

Draft City of Vacaville Land Use and Development Code Update

Analysis of Consistency with

Nut Tree Airport and Travis AFB Airport Land Use Compatibility Plans

Mead & Hunt

January 25, 2021

Introduction

The City of Vacaville (City) is in the latter phases of updating its citywide Land Use and Development Code (Code). In accordance with California Public Utilities Code Section 21676(b), proposed local agency “adoption or approval of a zoning ordinance or building regulation” affecting lands within an airport influence area established by the airport land use commission (ALUC) of the county must be referred to the ALUC. The ALUC is then responsible for determining whether the ordinance or regulation is consistent with the ALUC’s airport land use compatibility plan (ALUCP). Accordingly, the City has referred its proposed Code to the Solano County Airport Land Use Commission (SCALUC).

At the request of the SCALUC staff and under contract with the City, Mead & Hunt has prepared this consistency evaluation of the proposed Code to assist the SCALUC in making a formal consistency determination. The specific version of the Code evaluated is the Vacaville Code Update Public Review Draft dated August 17, 2020. The influence areas of two airports overlay all or portions of the City: Nut Tree Airport and Travis Air Force Base (AFB). Compatibility criteria applied in this evaluation are set forth in two plans adopted by the SCALUC: *Airport/Land Use Compatibility Plan – Nut Tree Airport* (May 1988) and *Travis Air Force Base Land Use Compatibility Plan* (October 2015). These two documents are referred to herein as the Nut Tree ALUCP and Travis ALUCP, respectively.

Proposed Land Use Action

In 2015, the Vacaville City Council adopted a comprehensive update of its general plan setting forth the City’s long-range vision and goals for its future. As indicated on the City’s web page, “the Land Use and Development Code regulates exactly **how** and **where** land may be used to achieve that vision.” The Code regulates aspects of development such as construction standards, land subdivisions, and zoning. The last major update of the Code was completed in 1996, following the adoption of an earlier general plan.

The draft Code is divided into 13 divisions with topics ranging from administration of the Code to specific design criteria. While all divisions of the Code need to be consistent with SCALUC policies, the focus of the review in this paper is on the Zoning Ordinance contained in Division 14.09. Also examined here is the zoning map that accompanies the Code text.

Airport Land Use Compatibility Plans

Airport land use compatibility plans address four types of compatibility concerns: noise, safety, airspace protection, and overflight. The criteria established by SCALUC in the Nut Tree and Travis ALUCPs address each of these factors and serve as the basis for this consistency evaluation.

Nut Tree Airport

The Nut Tree ALUCP lists the fundamental land use compatibility criteria in a tabular format beginning on page 10 of the document. For each of six compatibility zones, the criteria specify the maximum allowable densities for residential development, the maximum number of people per acre for nonresidential uses, and requirements for open land. Other development conditions are noted and explicitly prohibited uses are listed. Further policy details are provided on subsequent text pages. Nearly all of the airport influence area is within city territory and parts of the city extend beyond the airport influence area (see accompanying map). The majority of land within the airport influence area is already developed.

Travis Air Force Base

The influence area of Travis Air Force Base (AFB) covers the entirety of Solano County plus small parts of adjacent counties. The City is primarily affected by Zone D (see accompanying map). The northwestern edge of the City is in Zone E, a small noncontiguous area to the east is in Zone C, and high terrain to the south is in the Height Review Overlay Zone. The compatibility criteria for each of these zones are shown in Table 1 of the Travis ALUCP. Except in Zone C where density and intensity limits apply, hazards to flight, including the height of objects and land uses that create glare or have the potential to attract birds, are the only compatibility concerns within these zones.

Consistency Analysis

In this analysis of the Code, Mead & Hunt first examined the Code language for any provisions that could have airport land use compatibility implications. Some of our comments regarding the Code text are relevant to both the Nut Tree and Travis AFB ALUCPs, while others pertain to only one of the two plans. These comments are separately grouped below and listed according to the Code section to which they apply. Note that some of the comments relevant to both ALUCPs are based on requirements of the California Public Utilities Code (PUC) or guidance included in the *California Airport Land Use Planning Handbook (Handbook)* which the PUC requires to be used as guidance for preparation of ALUCPs.

Secondly, we did a detailed comparison between the proposed City zoning map and the criteria in the Nut Tree ALUCP to evaluate whether there are conflicts with respect to the types of land uses and other development characteristics allowed by the City versus by the SCALUC. This evaluation is contained in the accompanying table described in the final section of this paper. A similar evaluation was not done with respect to the Travis ALUCP as the criteria from that plan only address airspace protection concerns and do not restrict the allowable types of underlying land uses.

Overall, Mead & Hunt regards the draft Code as highly consistent with the Nut Tree and Travis ALUCPs. Many of the comments offered here are recommendations rather than changes required for consistency. To the extent that there are conflicts, the City could either make the changes prior to referring the Code to the SCALUC or submit the August 2020 version reviewed here. In the latter case, the SCALUC could either find the Code to be inconsistent, thus requiring it be submitted again later, or conditionally consistent with agreement by the City to make the necessary revisions.

Comments on Code Provisions Related to Both ALUCPs

Division 14.01 – Administration

- *14.01.010.030 Administration / General Provisions / Consistency with the General Plan:* This section, or perhaps elsewhere in the Code, should note that all proposed amendments to the General Plan affecting land within either airport influence area must first be referred to the SCALUC for a consistency determination prior to action by the City Council. This requirement is dictated by PUC Section 21676(b).
- *14.01.010.050 Administration / General Provisions / Amendment to the Development Code:* Similarly to amendments to the General Plan, amendment of the Code or proposed granting of a variance is subject to SCALUC review if the amendment applies to land within an airport influence area and involves matters that may have airport land use compatibility implications. This point should be noted here and/or elsewhere in the Code and also stems from PUC Section 21676(b). The requirement for ALUC review of zoning variances is noted in Table 5A of the *Caltrans Handbook*.
- *14.01.030.020 Administration / Authority / City Council – Approval Authority:* The listing of actions for which the authority rests with the City Council should include overruling of SCALUC consistency determinations. PUC Sections 21676(a), (b), and (c) all indicate that it must be the governing body of the local agency that takes action to overrule an ALUC. This action cannot be delegated to a Planning Commission or other subordinate body or local agency staff. This topic is discussed in Section 14.09.110.070.B of the draft Code and should be cross-referenced here.
- *14.01.030.030 Administration / Authority / Planning Commission – Approval Authority:* Whether in the Code or other City regulation or procedures, the City should be aware that, until the General Plan and the Code have been deemed consistent with the two ALUCPs, most of the actions listed in this section must be referred to the SCALUC for a consistency determination before a final local action is taken and some such as zoning map amendments and zoning variances always must be referred under the circumstances noted above regarding Section 14.01.010.050.

Division 14.02 – Interpretations and Definitions

- *14.02.030.040 Interpretations and Definitions / Rules of Measurement / Calculating Density:* The draft Code calculates residential density differently than is done in the Nut Tree and Travis ALUCPs. It appears, however, that the draft Code is more restrictive than the ALUCP criteria, thus no conflict results. The draft Code divides the number of dwelling units by the developable area to determine density. The developable area excludes steep slopes, public streets, easements, etc. Footnote 1 in the Nut Tree ALUCP Compatibility Criteria Table indicates that gross acreage should be used in the density calculation. In the Travis ALUCP, Footnote 1 of Table 1 also relies upon gross acreage which it defines as including “the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.” Thus, as an example, a 10-acre parcel with 8 developable acres in a City zone that permits 4 units per acre would appear to be limited to 32 total dwellings under City criteria whereas, under either ALUCP, a 4-units-per-acre limit on 10 gross acres would allow at least 40 units (the share of adjacent roads and open lands adds to the gross acreage and thus to the allowable number of dwellings).
- *14.02.030.060 Interpretations and Definitions / Rules of Measurement / Measuring Height:* This section indicates that “Building height is measured from the grade plane to the average

elevation between the eaves and the ridge for a hip, gable, or gambrel roof or the highest point on the roof for other roof forms.” While not an issue except perhaps at points close to the Nut Tree runway or on areas of high terrain, the City should be aware that, for airspace protection purposes, the Federal Aviation Administration (FAA) is concerned with the highest elevation of structures, including chimneys, antennas, or other features that are higher than the roof (see FAA website (<https://oeaaa.faa.gov>)).

Division 14.04 – General Plan Amendments

- *14.04.030.030 General Plan Amendments / Approval Process / Action by the City Council:* The above comment regarding Section 14.01.010.030 also applies here.

Division 14.09 – Zoning

- *14.09.020.060 Zoning / Amendments to Zoning Ordinance and Zoning Map / City Council Hearing and Action:* The comment regarding Section 14.01.010.030 applies here as well.
- *14.09.020.070 Zoning / Amendments to Zoning Ordinance and Zoning Map / Required Findings:* Proposed zoning ordinance or map amendments also must be consistent with Nut Tree and Travis ALUCPs for areas of the City that fall within the influence areas of those airports.
- *Table 14.09.070.A, Land Use Regulations – Commercial and Mixed-Use Zoning Districts:* This table indicates that residential dwellings are allowed with a Conditional Use Permit in some commercial districts as well as in mixed-use zoning districts. Such uses may conflict with ALUCP criteria in some locations and adherence to these criteria should be a factor in whether a Conditional Use Permit is issued. This point should be noted here and/or in Section 14.09.270.150. It also should be noted somewhere that even commercial uses listed as permitted may be subject to intensity (people per acre) limits set by the Nut Tree ALUCP.
- *Table 14.09.080.A, Land Use Regulations – Employment Zoning Districts:* Residential uses are conditionally allowed in the Business Park zoning district. The above comment regarding Table 14.09.070.A also applies here.
- *Table 14.09.090.A, Land Use Regulations – Public and Semi-Public Zoning Districts:* Residential uses are conditionally allowed within only a minor use permit in the Public Facilities zoning district. If this district exists anywhere that residential uses are restricted under the Nut Tree ALUCP, then a Conditional Use Permit should be required so as to assure compliance with ALUCP criteria. Also, all uses listed in this table, including ones shown as permitted, are subject to ALUCP intensity limitations if the property is within a Nut Tree compatibility zone where these limitations are established.
- *14.09.110.010 Zoning / Airport Environs Overlay District / Purpose, Paragraph D:* This paragraph paraphrases PUC Section 21670(a). Consideration should be given to more directly using the PUC language, particularly “minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.” PUC Section 21675(b) extends this purpose to apply to military airports as well.
- *14.09.110.010 Zoning / Airport Environs Overlay District / Purpose, Paragraph E:* Mead & Hunt recommends that this paragraph reference the adoption dates of the Nut Tree and Travis ALUCPs mentioned in this paragraph. The wording as it stands infers that the City will implement the policies of any future update of either of these plans without taking any specific action to acknowledge the update. This paragraph also should indicate that the ALUCPs were adopted by the Solano County Airport Land Use Commission.

- *14.09.110.020 Zoning / Airport Environs Overlay District / Applicability, Paragraph C:* The statement here that, where there are conflicts between the overlay district and the base zoning district, “the more restrictive regulations take precedence” is important. It seems that it should also be mentioned where the base zoning districts are first outlined.
- *14.09.110.030 Zoning / Airport Environs Overlay District / Solano County Airport Land Use Commission (ALUC) Review:* Reference to a specific date of the “Solano County Airport Land Use Compatibility Review Procedures manual” is recommended. Also, recommended is that cross-reference to Paragraph A regarding requirements for referral of projects to the SCALUC be made elsewhere in the Code. This would help ensure that referrals occur and are not overlooked during City processing of proposed projects.
- *14.09.110.030 Zoning / Airport Environs Overlay District / Nonconforming Uses, Paragraph B:* Mead & Hunt is concerned that the wording of Paragraph B could enable airspace hazards not conforming with the current City codes to remain if they existed prior to the effective date of the new Code. Clarification of the wording is recommended.
- *14.09.250.020 Zoning / Resource Protection / Creeks and Riparian Habitat Protection:* This section—or elsewhere if more suitable—should reference FAA criteria regarding avoidance of bird attractants that can create hazards to flight. This issue is addressed in Section 5.8 of the Travis ALUCP but is also relevant to land uses near Nut Tree Airport.
- *14.09.320.040 Zoning / Variances / Procedures:* As noted in the comment on Section 14.01.010.050, zoning variances are subject to SCALUC review if the amendment applies to land within an airport influence area and involves matters that may have airport land use compatibility implications. This point should be included here or elsewhere in this chapter.
- *14.09.340.030 Zoning / Specific Plans / Procedures:* This section should indicate that, as dictated by PUC Section 21676(b), adoption or amendment of specific plans affecting land within the influence area of either Nut Tree Airport or Travis AFB must be referred to the SCALUC for a determination of consistency with the respective ALUCP. This action must take place prior to final approval by the City.

Comments on Code Provisions Related Only to Nut Tree ALUCP

Division 14.09 – Zoning

- *14.09.110.030 Zoning / Airport Environs Overlay District / Use Restrictions, Paragraph B:* In the sentence “Within the Nut Tree Airport Compatibility Areas, uses should generally fall within the persons per acre guidelines established with each area,” use of the phrase “should generally” is vague. While Footnote 2 in the Nut Tree ALUCP criteria table also uses this wording, the footnote goes on to say “Jurisdictions may satisfy density standards through adoption of an implementing plan or ordinance which is determined by the Airport Land Use Commission to meet the standards.” The draft Code does this by including criteria closely based on the more specific guidance contained in Appendix D of the Nut Tree ALUCP. Therefore, “should generally” should be changed to “must” to be consistent with both the ALUCP and sub-paragraphs B.2 through B.7 of the draft Code.
- *14.09.110.030 Zoning / Airport Environs Overlay District / Use Restrictions, Paragraph B subparagraphs:* These subparagraphs list for each of the ALUCP compatibility zones the uses that are allowed, normally not allowed, or prohibited. The listing is based on Appendix D of the ALUCP and is largely the same. Most of the differences are in the terminology used to identify

the various land use categories and have no bearing on consistency. Some differences are more substantive, however.

- All subparagraphs – As discussed above, the use of the terms “generally” and “substantial” is problematic. The Code should require adherence to the intensity limits listed for each compatibility zone. We note, though, that most ALUCs, as well as guidance in the *Handbook* page 4-19, calculate the number of people on a site based on a typical busy period of use rather than the absolute maximum occupancy such as used in building and fire codes. “Busy period” can be defined as the average peak daily occupancy of the busiest month.
- B.3.b – Hotels and motels must be added to the Normally Not Allowed Uses.
- B.3.b.ii – The word “necessary” should be “accessory.”
- B.4.a.viii – Mead & Hunt is not familiar with the approval or development status of this area of Compatibility Zone C southwest of the airport. A 2018 Google Earth aerial shows it as largely undeveloped. The draft Code language in essence shifts the area from Zone C into Zone D, thus doubling the allowable intensity from 50 to 100 people per acre and resulting in a conflict with the Nut Tree ALUCP. The SCALUC should evaluate whether this deviation is acceptable. Mead & Hunt notes that similar locations in the other three quadrants of the runway approaches are in Zone D, but the southwest area is in the overflight area of aircraft departing to the southwest and turning right to remain in the traffic pattern, thus creating greater noise and safety concerns.
- B.5.d – This subparagraph allows infill development on parcels of three acres or less anywhere in Zone D. This provision is consistent with the second to last bullet on page 13 of the Nut Tree ALUCP text. However, text on page 45 indicates infill is only applicable to the south of the airport. The SCALUC should clarify its interpretation of the ALUCP text and its application to Zone D.
- *14.09.110.030 Zoning / Airport Environs Overlay District / Overflight Notification and Easement, Paragraph A:* The requirement included in the draft Code that an overflight easement be dedicated as a condition for issuance of a building permit on any new construction in the airport influence area is consistent with the Nut Tree ALUCP. Mead & Hunt notes, however, that policies of most ALUCs and guidance of the Caltrans *Handbook* indicate that easement dedication be limited to high-impact locations close to airport runways and to areas of high terrain. Elsewhere, the recording of a deed notice or overflight notification generally suffices. The SCALUC should consider relaxing its easement dedication requirements for the Nut Tree Airport influence area comparable to the policies in the Travis ALUCP.
- *14.09.160.040 Zoning / Residential Social Services (RSS) Overlay District / Use Regulations:* To the extent not precluded by state law, emergency shelters should adhere to Nut Tree ALUCP intensity criteria and review procedures.
- *14.09.180.060 Zoning / Planned Development (PD) Overlay District / Variations in Standards, Paragraph C:* Increase in residential density should not be allowed if it would be inconsistent with ALUCP criteria.
- *14.09.210.080 Zoning / Affordable Housing, Density Bonuses, and Incentives / Additional Bonuses:* To the extent not precluded by state law, residential densities with added bonuses should remain within the density criteria set by the ALUCP.

Comments on Code Provisions Related Only to Travis ALUCP

Division 14.09 – Zoning

- **14.09.110.030 Zoning / Airport Environs Overlay District / Use Restrictions:** This section does not contain a listing of use restrictions for the Travis AFB influence area comparable to those provided for Nut Tree. While the Travis ALUCP creates minimal limitations on land uses within the City, there are some and not all of them fall under the heading of height restrictions covered in Section 14.09.110.040, Paragraph B. These should be included in the Code. Specifically, the table in Section 4.6 of the Travis ALUCP lists the following development conditions that do not pertain to height:
 - All new or expanded commercial-scale solar facilities must conduct a Solar Glare Hazard Analysis Tool (SGHAT) glint and glare study for SCALUC review.
 - Outside of the Bird Strike Hazard Zone but within the Outer Perimeter, any new or expanded land use that has the potential to attract the movement of wildlife that could cause bird strikes are required to prepare a Wildlife Hazard Analysis (WHA). [The boundary of the Outer Perimeter is shown in Figure 4 of the Travis ALUCP and extends into the southeastern area of the City.
- **14.09.110.040 Zoning / Airport Environs Overlay District / Height Limitations, Paragraph B:** This paragraph omits mention of Travis ALUCP Section 4.9 criteria applicable within the Height Review Overlay Zone. Criteria relevant to the City within this Zone and which should be included in the Code are:
 - Airspace review required for objects >35 feet AGL.
 - Avigation easement dedication required.
 - All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1 of the Travis ALUCP.
 - All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review.
 - For areas outside of the Bird Strike Hazard Zone but within the Outer Perimeter, any new or expanded land use involving discretionary review that has the potential to attract the movement of wildlife that could cause bird strikes are required to prepare a WHA.
- **14.09.110.060 Zoning / Airport Environs Overlay District / Overflight Notification and Easement, Paragraph B:** Figure 14.09.134-3 showing the Height Review Overlay Zone for Travis AFB was not provided for Mead & Hunt review.

Analysis of Vacaville Zoning Map

The accompanying table provides a comparison between criteria applicable within the various City zoning districts listed in Chapter 14.09.040 of the draft Code and the criteria contained in the Nut Tree ALUCP for its compatibility zones. The colored cells in the table indicate that there are locations within the City where specific City and ALUCP zones geographically overlap. A gray cell means that there is no overlap.

The colors in the cells reflect the consistency status of the City zones relative to the Nut Tree ALUCP criteria.

- Red indicates an outright conflict. The City zoning designation needs to be changed to be consistent with the ALUCP. Exceptions can be made where the City designation matches the existing land use. However, some provision will need to be established to ensure that the use will not be expanded or changed in a manner that will make it more inconsistent with the ALUCP criteria.
- Yellow represents conditional consistency. The applicable conditions are briefly noted in the right column of the table. In most cases, the condition is that the number of occupants must be limited in order to comply with the ALUCP intensity (people per acre) criteria for the particular compatibility zone, but the land use type is otherwise acceptable.
- Green means that development done in accordance with the City criteria for the zone will normally be consistent with the ALUC criteria.

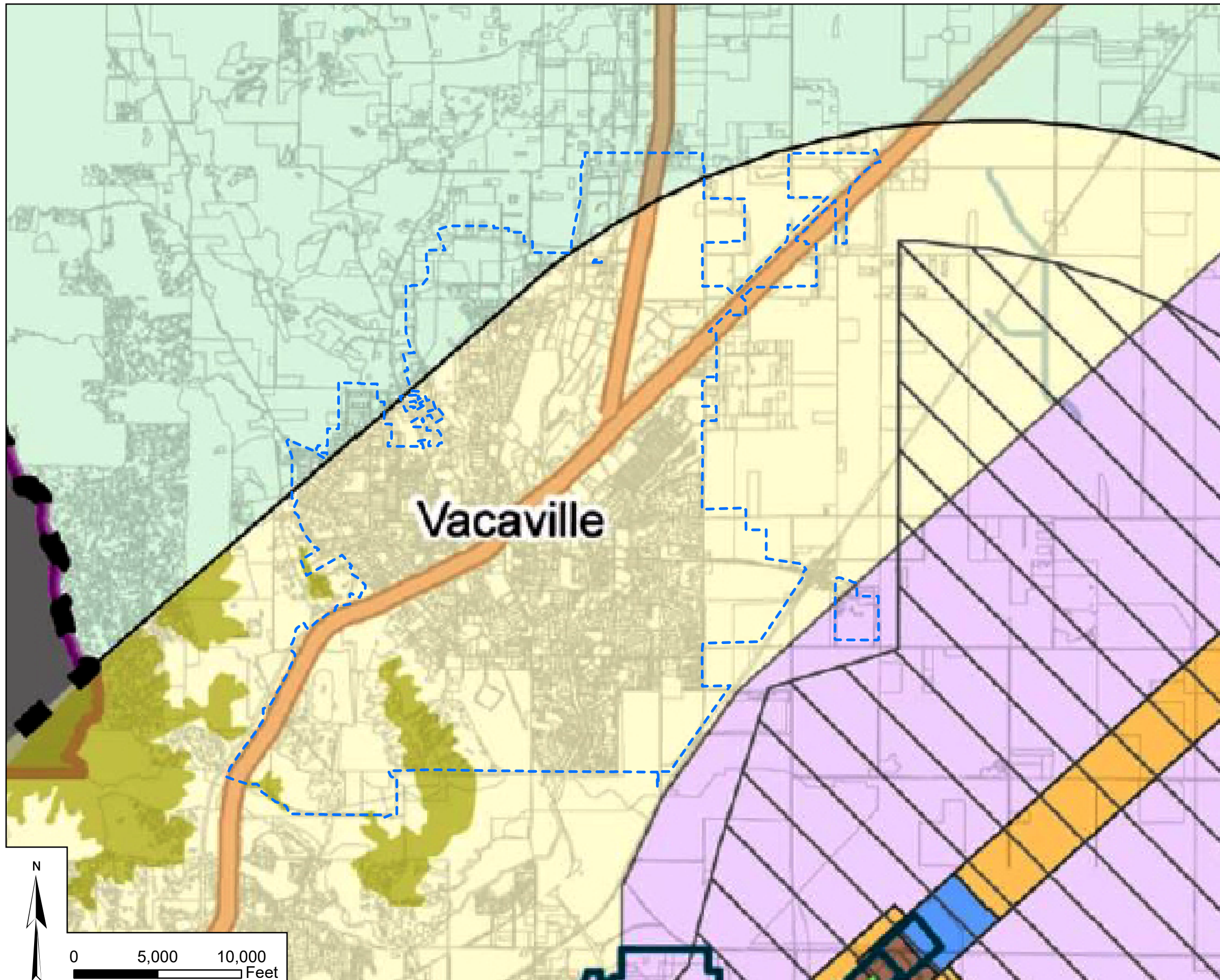
Land use designations shown on the Vacaville Zoning Map provided to Mead & Hunt for review are mostly consistent or conditionally consistent with Nut Tree ALUCP criteria. However, there are several instances where a City zoning designation for a particular location conflicts with the corresponding ALUCP criteria for that location. Most of these conflicts involve residential zoning districts. To the extent that the City designations reflect existing land uses, these designations are not considered to be a conflict and can remain. If they represent potential new development, they must be changed to be consistent with the ALUCP.

ANALYSIS OF VACAVILLE ZONING MAP CONSISTENCY WITH NUT TREE ALUCP




Nut Tree ALUCP Criteria	Nut Tree ALUCP Compatibility Zones						Notes
	A	B	C	D	E	F	
NONRESIDENTIAL LAND USES Max. Sitewide Intensity In Structures Max. Sitewide Intensity In+Out of Structures (people/acre)	10 15	20 40	50 75	100 150	No Limit	See Note	F: Under flight tracks, captive groups limited to 100 people/structure, large assemblages limited to 300 people/structure
RESIDENTIAL LAND USES Max. Sitewide Density (dwelling units/gross acre) Max. Density in Any Area (dwelling units/net acre)	0 0	0.3 0.9	1 3	4 12	6 18	No Limit	
Open Land Requirement	65%	50%	15%	10%	0%	0%	All zoning designations are assumed to be capable of meeting open land requirements
Vacaville Zoning Designation	Legend						Comments
	Normally Consistent	Conditionally Consistent	Normally Inconsistent	No Overlap			Land uses within all zoning designations are assumed to be capable of meeting ALUCP height limits
<i>Agricultural Districts (14.09.050)</i>							
Agriculture (AG)							
Agricultural Hillside (AH)							
<i>Residential Districts (14.09.060)</i>							
Residential Rural (RR) 0.1 – 0.4 du/ac							
Residential Estates (RE) 0.5 – 3.0 du/ac							
Residential Low Density (RL) 3.1 – 5.0 du/ac							C: city density range exceeds ALUCP limit D: consistent only up to 4.0 du/ac
Residential Low Medium Density (RLM) 5.1 – 8.0 du/ac							C, D: city density range exceeds ALUCP limit E: consistent only up to 6.0 du/ac
Residential Medium Density (RM) 8.1 – 14.0 du/ac							D, E: city density range exceeds ALUCP limit
Residential Medium High Density (RMH) 14.1 – 20.0 du/ac							
Residential High Density (HD/RH) 20.1 – 24.0 du/ac							C, D: city density range exceeds ALUCP limit
Manufactured Housing Park (MHP) 6.0 – 10.0 du/ac							D: city density range exceeds ALUCP limit
<i>Commercial Districts</i>							
Neighborhood Commercial (CN)							
General Commercial (CG)							A: uses unlikely to meet intensity limit C, D, E: residential at zoning min of 8.1 du/ac inconsistent C, D: uses must be within intensity limit F: uses must be within intensity limit if under traffic pattern
Office Commercial (CO)							F: uses must be within intensity limit if under traffic pattern
Highway Commercial (CH)							A: uses unlikely to meet intensity limit B, C, D uses must be within intensity limit F: uses must be within intensity limit if under traffic pattern
Mixed Use (MX)							F: uses must be within intensity limit if under traffic pattern
Downtown Commercial (CD)							F: uses must be within intensity limit if under traffic pattern

Nut Tree ALUCP Criteria	Nut Tree ALUCP Compatibility Zones						Notes
	A	B	C	D	E	F	
NONRESIDENTIAL LAND USES Max. Sitewide Intensity In Structures Max. Sitewide Intensity In+Out of Structures (people/acre)	10 15	20 40	50 75	100 150	No Limit	See Note	F: Under flight tracks, captive groups limited to 100 people/structure, large assemblages limited to 300 people/structure
RESIDENTIAL LAND USES Max. Sitewide Density (dwelling units/gross acre) Max. Density in Any Area (dwelling units/net acre)	0 0	0.3 0.9	1 3	4 12	6 18	No Limit	
Open Land Requirement	65%	50%	15%	10%	0%	0%	All zoning designations are assumed to be capable of meeting open land requirements
<i>Employment Districts</i>							
Commercial/Industrial Service (IS)							
Industrial Park (IP)							A: uses consistent only if airport related B, C, D uses must be within intensity limit F: uses must be within intensity limit if under traffic pattern
Business Park (BP)							B, C, D uses must be within intensity limit F: uses must be within intensity limit if under traffic pattern
<i>Public and Semi-Public Districts</i>							
Public Facilities (PF)							A: uses consistent only if airport related C, D: uses must be within intensity limit F: uses must be within intensity limit if under traffic pattern
Parks and Recreation (PR)							A, B, C, D uses must be within intensity limit F: uses must be within intensity limit if under traffic pattern
Open Space (OS)							A: uses must be within intensity limit









Consistency Status		Interpretation/Comments
	<i>Normally Consistent</i>	Normal examples of the uses with these zoning designations will be consistent with ALUCP criteria.
	<i>Conditionally Consistent</i>	These land use zoning designations are acceptable in the indicated ALUCP zones, but the uses must comply with ALUCP criteria for the respective compatibility zone.
	<i>Normally Inconsistent</i>	These land use zoning designations conflict with ALUCP criteria and are only acceptable where they reflect existing land uses.
	<i>No Overlap</i>	Vacaville zoning map shows no locations where indicated land use designation occurs within the affected ALUCP compatibility zone



Legend

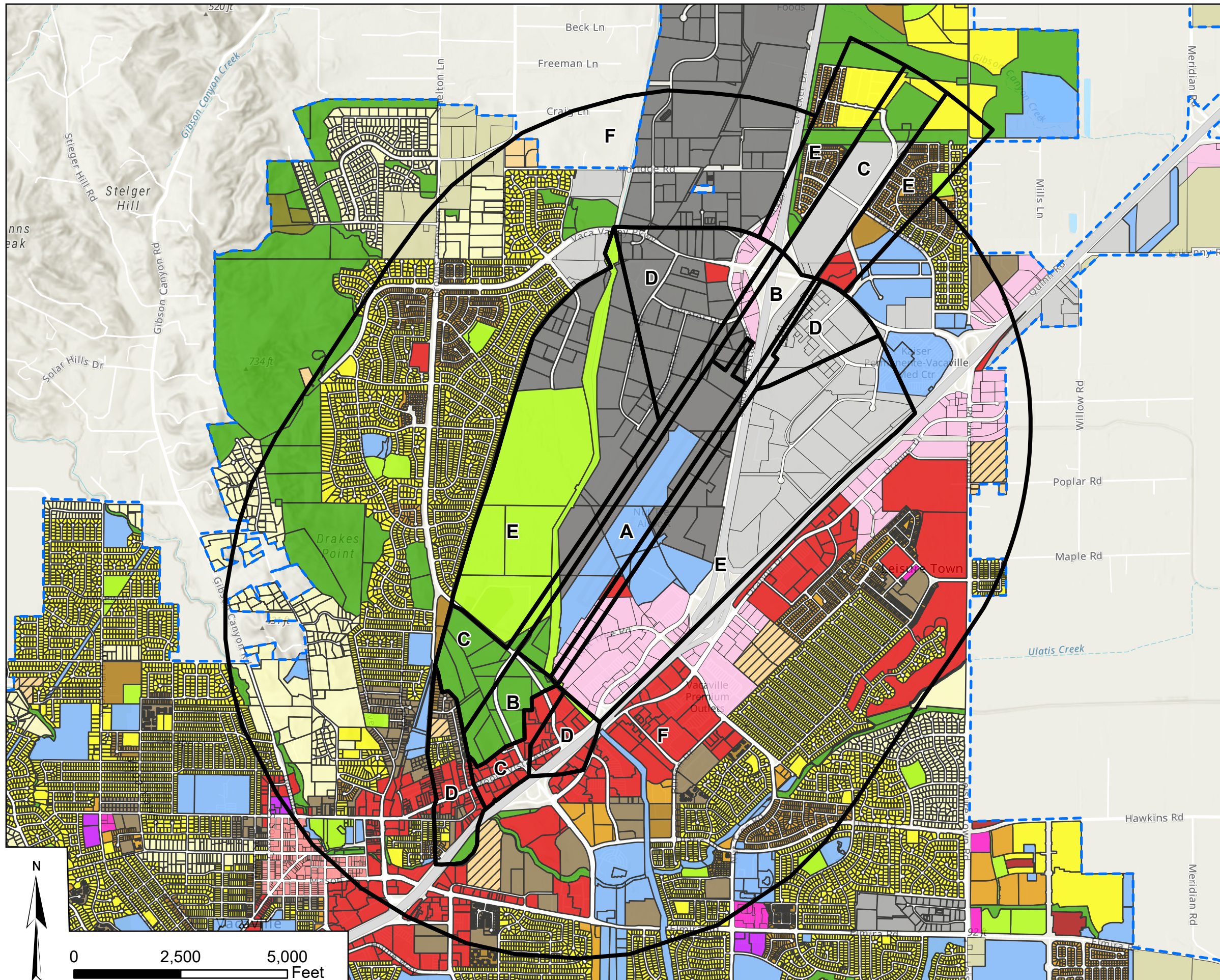
-  City Limits
-  Travis AFB Property
-  Solano County

Travis AFB Zones

-  Zone A
-  Zone B1
-  Zone B2
-  Zone C
-  Zone D
-  Zone E
-  Height Review Overlay Zone
-  ALZ Training Area Overlay

Map 2
City of Vacaville Land Use
Zoning Compatibility

January 2021



Legend

City Limits

Airport Overlay

- Zone A
- Zone B
- Zone C
- Zone D
- Zone E
- Zone F

City Zoning

- Agriculture
- Hillside Agriculture
- Business Park
- Downtown Commercial
- General Commercial
- Highway Commercial
- Neighborhood Commercial
- Office Commercial
- Residential High Density
- Industrial Park
- Commercial/Industrial Service
- Manufactured Housing Park
- Mixed Use
- Open Space
- Public Facilities
- Parks and Recreation
- Residential Estates
- Residential Low Density
- Residential Low Medium Density
- Residential Medium Density
- Residential Medium High Density
- Residential Rural

Map 1
City of Vacaville Land Use
Zoning Compatibility

January 2021