



Solano County
Airport Land Use Commission
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Steve Vancil
Chairman

SOLANO COUNTY AIRPORT LAND USE COMMISSION

MINUTES OF THE MEETING OF June 13, 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, Baumler, DuClair and Randall

MEMBERS ABSENT: Commissioners Potter, Baldwin, Seiden and Cavanagh

OTHERS PRESENT: Jim Leland, Resource Management; Lee Axelrad, 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 March 14, 2013 meeting

The approval of the minutes of March 14, 2013 was 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

Item No. 9. New Business

A. Action Item: Election of Chair and Vice-Chair as provided in the Bylaws.

Commissioner Stockard nominated Commissioner Vancil to serve as Chairman for another term. Commissioner DuClair seconded the nomination. Chairman

Vancil called for discussion. Hearing none he called for a roll call vote. The nomination of Commissioner Vancil as ALUC Chair passed unanimously.

Commissioner DuClair nominated Commissioner Seiden to serve as Vice Chairman for another term. Commissioner Baumler seconded the nomination. Chairman Vancil called for discussion. Hearing none he called for a roll call vote. The nomination of Commissioner Seiden as ALUC Vice Chair passed unanimously.

- B. Action Item: Conduct a Public Hearing to consider the consistency of ALUC-13-04, the County of Solano Medical Marijuana Ordinance with the Nut Tree Airport, Rio Vista Airport and Travis Air Force Base Land Use Compatibility Plans.

Mr. Leland noted that the ordinance is a ban on the establishment of medical marijuana dispensaries. There is no potential development that can occur based on this ordinance. Staff recommended that the ALUC find ALUC-13-04, the County of Solano Medical Marijuana Ordinance to be consistent with the Nut Tree Airport, Rio Vista Airport and Travis Air Force Base Land Use Compatibility Plans. Chairman Vancil asked if the Commission had any questions; hearing none he opened the public hearing. There being no public comment the public hearing was closed. Chairman Vancil asked the Commission if there was any discussion on the matter; hearing none he asked the Commission for a motion. Commissioner Stockard motioned that ALUC find ALUC-13-04, the County of Solano Medical Marijuana Ordinance to be consistent with the Nut Tree Airport, Rio Vista Airport and Travis Air Force Base Land Use Compatibility Plans. The motion was seconded by Commissioner DuClair. Hearing no discussion Chairman Vancil asked for a roll call vote. The motion was approved unanimously.

- C. Workshop: Conduct a workshop on the consistency of the Nut Tree Airport Master Plan with the Nut Tree Airport Land Use Compatibility Plan.

Mr. Leland stated that the Nut Tree Airport Master Plan will come before the Commission in July for a consistency determination with the Nut Tree Airport Land Use Compatibility Plan. The Master Plan is ready to go before the Board of Supervisors for adoption. An EIR for the Master Plan has been circulated. Both documents will be made available to the Commission before the July meeting.

Dave Daly, Nut Tree Airport Manager, stated that the proposed Master Plan replaces an existing 1993 Airport Master Plan and is the result of over 3 years of work to date. In 2012 the Board of Supervisors endorsed the Preferred Alternative for the purposes of conducting environmental analysis. Staff has been committed to analyzing the consistency of the proposed Master Plan with the existing Nut Tree Airport Land Use Compatibility Plan and the City of Vacaville's General Plan.

The Preferred Alternative is a 20 year planning period and lays out the capital facilities that are needed at the airport to accommodate growth in aircraft activity. It is anticipated to be developed in three phases over a 20 year planning period, on an "as needed" basis. Plans include a shift in runway 2-20; development of non-aviation uses; construction of approximately 319,000 square feet of hangar space; and expanding the existing administration building.

The airport currently has 100% occupancy in all its hangars and commercial office space. The proposed Master Plan has an extended runway option at 600 feet as a long term project. Aircraft operations are forecasted to increase by approximately 1.2% over the planning horizon. Current operations number at 101,500 operations per year. Forecasted operations are projected to be approximately 127,000 aircraft operations per year.

Phil Wade, ESA, reviewed the Draft EIR for the Nut Tree Master Plan. The DEIR along with the Master Plan Update is expected to go before the Board of Supervisors in September. The DEIR evaluates the land use implications of the Master Plan Update. The projects proposed in the Plan were examined for consistency with the ALUCP. The primary areas of focus were noise, safety and airspace protection. With respect to on-airport noise evaluation the Master Plan does not propose any incompatible land uses within the current noise exposure areas of the ALUCP. All of the proposed land uses that are closest to the higher noise-exposure areas are primarily aviation related capital improvements. All of the other proposed on-airport aviation and non-aviation uses are within noise contours that are consistent with the ALUCP. The DEIR concluded in its analysis that there were not any inconsistencies with respect to noise compatibility policies and the proposed uses for all three phases of the Master Plan update.

Mr. Wade continued that the DEIR determined that the Master Plan does not propose any land uses that are incompatible with the safety policies of the ALUCP. All the proposed uses in Safety Zone A are associated with airside operations. Proposed non-aviation development is proposed to be located partially within Safety Zone B, C and D which is allowed by the ALUCP. The DEIR proposes mitigation that ensures that future non-aviation uses come before the ALUC for review as they are proposed.

Regarding Airspace Protection the proposed Master Plan projects are located within the airport's primary, approach, transitional and horizontal surfaces. The land uses within the primary surfaces are all aviation related. The proposed non-aviation uses fall within the approach surface. The remaining proposed uses are located within transitional or horizontal surfaces. Adherence to FAA's review process assures that the Master Plan would be consistent with airspace protection policies. The DEIR identified that all of the uses, because they are on-airport, have to be evaluated thru the FAA 7460 height review process which would ensure that all proposed structures are below the navigable airspace.

The second area of evaluation looked at potential off-airport impacts associated with the proposed Master Plan. Possible direct and indirect impacts to off-airport uses associated with changes to noise, overflight, safety, and airspace protection issues were also evaluated. Aircraft operations, modifications to Runway 2-20, and airport and runway usage were primary factors that were considered. The proposed Master Plan forecasts aircraft operations that are substantially lower than those assumed in the current ALUCP. Also the type of aircraft (single-piston) continues to make up the majority of forecasted operations in 2031. The Master Plan proposes to shift the thresholds of Runway 2-20 by 200 feet to address the issue of the South Putah Canal lying within the object free area. The Plan also proposes to possibly extend Runway 20 by 600 feet in 2031 for a total runway length of 5,300 feet. The Master Plan abandons plans for a precision approach to Runway 20. Airport usage patterns under the Master Plan remain relatively consistent with those in the ALUCP. Because the

airport activity patterns remain similar to the ALUCP and the baseline assumptions regarding airport activity, no significant changes to overflight impacts will occur as a result of the Master Plan update. It was noted that forecast noise contours associated with the Master Plan do not expose noise sensitive land uses to incompatible noise levels. Also the forecast noise levels associated with the Master Plan do not significantly increase the ambient noise levels when compared to the existing conditions and when compared to the 1988 ALUCP contours. There were no direct safety issues associated with the Master Plan update as overall operation numbers are down from the ALUCP data. Patterns also remain the same. Generic safety zones for a medium-length general aviation airport runway (*CalTrans 2011 California Airport Land Use Planning Handbook*) were compared with current ALUCP safety zones. The current ALUCP safety zones are equal to or larger than the generic Caltrans recommended zones and cover an overall larger planning area. In key areas such as the runway protection zone and the inner approach and departure zones the current ALUCP and the generic safety zones are substantially consistent. Existing development patterns in the City of Vacaville, which are based on the current ALUCP standards, are predominantly consistent with Caltrans recommendations for generic safety zones. There are no significant changes in the size or location of the Master Plan update airspace plan. The current ALUCP reflects a 50:1 approach slope to Runway 20 because of the assumed precision approach. The Master Plan update removes the precision approach to Runway 20 and therefore retains a 34:1 approach slope.

With respect to the consistency of on-airport land uses as proposed in all three phases of the Master Plan the DEIR concluded that the projects are consistent with the 1988 ALUCP with the potential for mitigation as the land uses are more defined. The Update would not result in the exposure of noise-sensitive land uses to incompatible noise levels. Extension of Runway 20 does not shift the runway protection zone or other key safety areas such that City of Vacaville land uses would be affected. Despite changes in aircraft operations and runway configuration, all primary compatibility inputs for noise, overflight, safety, and airspace protection remain within the overall footprint established by the 1988 ALUCP.

Chairman Vancil asked the Commissioners for comments. Commissioner DuClair asked if the Master Plan update addresses possible commercial aviation uses. Dave Daly noted that the Nut Tree airport is better suited for recreational aviation uses with some business charter activity. There are commercial airports close by in Sacramento and Concord. Chairman Vancil agreed with Mr. Daly in that there would not be enough traffic to sustain commercial operations. Commissioner Stockard asked if there were any current plans for Genentech to bring their company jets to the airport. Mr. Daly answered that Genentech has no plans to do so. Chairman Vancil noted that there was a proposal for an aviation museum at the Nut Tree Airport. Mr. Daly stated that properties adjacent to the Nut Tree development center were being considered for a museum site. He added that there are future plans to put solar panels on the roofs of some airport structures. This proposed project would be subject to consistency review. Chairman Vancil noted that in July the Commission will be looking at the Master Plan update for consistency. He asked that if the Commission finds the Master Plan update consistent with the current Nut Tree LUCP does the Nut Tree LUCP need to be updated. Mr. Leland noted that some of the data in the Nut Tree LUCP has become outdated. If the Commission finds

the Master Plan update consistent with the Nut Tree LUCP, he proposed that that the Nut Tree LUCP be republished in an updated edition. Staff was also looking at phasing out the review procedures as a stand-alone document and go back to specific review procedures for each of the three airports because some airports demand different procedures of review than others.

Item No. 10. There being no further discussion the meeting was adjourned.

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.
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