of land, although the plan establishes development standards or restrictions which may limit or prohibit certain types of uses and structures on a

parcel. The plan is not retroactive with respect to existing incompatible land uses but discusses actions to be taken when expansion, replacement or other significant changes are made to incompatible land uses.

## 1.5 RELATIONSHIP TO LOCAL PLANS

Current law assumes the ALUC is an independent body and that conflicts might arise between ALUC policies and county policies. If county plans or ordinances are determined by the ALUC to be inconsistent with the Airport Land Use Plan, the law requires a county to hold a public hearing to consider amending the General Plan and/or any applicable specific plans or zoning ordinances. Until the county amends its various plans or ordinances for consistency with the ALUC policies, or otherwise overrides the ALUC determination, all actions, regulations, or permits within the Airport Influence Area Boundary (interim or final), must be referred to the ALUC for a consistency determination.

In Mariposa County, the Board of Supervisors also sits as the ALUC which reduces the potential for conflicting policies. When there is consistency between ALUC and county policies, only certain types of actions (i.e., general plan or specific plan amendments, or changes to affected zoning ordinances) need be referred to the ALUC for a consistency determination. Generally a county and the ALUC could agree that other types of actions or individual projects should be reviewed by the ALUC, even after adoption of the Airport Land Use Plan and its incorporation into the County's General Plan. Because of the dual responsibilities of the Board of Supervisors in Mariposa County, it is unlikely that the ALUC would review any actions other than those required by law.

## Section 2.0

### MARIPOSA-YOSEMITE AIRPORT AND ENVIRONS

#### 2.1 AIRPORT LOCATION

Mariposa-Yosemite Airport (also referred to as the "Airport" throughout this report) is geographically located in the west central part of Mariposa County approximately four miles (4) northwest of the Town of Mariposa and about 20 miles southwest of Yosemite National Park on State Highway 49, as shown on Figure 1.

The Airport is located on about 115 acres of land at an elevation of 2,252 feet above mean sea level (MSL). The Airport is classified as a General Aviation -- Basic Utility Airport in the National Plan of Integrated Airport Systems (NPIAS).

#### 2.2 AIRPORT CHARACTERISTICS

Existing and planned facilities at the Airport are described in detail in the Airport Master Plan (see Reference 5). Selected data about the existing Airport and information about its planned development are summarized in the following subsections.

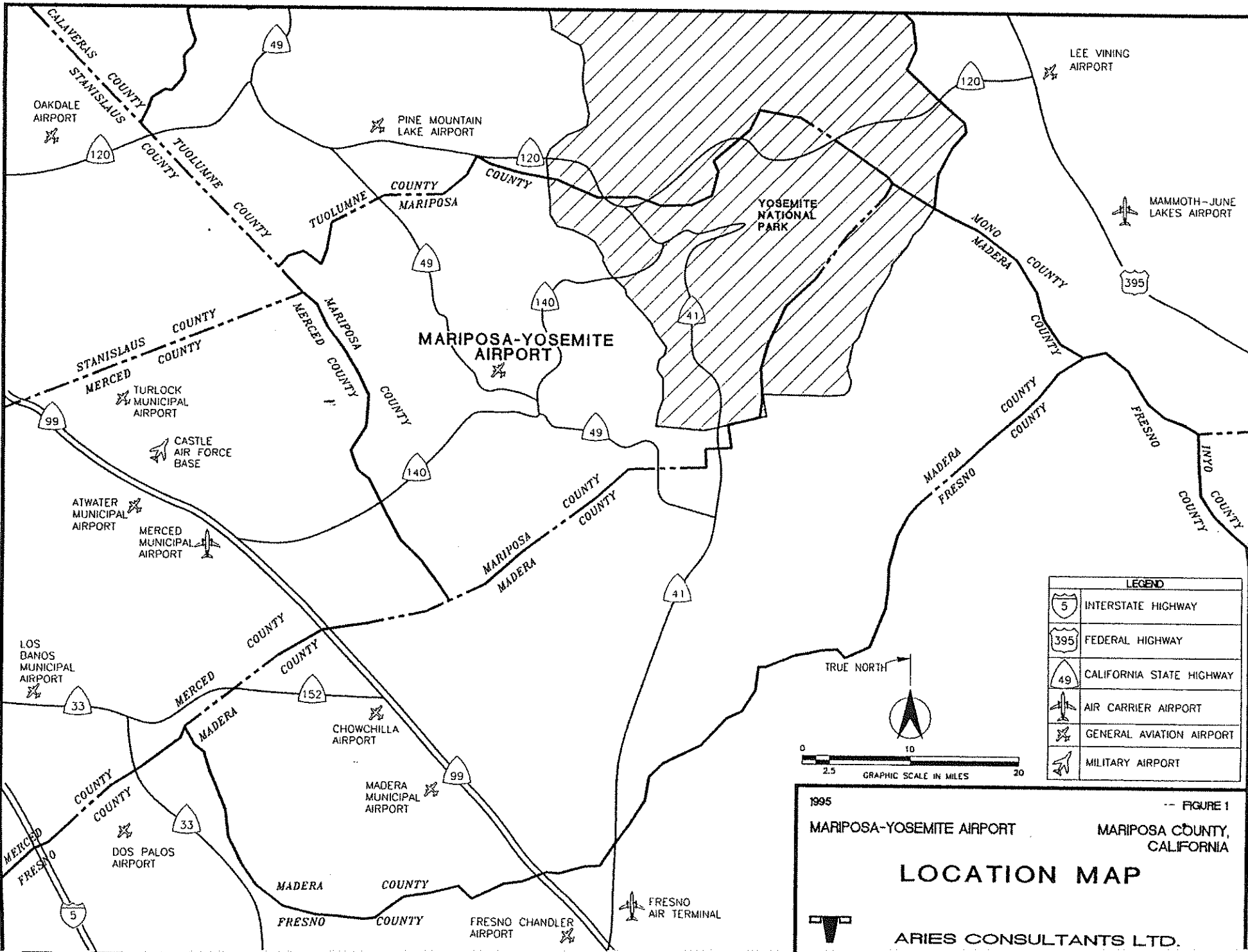
##### 2.2.1 Existing Airport Facilities

The existing airport layout is illustrated on Figure 2. The airfield consists of a single runway 3,310 feet long and 50 feet wide and a full length 25 foot wide parallel taxiway with holding aprons at each end. The runway is oriented east- west and is numbered 8-26. It was built to accommodate single-wheel landing gear aircraft up to 12,000 pounds maximum certificated takeoff weight, although heavier aircraft have occasionally used the runway.

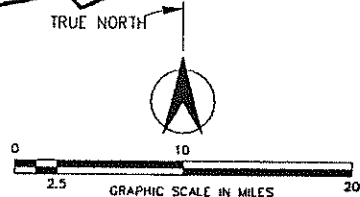
Aircraft basing and terminal/administrative areas are located south of the runway with a few hangars north of the runway. Presently, the Airport has about 40 tiedown spaces, which mostly serve based aircraft. A few tiedowns are reserved for transient aircraft. There are also 22 hangar spaces which serve based aircraft.

Other services available at Mariposa-Yosemite Airport include: flight instruction, aircraft rentals, limited aircraft maintenance, and fuel sales.

The Mariposa-Yosemite Airport is open 24 hours a day and services are available from 8 a.m. to 5 p.m. April through November and 9 a.m. to 4 p.m. December through March. The runway is lighted for night operations.



LEGEND	
	INTERSTATE HIGHWAY
	FEDERAL HIGHWAY
	CALIFORNIA STATE HIGHWAY
	AIR CARRIER AIRPORT
	GENERAL AVIATION AIRPORT
	MILITARY AIRPORT



1995

MARIPOSA-YOSEMITE AIRPORT

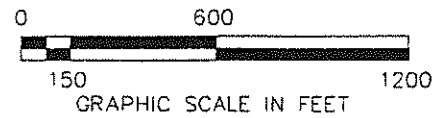
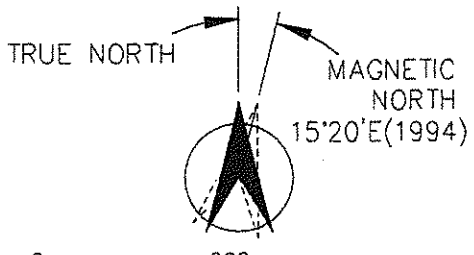
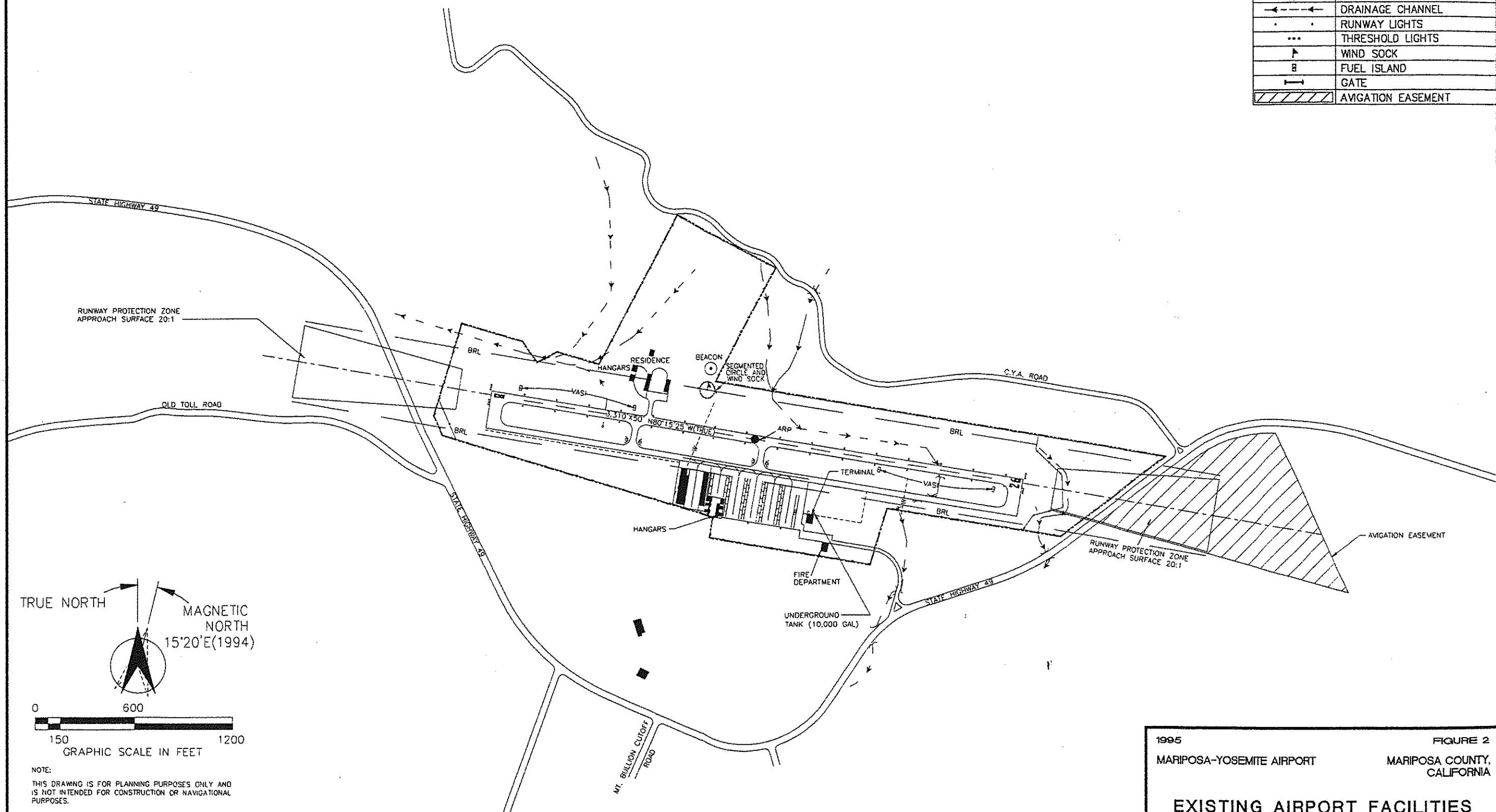
MARIPOSA COUNTY, CALIFORNIA

**LOCATION MAP**

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FIGURE 1

LEGEND	
	STRUCTURE
	AIRFIELD/APRON PAVEMENT
	AIRPORT PROPERTY LINE
	BUILDING RESTRICTION LINE
	FENCING
	AIRPORT REFERENCE POINT
	DRAINAGE CHANNEL
	RUNWAY LIGHTS
	THRESHOLD LIGHTS
	WIND SOCK
	FUEL ISLAND
	GATE
	AVIGATION EASEMENT



NOTE:  
THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES.

THE PREPARATION OF THIS EXHIBIT WAS FINANCED IN PART THROUGH AN AIRPORT IMPROVEMENT PROGRAM GRANT FROM THE FEDERAL AVIATION ADMINISTRATION UNDER THE PROVISION OF SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982 AS AMENDED.

1995 FIGURE 2  
 MARIPOSA-YOSEMITE AIRPORT MARIPOSA COUNTY, CALIFORNIA

**EXISTING AIRPORT FACILITIES**

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