



Solano County
Airport Land Use Commission
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Steve Vancil
Chairman

SOLANO COUNTY AIRPORT LAND USE COMMISSION

DRAFT MINUTES OF THE MEETING OF July 11, 2013

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, Potter, Baldwin, DuClair and Randall

MEMBERS ABSENT: Commissioners Cavanagh, Baumler and Seiden

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. Approval of the Agenda
The agenda was approved unanimously

Item No. 5. Approval of the Minutes of the June 13, 2013 meeting
The minutes of June 13, 2013 were continued to the next meeting.

Item No. 6. Committee Reports – None

Item No. 7. Public Comment
There was no public comment.

Item No. 8. Old Business – None
The minutes of March 14, 2012 were approved.

Item No. 9. New Business

- A. Action Item: Conduct a Public Hearing to consider the consistency of ALUC-13-05, the Nut Tree Airport Master Plan Update with the Nut Tree Airport and Travis AFB Land Use Compatibility Plans.

Mr. Leland introduced Dave Daly, Nut Tree Airport Manager and Phil Wade, ESA who reviewed the highlights of the Nut Tree Airport Master Plan Workshop

from the June 13, 2013 meeting. Mr. Daly stated that a thorough analysis of the consistency of whether the proposed Master Plan Update is consistent with the existing Airport Land Use Compatibility Plan is the most important factor for the Master Plan. Also important is an analysis of its consistency with the City of Vacaville General Plan. He thanked Mr. Leland for all of his support in working with him on the project.

Mr. Wade introduced Steve Alverson, ESA, and reviewed the highlights of the workshop presentation given at the June ALUC meeting. Some of the preferred alternative highlights were mentioned. Phase I of the Master Plan update includes shifting the thresholds of Runway 2-20 by 200 feet to the north to be able to achieve compliance with FAA standards. Currently the South Putah Canal lies within the object free area. In the third phase of the development (2031) the Update proposes to extend Runway by 600 feet. Other proposals include improvements to existing hangars, adding additional corporate hangars, box hangars as well as some non-aviation uses including light industrial and office use. As of 2011 there were 101,500 aircraft operations per year. The Master Plan Update forecast for 2031 is 127,329 aircraft operations. Mr. Alverson noted that the forecasts are approved by the FAA and reflect a 1.2 percent growth rate over a twenty year period. Mr. Daly continued saying that potential affects to the 1988 ALUCP that the Master Plan update might have include a reduction of aircraft operation levels, modifications to Runway 2-20, and how the airport is used by pilots currently operating there.

The proposed Master Plan forecast levels for aircraft operation are substantially lower than those assumed in the ALUCP. In the ALUCP it was assumed that the ultimate runway length would be 4,700 and Runway 20 would have a precision approach. The Master Plan update proposes to shift the Runway by 200 feet to the northeast and to extend the Runway 20 by 600 feet for a total runway length of 5,300 feet. The proposed Master Plan does not include a precision approach to Runway 20. It maintains the current non-precision approach. In terms of airport usage patterns remain largely the same as assumed in the ALUCP. Because airport activity patterns remain similar to ALUCP baseline assumptions, no significant changes to overflight impacts will occur as a result of the Master Plan Update.

Mr. Wade discussed the proposed changes to the Airport for safety, noise and airspace protection. He stated that the Master Plan update does not propose any land uses that are incompatible with ALUCP safety policies. The City of Vacaville development patterns have been largely consistent with the safety criteria in the ALUCP. Given the overall reduction in forecasted operations the continued usage patterns are consistent with the overall operations at the Airport and the Master Plan update does not fundamentally change any the safety factors that informed the safety zones and the policies in the ALUCP.

With respect to noise the Master Plan update shows an overall reduction in size of all noise contours. There are no noise sensitive land uses that are within the 60 CNEL contour. Forecasted noise levels in the Master Plan update do not significantly increase ambient noise levels when compared to existing (2011) conditions, or when compared to the contours shown in the 1988 ALUCP. Existing City of Vacaville development is based on the standards of the current ALUCP as adopted in the City's General Plan. The noise analysis in the EIR

concluded that there were no significant impacts from noise from the Airport based on the standard of the ALUCP as adopted in the City's General Plan.

In terms of airspace protection there aren't any significant changes in the Master Plan update with the 1988 ALUCP. There is a slight shift to the northeast due to the shift of Runway 2-20 and the extension of Runway 20 described above. The 1988 ALUCP reflects a 50:1 approach slope to Runway 20 because of the assumed precision approach. The proposed Plan does not have a precision approach to Runway 20 therefore it retains a 34:1 approach slope. The proposed Master Plan update does not create new height issues for existing or future land uses.

Mr. Wade concluded by stated that the land uses proposed by the Master Plan update are consistent with the compatibility policies in the 1988 ALUCP. The Master Plan update does not expose noise sensitive land uses to incompatible noise levels. The extension of Runway 20 does not shift the runway protection zone or other key safety areas such that the City of Vacaville land uses would be affected. The extension of Runway 20 with a non-precision approach does not create any height issues for existing uses. Despite changes in the aircraft operation levels and runway configuration that have been proposed in the Master Plan update all the primary compatibility issues of noise, safety, and airspace protection remain within the footprint established by the 1988 ALUCP.

Chairman Vancil asked the Commissioners if they had any questions. There were no questions from the Commission. Mr. Leland asked to speak.

Mr. Leland gave a summary of the consistency findings and recommendations contained in the staff report. He stated that county staff was recommending that the Commission adopt findings that determine that the Nut Tree Airport Master Plan is consistent with the Nut Tree Airport and Travis AFB Land Use Compatibility Plans. Staff also recommended that the Commission direct staff to update the 1988 ALUCP with updated mapping, graphics and other pertinent information regarding the Airport.

Commissioner Potter asked if land acquired by the Airport in Phase 3 would be taken thru eminent domain or by negotiation. He also asked if the land, once acquired by the County, would be under County jurisdiction.

Mr. Daly responded that there are possible land acquisitions in the Master Plan and the way it normally works is if the FAA has funding then the land would be acquired and would become Airport property. As airport property it would fall under County jurisdiction. The County has worked extensively to integrate into the City and the Master Plan is presented to integrate into the City of Vacaville's General Plan.

Commissioner DuClair asked in regards to the noise footprint forecast if current aircraft are quieter or was it a guess back in 1988 that aircraft were going to get noisier. Mr. Daly answered that overall aircraft have become quieter.

Commissioner Potter asked if it was considered in the Master Plan update to have a high speed turn off on the runway. Mr. Daly answered that they did not find that to be a necessity as the Nut Tree is considered to be a light aircraft airport because of the type of aircraft that are operating there. The small jets that

do come in are relatively small in nature with a shorter turning radius and the volume of aircraft using the runways is not high.

Chairman Vancil opened the public hearing. There being no comments from the applicant or the public the Chairman asked if the Commissioners had any further questions. Commissioner Potter asked if the Master Plan called for the fuel tanks to remain in the same location. Mr. Daly answered that they will remain where they are for the foreseeable future provided the integrity of the location is not compromised in any way. Chairman Vancil commented that approximately sixty-eight percent of airport traffic is comprised of people from outside our area. Despite the recession the Nut Tree Airport is still a viable airport and a valuable member of the economic community. He also noted that the hangars and other commercial spaces for lease at the airport were full with a waiting list. There being no further comment the public hearing was closed.

Chairman Vancil asked the Commissioner if there was any discussion. He commented on the loss of the precision approach. And noted that a precision approach was more than just laying out what is in the FAR Part 77. It includes new requirements for a precision approach runway such as an area of the approach having 1,000 foot wide clearance around the runway, separation requirements from the taxi way and the runway, precision approach lighting requirements as far as the installation of a precision approach lighting system that extends 3,000 feet beyond the runway. At the Nut Tree this type of lighting system would go well past Interstate 505 and parallel to the Genentech property. The Nut Tree Airport no longer has the physical space to accommodate a precision approach. However with improved GPS technology there is still a chance for more a precise non-precision approach at the Nut Tree Airport. Chairman Vancil also noted that the current Nut Tree ALUCP still has the old Vacaville glider port; also some of the references in the appendices are out of date. The description of the physical layout of the airport also needs to be updated. The Caltrans compatibility zones also need to be reflected in the update of the Plan.

Chairman Vancil asked if the Commission had a motion. Commissioner DuClair motioned to approve a resolution that the Airport Land Use Commission finds the Nut Tree Airport Master Plan Update to be consistent with the Nut Tree Airport and Travis AFB Land Use Compatibility Plans. Commissioner Potter seconded the motion. The motion passed by a unanimous roll call vote.

B. Information Item on Possible Joint Land Use Study: Discussion of a Department of Defense Office of Economic Adjustment proposal for a potential Joint Land Use Study for Travis Air Force Base.

Chairman Vancil stated that a joint land use plan is created by and between the Base and the local government agencies. Travis AFB has an existing joint land use plan which is the Travis ALUCP which was funded through the Department of Defense Office of Economic Adjustment. A joint land use study is being considered again through which the Travis ALUCP could be updated again.

Mr. Leland stated that staff believes that the Travis Plan needs to be updated again. A new ACUZ came out in 2009. The issues that are of most concern in terms of compatibility with the Travis mission are generated by renewable energy projects. An area of the county lying south of Hwy 12 in the Montezuma Hills was approved by the Board of Supervisors for wind energy development.

That area is now nearly built out. Wind energy interests have now leased properties north of Hwy 12 for installation of wind farms. That is a concern because the Travis ALUCP does not address renewable energy projects. While the CREADA process has resolved issues between Travis AFB and the wind energy interests for now, unlimited wind turbine development could eventually erode the integrity of the radar system at Travis according to Base personnel. County staff feels that it would be beneficial if the Joint Land Use Study focused on this issue and others such as the development of utility scale solar projects. The FAA has recently released a study on radar interference by solar panels as well as glare interference. Staff would like to include solar arrays as well as wind energy projects north of Hwy 12 as a primary focus of a Joint Land Use Study. Mr. Leland also added that since the Travis ALUCP was updated in 2002 the Department of Defense (DOD) has different rules and protocols about who can speak publicly about issues at the Base. Travis has a more limited role in what they can say. Base personnel used to be able to come to ALUC meetings and speak on issues such as the wind projects. Now they can no longer do so. Another office of the DOD will respond instead. He believed that this was another reason to participate in the Joint Land Use Study along with the fact that 90 percent of the funding costs would be covered by the federal government.

Commissioner Potter asked if a joint use plan for Travis AFB was going to be considered. Mr. Leland answered that the Joint Land Use Study is between the DOD and the County of Solano. There seemed to be no interest by the DOD Office of Economic Adjustment or Travis personnel to discuss commercial use of the Base. He added that the 2002 Travis Plan incorporated discussions of future missions as well as current missions. Travis personnel can now only talk about their present mission. This will make it harder to plan land use protection around a base where you no longer know what their need will be twenty or thirty years out. The Joint Land Use Study is an opportunity to get a little more information from the Base regarding their needs. Mr. Leland also added that growth advancing towards the Base from the cities and wind energy interests leaves the area north of Hwy 12 as the only open area left to the Base to conduct certain type of training exercises. Chairman Vancil noted that the assault mission at Travis has grown over the years with personnel from other bases coming to Travis for assault training. It is important for the Travis mission to keep a certain amount of airspace open for assault training on the runways which involves tactical arrivals and departures. He also commented that the CREADA between Travis AFB and the wind energy interests in the Montezuma Hills area is not a permanent solution as it is more of an interim measure that was used to solve a specific technical problem. It has been extended twice and will remain in effect until the end of 2013 unless it is extended. He believed that the parties to the agreement are looking to something more permanent. Commissioner Potter asked if the Air Force would be the decision maker on whether there would be more extensions of the CREADA or a more permanent agreement. He also asked what would happen if the Air Force decided not to enter into any more extensions or new agreements. Chairman Vancil stated that the Air Force is a little more constrained now because it can't make straight local agreements. It is a more complicated process now as they would have to coordinate with the DOD, Department of Energy and others. Mr. Leland stated that he had two additional comments. Travis AFB nominated itself for the Joint Land Use Study. The DOD is encouraging local governments to take on Joint Land Use Studies. Another distinction of the CREADA is that the parties of the CREADA are under a confidentiality agreement where the County and the public are not allowed to

know how the radar interference issue was solved. This makes it hard to monitor progress because the Air Force can't disclose the progress being made to lessen radar interference. Under a Joint Land Use Study that information would be open to the public so policies could be built around the information and be monitored over time.

Chairman Vancil asked if there were any further questions. Commissioner Potter stated that he had noted earlier that the bylaws were not on the County website but they are on the website now.

Item No. 10. 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 <u>August 8, 2013 at 7:00 p.m.</u> in the Solano County Administration Center, Board Chambers (First Floor), 675 Texas St., Fairfield, CA 94533.</p>

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