



Solano County
Airport Land Use Commission
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Steve Vancil
Chairman

SOLANO COUNTY AIRPORT LAND USE COMMISSION

MINUTES OF THE MEETING OF September 13, 2012

The meeting of the Solano County Airport Land Use Commission was held in the Solano County Administration Center, Board Chambers (1st floor), 675 Texas Street, Fairfield, CA 94533.

MEMBERS PRESENT: Chairman Vancil, Commissioners Stockard, Cavanagh, Baumler, Seiden, DuClair and Randall

MEMBERS ABSENT: Commissioners Potter and Baldwin

OTHERS PRESENT: Jim Leland, Resource Management; Lori Mazzella, County Counsel; Diane Gilliland, Resource Management

Items No.

1, 2 & 3: Chairman Vancil called the meeting to order at 7:00 p.m. Roll call was taken and a quorum was present.

Item No. 4. Resolution Honoring the Service of Former Commissioner Ray Schoch

Chairman Vancil announced that the next item for the Commission's consideration was a resolution honoring the service of former Commissioner Ray Schoch. He asked if there was a motion to adopt the resolution. On a motion by Commissioner Baumler and a second by Commissioner Seiden the Airport Land Use Commission, by unanimous vote, approved Resolution No. 12-05 honoring former Commissioner Schoch for his eight years of service on the Airport Land Use Commission. He served as Chairman for three of those years. As Chairman he guided the Commission through a process that resulted in a unique cooperative agreement between Solano County, Travis Air Force Base and wind turbine developers. He also led the Commission through numerous public hearings and consistency determinations of general plan amendments and development applications with respect to Travis AFB and the Rio Vista and Nut Tree airports.

Mr. Schoch thanked the Commission and staff for all their support during his years on the Commission.

Item No. 5. Public Comment
There were no public comments

Item No. 6. Approval of the Minutes of the June 14, 2012 meeting
The minutes of June 14, 2012 were approved with two abstentions.

Item No. 7. Public Hearing to consider the consistency of the Brighton Landing Development Project and Specific Plan (Brighton Landing Project) with the Travis Air Force Base Land Use Compatibility Plan.

Jim Leland made a brief summary of his staff report. He stated that the project is a consistency determination on a series of entitlements. The City of Vacaville is considering a Specific Plan of rezoning. The staff recommendation was that the Commission adopt the findings and determine that the Brighton Landing development project and Specific Plan is consistent with the Travis AFB Land Use Compatibility Plan with conditions of approval recommended by staff. The project is located on the eastern side of the City of Vacaville between Vacaville and the town of Elmira. It is within Compatibility Zone D of the Travis Plan. It is currently vacant agricultural land. It is a land plan that represents the distribution of land uses which are primarily 775 single family detached homes along with a private high school and a public elementary school and a six acre park. Lying within Zone D, the applicable review criteria are for airspace review of objects over 200 feet in height and a prohibition of "other hazards to flight". With this project the Specific Plan does not address anything directly about height limitations. It defaults to the City of Vacaville zoning ordinance and development code which provide for a variety of height limitations for public and residential structures. None of which are over 200 feet explicitly. There is a process within their development code by which an applicant can ask for height above 200 feet. Because the specific plan does not establish any height limits, staff recommends that the Commission add a condition requiring a discretionary permit for any structure greater than 200 feet in height. In addition staff recommends that the zoning amendment include a standard that no hazards to flight are permitted. The City of Vacaville is willing to accommodate these requests. Residential and public uses are not a direct conflict. They are allowed in Zone D. Mr. Leland concluded by stating that staff recommends that the Commission find the development consistent with the Travis AFB Land Use Plan with the conditions that have been recommended.

Chairman Vancil asked if there were any questions from the Commission. Commissioner Stockard asked if requests for uses over 200 feet will come back to the ALUC. Mr. Leland answered that they would. Commissioner DuClair asked what the tower height was for an adjacent PG&E easement. Mr. Leland did not know the exact height but as a preexisting structure it was exempt from the requirements of the Plan. There being no further questions Chairman Vancil opened the public hearing.

Fred Buder, City of Vacaville Community Development, noted that he didn't have information with him on the height of the existing PG&E towers but that they were probably close to 200 feet in height. He stated that the City of Vacaville is in agreement with the recommendations in the county staff report and will incorporate the standards into the Specific Plan. He also noted that the City did not have a specific site development proposal for the private high school yet.

Allan Haddox, Philippi Engineering, stated that Philippi was the project civil engineer and asked if there were any questions he could answer on behalf of the developer. Commissioner DuClair asked if the utilities would be underground and

if there would be any structures 50 or 60 feet in height such as light standards. Mr. Haddox answered that the utilities would be underground and that the city street lights are approximately 30 feet high. There being no further speakers or questions Chairman Vancil closed the public hearing.

Chairman Vancil asked the Commissioners if they had any comments on the project. Hearing none he asked if there was a motion. Commissioner Baumler motioned that a resolution show that the Commission finds the Brighton Landing Development Project and Specific Plan to be consistent with the Travis Air Force Base Land Use Compatibility Plan. The motion was seconded by Commissioner Stockard. The motion was passed by a unanimous vote. Commissioner Stockard added that she wanted to complement staff on their work and on the determinations in the staff report.

Chairman Vancil introduced the ALUC's newest commissioner, Thomas Randall. Commissioner Randall is filling the vacancy left by Commissioner Schoch's retirement. He was an airfield manager at Travis AFB for a number of years.

Item No. 8. Presentation: A presentation from Travis Air Force Base on the 2009 Air Installation Compatible Use Zone Study (AICUZ)

Mr. Leland noted that the Travis AFB presentation on the 2009 Air Installation Compatibility Use Zone (AICUZ) lays the ground work for a review by the Commission, this year or early next year, of the Travis Plan in light of the 2009 AICUZ.

Nate Pyron, Travis AFB Community Planner, introduced himself to the Commission and described the 2009 AICUZ. The AICUZ was initially developed in the 1970's by the Department of Defense. In the 1940s the Air Force sited installations in remote areas. In the 1950s as towns and cities expanded around the installations the Air Force began engaging the communities about compatibility issues. In the 1960s the Air Force began established procedures with land use and noise and defined Accident Potential Zones. In the 1970s the Green Belt Concept was developed to place a buffer area around installations to prevent development from encroaching too close. The Noise Control Act and the adoption by the Air Force of NOISEMAP and the AICUZ program also occurred in the 1970s. The primary objectives were to protect the health and welfare of local citizens while sustaining and maintaining mission capabilities by promoting land use planning.

Mr. Pyron continued that the 2009 Travis AFB AICUZ documents changes in aircraft operations since the last 1995 study and provides noise contours and compatible use guidelines based on 2009 operations. The AICUZ study reaffirms Air Force policy of assisting local, regional, state and federal officials in the areas neighboring Travis AFB by promoting compatible development within the AICUZ area of influence; and protecting Air Force operational capability from the effects of land use incompatible with aircraft operations.

The retirement of the C-141s and the basing of the C-17s triggered an update of the AICUZ. In 1995 Travis AFB had 438 Average Daily Operations (ADO). By 2009 the average was 209 ADO. This figure also included a reduction in the number of C-5 ADO. The noise contours have also been significantly reduced between 1995 and 2009. Slides depicting Noise, Clear Zones, Accident Potential

Zones and Obstructions to Air Navigation were briefly reviewed. Mr. Pyron concluded by stating that residents in the area neighboring Travis AFB and Base personnel have a great working relationship. He stressed that it was important to continue to adopt recommendations that will strengthen the relationship, increase the health and safety of the public and help protect the integrity of the Base's flying mission. These include keeping Travis informed of planning and zoning actions that could affect Base operations; incorporating the policies and guidelines of the 2002 Solano County ALUCP into the comprehensive plans of local communities and to implement height and obstruction ordinances that reflect current Air Force and FAR Part 77 requirements.

Commissioner DuClair asked if there would be much of a change in operations if Travis was lucky enough to get new tankers. Mr. Pyron answered that he assumed there would be a change to operations. If there was a new mission change, such as an incoming mission, that would trigger an AICUZ update so that noise contours could be evaluated.

Chairman Vancil commented that the ADO went down from 438 in 1995 to 209 in 2009. He noted that during that time after 9/11 the "deployed ADO tempo" got very high. He stated that the current planning in 2002 was based on extraction from the 1995 AICUZ. The 2009 AICUZ looked to him like it was conservative. That being the case he thought that there is potential for more flight operations even if the number of planes stayed static if operations in the Middle East wind down. He thought there was an argument for holding the line on the current plan they have which is based on the 1995 AICUZ. Mr. Pyron agreed with Chairman Vancil that it would be wise for the ALUC to leave the noise contours where they are currently. Chairman Vancil also mentioned that the 2002 Plan laid out a potential assault runway which is now under construction. He believed that when looking at future projects such as the wind turbines that clearance based on that of the assault runways. Mr. Pyron recalled that on some of the recent projects such as Shiloh IV he believed they did use a clearance taken from the assault runway. Commissioner Seiden asked that with the assault runway, and conceptually the idea that they are the max performance operations, how much effect would that have on the noise footprint? Mr. Pyron answered that it would have a little bit of an impact. The C17s would basically spiral down and when they land they hit the back thrusters so there wouldn't be much of a change to the noise contours from where they are now. There being no further questions Mr. Pyron concluded his presentation.

Item No. 9. There being no further discussion the meeting was adjourned.

<p>The next regular meeting of the Solano County Airport Land Use Commission (ALUC) will be held on October 11, at 7:00 p.m. in the Solano County Administration Center, Board Chambers (First Floor), 675 Texas St., Fairfield, CA 94533.</p>

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