

Agenda Submittal

Agenda #:	4	Status:	ALUC-Regular-NW
Type:	ALUC-Document	Department:	Airport Land Use Commission
File #:	AC 23-016	Contact:	Nedzlene Ferrario, 784-6765
Agenda date:	03/09/2023	Final Action:	
Title:	ALUC-22-12 (Fairfield Sunset Avenue Apartments)		

Determine that Application No. ALUC-22-12 (Fairfield Sunset Avenue Apartments), a request for a consistency determination for a zoning change to the property, located in Travis Air Force Base (AFB) Compatibility Zone D, is conditionally consistent with the Travis AFB Land Use Compatibility Plan

Governing body: Airport Land Use Commission

District:

Attachments: A - [Airport Compatibility Zones & Airport Land Use Planning Guidance](#), B - [Wildlife Hazard Analysis](#), C - [Travis AFB Compatibility Zones & Location Map](#), D - [City of Fairfield Application](#), D(1) - [City of Fairfield Drainage Site Plan](#), E - [City of Fairfield Conditions of Development](#), F - [Stormwater Design Criteria - Excerpt FAA AC 150 5200 2.3.2](#), G - [Draft Resolution](#)

Date:	Ver.	Action By:	Action:	Result:
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RECOMMENDATION:

Determine that Application No. ALUC-22-12 (Fairfield Sunset Avenue Apartments), located in Travis Air Force Base Compatibility Zone D, is conditionally consistent with the Travis AFB Land Use Compatibility Plan (TLUCP) pending incorporation of the following recommendations:

1. Incorporate the Federal Aviation Administration Advisory Circular (FAA AC) 150/5200-33c design considerations regarding off-airport stormwater basins included in paragraph 2.3.2 to modify condition 13 of the Public Works Department "Conditions of Development", including requiring the basin drain within a 48-hour period and have a 3:1 bank slope.
2. Add mention of the deed notification requirement regarding aircraft operational impacts on the property applicable to all new residential development in Zone D.

DISCUSSION:

Summary

Section 21676(d) of the State Aeronautics Act requires Airport Land Use Commission (ALUC) review of any zoning ordinance change within an Airport Influence Area. The City of Fairfield has referred the Sunset Avenue Apartment application to the Solano County ALUC for a compatibility determination. This project requires Fairfield City Council adoption of a zone change from Residential, Low Medium Density District to

Residential, Medium Density District. The property is located at the southeast corner of Sunset Avenue and East Tabor Avenue, in Fairfield.

The project is located in Zone D of the TLUCP and within the Outer Perimeter wildlife hazard zone (Attachment C). Compatibility Zone D does not restrict residential or nonresidential densities. However, Zone D prohibits land use types that may have the potential to cause hazards to flight. The project has a stormwater detention pond, 0.42 acres in total area, (Attachment D (1)) that is defined as having the potential to attract wildlife. In accordance with the TLUCP, all discretionary projects located within the wildlife hazard zones require a wildlife hazard analysis (WHA) be conducted before a consistency determination can be made. Further, the WHA must demonstrate the wildlife movement that may pose hazard to aircraft in flight will be minimized.

Based on review of the wildlife hazard analysis (Attachment B) and the compatibility criteria, staff recommends the ALUC find the proposed City of Fairfield zoning change is consistent with the California Airport Land Use Planning Handbook, and the Travis AFB Land Use Compatibility Plan with two conditions. The first condition is to require the on-site stormwater detention pond to conform with the requirements of FAA AC 150/5200-33C for New Stormwater Management Facilities. The second condition is to require compliance with the Deed noticing requirements for residential development in Zone D.

Project Description

The project involves a multifamily residential development with 130 apartments and associated site improvements on an 8.71-acre site. The apartments will be sited within 26 buildings that range in height from two to three stories. The tallest buildings are approximately 35 feet high, which is below the Zone D maximum obstacle height restriction of 200 feet. The development will have 296 vehicle parking spaces, driveways, landscaping and a storm water detention basin adjacent to an open drainage canal.

Three parcels of land comprise the 8.71-acre project site at the corner of Sunset Avenue and East Tabor Avenue (APNs: 0037-030-200; 0037-030-210; and 0037-060-480). The project site is bounded by East Tabor Avenue to the north, Sunset Avenue to the west, and the Laurel Creek Flood Control Channel to the east. There are existing developments that surround the project site, including multifamily residences and an office to the north, multifamily and single-family residences to the west, single-family residences to the south, and Grange Middle School to the east. The project site is largely characterized by undeveloped land, a relict channel with seasonal wetlands and vegetation.

The proposed zoning change from low to medium residential density is to allow attached housing, such as duet, duplex, triplex, and four-plex units, townhouses and condominiums, in addition to single family homes. This zoning change does not impact the consistency determination since residential densities are not considered in Zone D. However, the stormwater detention pond that is part of the project could result in increased bird strike hazards to aircraft in this zone. The project has an on-site 0.42 acres (18,099-square foot) in total area detention basin area located in the southeastern portion of the site. Any project having a hazard to flight, such as the storm-water basin, requires a wildlife hazard analysis be conducted to ensure consistency with the TLUCP Zone D criteria.

AIRPORT PLANNING CONTEXT & ANALYSIS

Any zoning change must undergo review by the ALUC for consistency with the applicable LUCPs (State Aeronautics Act section 21676).

The proposed zoning change would apply to the subject sites which are located within Compatibility Zone D (Attachment C). In general, Compatibility Zone D's criteria does not limit residential or non-residential densities or uses; however, it prohibits hazards to flight, requires review of structural heights of objects

and/or hazards related to bird attraction, electrical interference, glare and other flight hazards.

The California Department of Transportation (Caltrans) Division of Aeronautics has published the California Airport Land Use Planning Handbook (Caltrans Handbook) as a guide for Airport Land Use Commissions (ALUCs) in the preparation and implementation of Land Use Compatibility Planning and Procedure Documents. Section 6.4.2 of the Caltrans Handbook establishes the guidance appropriate for reviewing zoning ordinances and building regulations. This section references Table 5A of the Caltrans Handbook which presents the consistency requirements for “Zoning or Other Policy Documents.”

Staff evaluated the proposed project using the Zone Compatibility criteria for Zone D of the TLUCP, and the zoning consistency test criteria contained in the California Airport Land Use Planning Handbook.

Potential Wildlife Attractant/Stormwater Detention Pond:

The Outer Perimeter wildlife hazard zone extends five miles from the farthest edge of the base’s Air Operations Area (AOA) and contains specific development standards based on Travis AFB serving turbine powered aircraft. Because the project is located within the Outer Perimeter wildlife hazard zone, project land uses that may attract and cause the movement of wildlife, increasing the potential for aircraft bird strikes, were reviewed. The stormwater detention pond is considered by the Federal Aviation Administration (FAA) to be a land-use feature that may expand existing wildlife attractants. To address this, the applicant was required to have a qualified airport wildlife biologist (per FAA Advisory Circular No. 150/2500-36B) conduct a wildlife hazardous analysis.

The WHA (Attachment B), or analysis, was conducted by Eric Lichtwardt, an Associate/Senior Biologist for LSA Associates who met all the training and experience requirements as specified in the FAA AC 150/2500-36B. His analysis consisted of a one-day site visit and focused on the landscaping and water detention pond (referred to as basin in his report), potential attractants to wildlife. He concluded that the water detention basin and proposed landscaping are unlikely to attract large numbers of birds that would pose a hazard to aircraft. The detention basin is relatively small (0.29 acre bottom area), and with a bank slope ratio (3:1) and a 48-hour drain time it is not expected to be an attractant to large numbers of water birds. He concludes that the site being “undeveloped” is more conducive to providing habitat to larger, more hazardous bird species than the development proposed for the property and that the project will not likely result in an increase in bird strike hazards.

Addressing Wildlife Hazards

The proposed stormwater basin is a necessary element of stormwater conveyance for this project and is a best management practice. As reflected in the WHA, this project has elements that help minimize the attractiveness of detention basins to wildlife hazardous to aircraft, including the small size of the basin, and the use of landscaping that is not of interest to wildlife. Other design considerations that would help minimize the wildlife hazard risk, include draining within 48 hours, being dry between storms and being steep-sided, 3:1 ratio.

Condition 13 in City of Fairfield’s Conditions of Development (Attachment E) for the project states that detention ponds shall drain in 72 hours or less (based on Solano County Mosquito Abatement District regulations). To conform with FAA requirements of draining within 48 hours, and be consistent with the TLUCP, the project should incorporate the Federal Aviation Administration Advisory Circular (FAA AC) 150/5200-33c design considerations regarding off-airport stormwater basins paragraph 2.3.2 (Attachment F).

Deed Notification and Buyer Awareness Measures

As a condition of approval for development within Zone D, a notice regarding aircraft operational impact on

the property shall be attached to the property deed. The purpose is to make people who chose to live within this zone aware of the aircraft noise level and potential nuisance of overflights. This requirement has been added as a recommended condition for consistency.

Staff analysis of the project based on this evaluation is summarized in Attachment A.

Analysis Finding

Based on review, staff finds that the proposed zone change in Application No. ALUC-22-12 (Fairfield Sunset Avenue Apartments) is conditionally consistent with the requirements to protect flight, meets guidance criteria of the California Airport Land Use Planning Handbook, and the Travis AFB Land Use Compatibility Plan (LUCP) with the following recommendations:

- Incorporate the Federal Aviation Administration Advisory Circular (FAA AC) 150/5200-33c design considerations regarding off-airport stormwater basins included in paragraph 2.3.2
- Add mention of the deed notification requirement regarding aircraft operational impacts on the property applicable to all new residential development in Zone D.

Attachments:

[A - Airport Compatibility Zones and Airport Land Use Planning Guidance criteria](#)

[B - Wildlife Hazard Analysis](#)

[C - Travis AFB Compatibility Zones and Location Map](#)

[D - City of Fairfield Application](#)

[D\(1\) - City of Fairfield Drainage Site Plan](#)

[E - City of Fairfield Conditions of Development](#)

[F - Stormwater Design Criteria - FAA AC 150/5200-33C, 2.3.2](#)

[G - Draft Resolution](#)

Travis AFB Land Use Compatibility Zone Criteria

Fairfield Sunset Avenue Apartments ALUC-22-12 Summary

Zone D Criteria	Consistent	Not Consistent	Comment
Maximum Residential densities/intensities Dwelling Units/acre – No Limit. Other uses (people/ acre) - Indoor Uses, Outdoor Uses, Single Acre – No Limit	X		Although the project involves a zone change from Residential, Low Medium Density to Residential, Medium Density, there are no limits to density in Zone D so the project is consistent
Prohibited Uses – No Hazards to Flight, including physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations, and land uses that may attract birds to increase in the area, shall be permitted.	X*		Project includes a stormwater detention basin, which is considered a Hazard to Flight because it can attract wildlife *Staff recommends requiring the basin conform to FAA design requirements in FAA AC 150/5200-33C, 2.3.2 to be consistent and mitigate potential wildlife hazards
All proposed wind turbines must meet line-of-sight criteria in Policy 3.4.4	X		No wind turbines proposed
All new or expanded commercial-scale solar facilities must conduct an [Solar Glare Hazard Analysis Tool (SGHAT)] glint and glare study for ALUC review	X		No commercial solar facilities proposed
All new or expanded meteorological towers > 200 feet AGL, whether temporary or permanent, require ALUC review	X		No meteorological towers proposed
For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a wildlife hazard analysis (WHA) for discretionary projects that have the potential to attract wildlife that could cause bird strikes. Based on the findings of the WHA, all reasonably feasible mitigation measures must be incorporated into the planned land use.	X		There are two wildlife hazard zones. This project is located within the wildlife hazard zone identified as the Outer Perimeter. Please refer to the next criteria.
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.	X*		Project is within the Outer Perimeter of the wildlife hazard zones and has some features that may increase the risk of bird strike hazards. Applicant was required to conduct a WHA. The bird strike hazard was analyzed (see attached WHA). *Staff recommends conditioning consistency determination to incorporate design considerations for stormwater detention ponds FAA AC 150/5200-33C, 2.3.2 to minimize impacts
Is a measure in place which states, “a notice regarding aircraft operational impacts on the property shall be attached to the property deed.” As a condition for approval of development	X*		There is no mention of deed notification in the project application. Deed notice is required in Zone D. *Staff recommends conditioning the project to require this notification to be consistent with the TLUCP and ensure residents living in the Sunset Apartments are aware of aircraft operational impacts.

California Airport Land Use Planning Handbook Criteria Fairfield Sunset Avenue Apartments ALUC-22-12 Summary

California Airport Land Use Planning Handbook Criteria	Consistent	Not Consistent	Comment
Intensity Limitations on Nonresidential Uses	X		No intensity limits on new uses in Compatibility Zone D; Development of large assembly uses are not anticipated
Identification of Prohibited Uses	X *		*There are no prohibited uses in Compatibility Zone D; however, the project includes a detention pond which may increase the risk of bird strike hazards.
Open Land Requirements	X		Not required for Compatibility Zone D
Infill Development	X		Not required for Compatibility Zone D
Height Limitations and Other Hazards to Flight	X**		The project complies with building height limitations; however, the detention pond is a Flight Hazard because of its potential to attract increased number of birds. A Wildlife Hazard Analysis was done. The design of the detention pond with its steep sides, and the use of plants not considered attractants to birds minimize impact. **Recommend requiring the detention pond drain within 48 hours as a condition for consistency determination and conform to FAA design requirements in FAA AC 150/5200-33C 2.3.2
Buyer Awareness Measures	X*		A deed notice is required as part of buyer awareness measures for *Recommend as a condition for consistency determination
Non-conforming Uses and Reconstruction	X		No new incompatible uses, or reconstruction of incompatible uses are included in the proposed policies



January 30, 2023

FPA Multifamily Land Development, LLC
Attn: Ron Wu
2080 Michelson Drive, 4th Floor
Irvine, California 92612

Subject: Analysis of Potential Hazardous Wildlife Attractants at the Proposed Sunset Townhomes Project at 1776 Sunset Avenue in Fairfield, Solano County, California

Dear Mr. Wu:

Per your request, LSA presents this letter regarding our analysis of the potential for the proposed development project referenced above to attract wildlife hazardous to aviation at Travis Air Force Base (Air Base). LSA understands that a wildlife hazard analysis for the proposed project was requested by the Solano County Planning Services Division (in a letter dated November 21, 2022) as part of a consistency determination for a zoning change for the proposed project.

The focus of the analysis is on the landscaping and water detention/bioretenion basin (hereafter referred to as water detention basin or basin) associated with the proposed project. Water detention basins can be potential attractants for bird species hazardous to aircraft such, as Canada geese (*Branta canadensis*) and other water birds that can form large flocks. Various types of trees and other plantings likewise may attract smaller birds in aggregations that could also pose a hazard to aircraft.

This analysis is based on LSA's field survey of the project site and the surrounding area, experience with previous work on evaluating landscaping and water detention/bioretenion basins as to their potential as hazardous wildlife attractants in the Bay Area and southern California, and special Federal Aviation Administration (FAA) training and experience with wildlife hazard assessments at airports. Based on this training and experience, I am a Qualified Airport Wildlife Biologist per the FAA Advisory Circular (AC) No. 150/2500-36B requirements.

INTRODUCTION

The proposed project is a residential development approximately 8.7 acres in size, including townhomes, driveways and parking areas, landscaping, and a water detention basin. The proposed basin is necessary to comply with requirements for controlling storm water runoff from the proposed project. The proposed basin is in the southeast corner of the project site adjacent to the Laurel Creek diversion channel, which flanks the eastern boundary of the project site. The proposed basin is 0.42 acres (18,099 square feet) in total area with a bottom area of 0.29 acres (12,527 square feet). The banks of the basin will have 3:1 slopes as recommended by the FAA,¹ and the basin is

¹ Federal Aviation Administration (FAA). 2020. Advisory Circular (AC) No. 150/5200-33C, *Hazardous Wildlife Attractants on or Near Airports*. AC 150/5200-33C. February 21.

designed to have a maximum 48-hour detention period (also recommended by the FAA) after the design storm and remain dry completely between storms.

The FAA identifies new storm water management facilities, such as the proposed water basin, as potential hazardous wildlife attractants and generally recommends such potential attractants be located outside the 10,000-foot wildlife hazard separation zone around a given airport.¹ The project site is located outside the 10,000-foot wildlife hazard separation zone around the Air Base.

The Solano County Airport Land Use Commission (ALUC) has also identified land use compatibility zones around county airports, including the Air Base²; the project site is located within Compatibility Zone D of the Air Base. Within Zone D, the ALUC has also delineated a Bird Strike Hazard Zone, which includes the area within a radius of 14,500 feet from the runway centerline; the project site is outside this Bird Strike Hazard Zone. Nonetheless, the ALUC identifies specific development requirements within Zone D for areas outside of the Bird Strike Hazard Zone but within the Outer Perimeter of Zone D (such as the project site). Within Zone D, developers of any new or expanded land uses that have the potential to attract hazardous wildlife that could cause bird strikes are required to prepare a wildlife hazard analysis; this report provides the required analysis for the 1776 Sunset Avenue Project.

FIELD SURVEY

LSA wildlife biologist Eric Lichtwardt surveyed the project site on January 17, 2023. Weather conditions during the survey included clear skies, no wind, and a temperature of 49 degrees Fahrenheit. During the field survey, Mr. Lichtwardt walked the project site and surveyed the area surrounding the project site including the Laurel Creek diversion channel, the athletic fields of the Grange Middle School, just east of the channel, and the surrounding residential areas. He used binoculars (8x32) to aid in the identification of birds and observed distant habitats.

The primary habitat on the project site is ruderal and dominated by non-native grasses and forbs, such as wild oats (*Avena fatua*), rippgut grass (*Bromus diandrus*), black mustard (*Brassica nigra*), and bindweed (*Convolvulus arvensis*); alkali mallow (*Malvella leprosa*), a native forb, is also present.³ There are also coyote brush (*Baccharis pilularis*), a native shrub, scattered on the site; this shrub is often found in ruderal habitats.

The project site also contains a remnant channel of Laurel Creek that supports native wetland vegetation, such as common tule (*Schoenoplectus acutus*), salt grass (*Distichlis spicata*), Pacific willow (*Salix lasiandra*), and perennial pepperweed (*Lepidium latifolium*), a non-native weedy species.

¹ Federal Aviation Administration (FAA). 2020. Advisory Circular (AC) No. 150/5200-33C, *Hazardous Wildlife Attractants on or Near Airports*. AC 150/5200-33C. February 21.

² County of Solano, Department of Resource Management. 2015. Travis Air Force Base Land Use Compatibility Plan. Adopted October 8.

³ Padre Associates, Inc. 2022. Biological Resources Assessment Report: Arrive Fairfield Luxury Townhomes Project, Fairfield, California. January.

There are also scattered native and non-native trees on the project site including valley oak (*Quercus lobata*), Fremont cottonwood (*Populus fremontii*), coast redwood (*Sequoia sempervirens*), English walnut (*Juglans regia*), common fig (*Ficus carica*), apple (*Malus* sp.), Canary Island date palm (*Phoenix canariensis*), Mexican fan palm (*Washingtonia robusta*), Peruvian pepper tree (*Schinus molle*), and other species.¹

RESULTS

Most of the common bird species that are resident and/or winter visitors in residential landscapes in Solano County are small (4.3–92 grams²) and include species such as Anna’s hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), California scrub-jay (*Aphelocoma californica*), northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), a non-native species, house finch (*Haemorhous mexicanus*), cedar waxwing (*Bombycilla cedrorum*), Brewer’s blackbird (*Euphagus cyanocephalus*), and yellow-rumped warbler (*Setophaga coronata*). Many other bird species are known to occur in the area during migration and during the breeding season, but most of these species would likewise be mostly small songbirds typical of residential areas. Mourning dove (*Zenaida macroura*), a native species, and Eurasian collared-dove (*Streptopelia decaocto*), a non-native species, are larger (120–200 grams) birds that are also common in the Fairfield area. American crows (*Corvus brachyrhynchos*), a larger (450 grams) native species, is also common throughout residential areas in Solano County. All the species discussed above would be expected to occur on the project site, depending on the season, under current conditions and after the proposed development is completed.

Turkey vultures (*Cathartes aura*) and red-tailed hawks (*Buteo jamaicensis*) are also frequently observed soaring over residential areas, including Fairfield; these large raptors, 1,830 and 1,080 grams, respectively, are common in Solano County. A smaller raptor, the Cooper’s hawk (*Accipiter cooperii*) (450 grams), is also frequently observed in urban settings and even nests in residential areas with good tree cover; this hawk would be expected to occasionally forage on the project site. All these raptors occur in low densities and do not occur in aggregations, except the occasional concentration of turkey vultures at a large animal carcass, which is not likely to occur in a residential area.

Various species of water birds occur in local parks with water features and could also use the aquatic habitats along Laurel Creek and, if flooded, its remnant channel on the project site. Species known or likely to occur include Canada geese³ (4,500 grams), various species of ducks (380–1,100 grams), and American coots (*Fulica americana*) (650 grams). Though none were observed during the field survey, herons and egrets, such as the great blue heron (*Ardea herodias*) (2,900 grams), great egret (*Ardea alba*) (870 grams), and snowy egret (*Egretta thula*) (350 grams), are expected to forage in the aquatic habitats along the Laurel Creek diversion channel. Great blue herons and great egrets also frequently forage for voles and gophers in the grassy upland areas, particularly during the winter

¹ Padre Associates, Inc. 2022. Biological Resources Assessment Report: Arrive Fairfield Luxury Townhomes Project, Fairfield, California. January.

² Bird weights are from: Sibley, D.A. 2014. *The Sibley Guide to Birds*. Alfred A. Knopf, New York.

³ Padre Associates, Inc. 2022. Biological Resources Assessment Report: Arrive Fairfield Luxury Townhomes Project, Fairfield, California. January.

months when green grass is present, and likely forage on the site occasionally. Canada geese, which frequently forage on turf grass fields, could also forage in the grassy uplands on the project site during the winter and spring when new green grass is abundant.

FAA WILDLIFE STRIKE DATABASE REVIEW

As part of this analysis, LSA reviewed the FAA Wildlife Strike Database¹ for reported wildlife strikes at the Air Base. The FAA database includes only four strike records since 2015: an unknown bird, an unknown small bird, an unknown medium bird, and geese (unidentified number of individuals or species). This represents a very low strike record for the past 8 years.

WILDLIFE STRIKE ANALYSIS

Most of the species of birds expected to occur regularly on the project site, after project completion, include the smaller and mid-sized species discussed above that are typical resident and/or winter visitors in residential landscapes in Fairfield. These species do not pose a significant hazard to aviation at the Air Base due to their small size and/or the fact that they do not typically form large aggregations. In addition, small to mid-sized species using the project site would not be expected to fly at altitudes where they would encounter aircraft landing or departing from the Air Base.

The proposed plantings for the project are a mixture of native and non-native tree species including strawberry tree (*Arbutus x "Marina"*), gold medallion tree (*Cassia leptophylla*), Australian willow (*Geijera parviflora*), honey locust (*Gleditsia triacanthos*), Chinese flame tree (*Koelreuteria bipinnata*), goldenrain tree (*K. paniculata*), crape myrtle (*Lagerstroemia indica*), London plan tree (*Platanus x acerifolia*), valley oak (*Quercus lobata*), a native tree, and silver linden (*Tilia tomentosa*). These trees would likely provide foraging habitat for many resident, migrant, and/or wintering songbirds, especially insectivorous species; however, these trees would not be expected to provide an abundant source of insects at any given time that would attract large aggregations of birds that could pose a hazard to aircraft.

Flocks of fruit-eating birds, such as cedar waxwings and American robins (*Turdus migratorius*), often congregate at fruiting trees; however, most of the trees proposed for project landscaping are species that do not produce fruits highly attractive to birds. Two small native trees/shrubs on the project plant schedule, wax myrtle (*Morella californica*) and toyon (*Heteromeles arbutifolia*), are attractive to native fruit-eating birds. However, given the relatively small numbers of these trees/shrubs proposed to be planted and the urban setting, they would not produce fruit crops large enough to attract hazardous numbers of fruit-eating birds.

American crows, European starlings, and blackbirds can occur in large aggregations particularly during the non-breeding season, but such large aggregations typically occur in fallow agricultural fields, at feedlots, or at isolated dense groves of trees that provide an abundant food source or secure night roosts. The landscaping for the proposed project would not provide an abundant food source or dense groves of trees for roosting and therefore would not be expected to attract large

¹ Federal Aviation Administration (FAA). 2023. Wildlife Strike Database. Website: https://www.faa.gov/airports/airport_safety/wildlife/ (accessed January 23, 2023).

numbers of American crows, European starlings, and blackbirds. In addition, the project site is over 2.7 miles from the Air Base within a densely populated residential area where aircraft would be flying at relatively high altitudes, and smaller birds foraging in the landscaped areas on the project site would not present a hazard to aircraft.

Turkey vultures and red-tailed hawks, being large raptors, also pose a potential hazard to aircraft and occur widely in the area around the Air Base. However, these species are territorial and/or generally occur in relatively low population densities. Although turkey vultures and red-tailed hawks could occasionally forage over the project site, there are no features of the proposed project that would be a special attractant for these two species due to the lack of concentrated food sources or nesting sites for these species. In fact, development of the project would likely reduce the attractiveness of the site in its current state (i.e., undeveloped ruderal habitat) because potential foraging habitat for turkey vultures and red-tailed hawks, as well as upland foraging habitat for Canada geese, great blue herons, and great egrets, would be largely converted to residential development.

Detention/Bioretenion Basin

As noted above, water detention basins can attract aggregations of water birds. Of particular concern regarding constructed water features and aircraft safety are Canada geese. No Canada geese were observed during the field survey, but this species has been previously observed on the project site¹ and is a now common resident in the Bay Area, including Fairfield.² Canada geese in urban landscapes are attracted to open water and areas supporting irrigated turf grass, such as school athletic fields, urban parks, and golf courses. As noted above, the proposed water detention basin is designed to drain within 48 hours of a rainfall event and it is relatively small in area (0.29-acre bottom area). In addition, the basin will be landscaped with vegetation that is not attractive to geese and other water birds. The plant schedule includes: feather reed grass (*Calamagrostis x acutiflora* 'Karl Foerster'), European gray sedge (*Carex divulsa*), El Campo Cape rush (*Chondropetalum tectorum*), fortnight lily (*Dietes bicolor*), deer grass (*Muhlenbergia rigens*), European gray sedge (*Carex divulsa*), Greenlee moor grass (*Sesleria x Greenlee*), and other species. These plants when mature are tough and fibrous and not attractive as forage for Canada geese or other water birds. The basin will also be planted with scattered small trees and shrubs, such as strawberry tree, wax myrtle, toyon, and rosemary (*Westringia* sp.); none of these plants are particularly attractive to Canada geese or other large birds that can form aggregations.

CONCLUSIONS

Based on the above analysis, the water detention basin and proposed landscaping for the Sunset Townhomes Project Site in Fairfield are unlikely to attract large numbers of birds that would pose a hazard to aviation at the Air Base. While common resident, wintering, and migrating bird species are expected to use the proposed landscaping in the detention basin and around the townhomes for

¹ Padre Associates, Inc. 2022. Biological Resources Assessment Report: Arrive Fairfield Luxury Townhomes Project, Fairfield, California. January.

² Fink, D., T. Auer, A. Johnston, M. Strimas-Mackey, O. Robinson, S. Ligocki, W. Hochachka, L. Jaromczyk, C. Wood, I. Davies, M. Iliff, L. Seitz. 2021. eBird Status and Trends, Data Version: 2020; Released: 2021. Cornell Lab of Ornithology, Ithaca, New York. Website: <https://doi.org/10.2173/ebirdst.2020> (accessed January 26, 2023).

foraging and/or nesting, there is a low probability that the plantings will be a significant attractant to bird species or numbers of individual birds that would pose a significant hazard to aviation at the Air Base. Regarding the detention basin specifically, based on the relatively small size (0.29-acre bottom area), plant schedule, bank slope ratio (3:1), and 48-hour drain time, this feature is not expected to be an attractant to large numbers of water birds. The project site, which is currently undeveloped, likely provides foraging habitat for larger, more hazardous bird species, such as Canada geese, great blue heron, great egret, and red-tailed hawk within the city of Fairfield. Therefore, the conversion of the site into a developed/landscaped habitat like other developed/landscaped areas currently surrounding the site will not likely result in an increase in bird hazard issues at the Air Base and could help reduce the overall hazard at the Air Base from these large bird species.

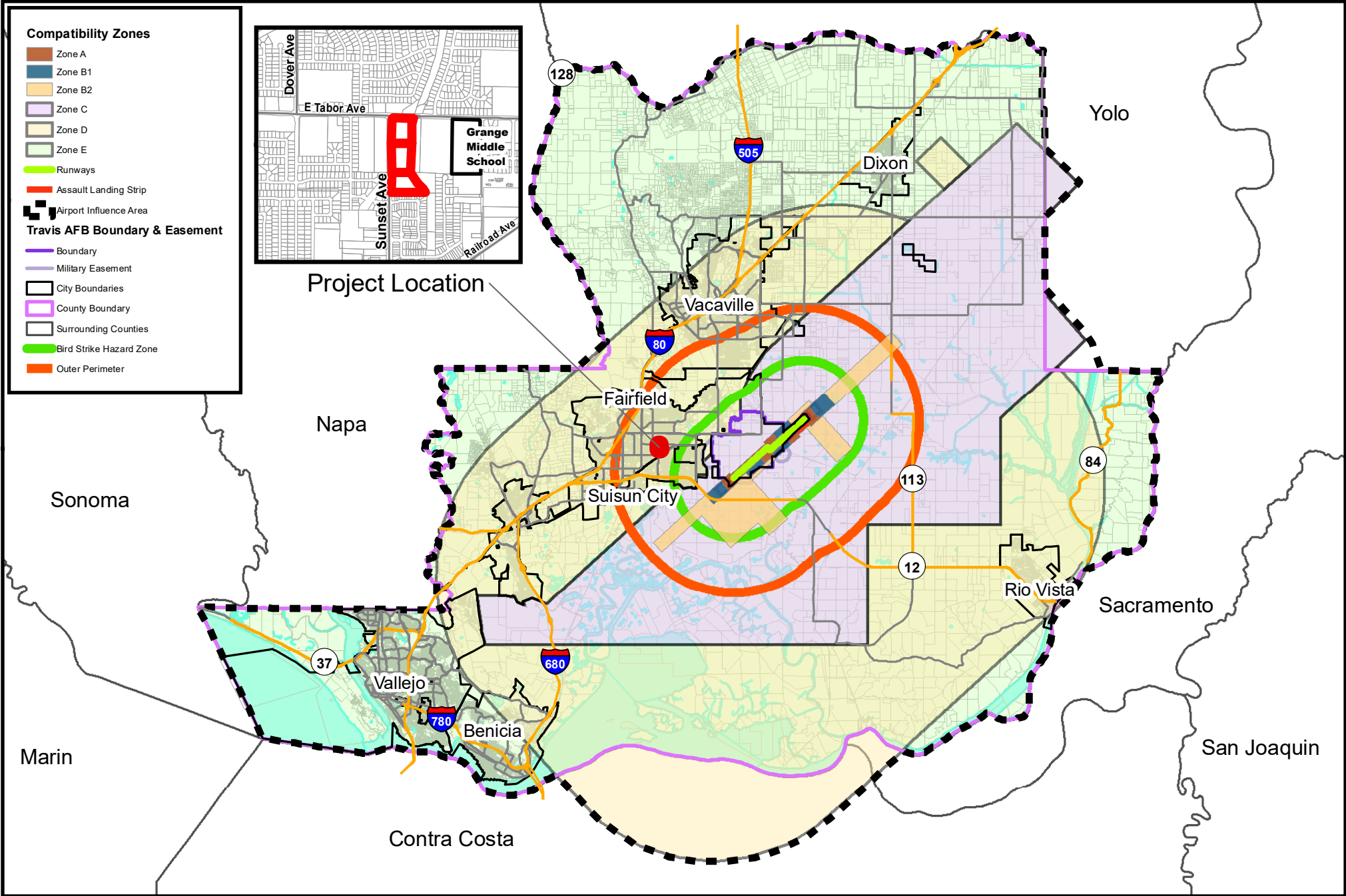
Please contact me at 510-376-5694 or eric.lichtwardt@lsa.net if you have questions and/or require further information regarding this analysis.

Sincerely,

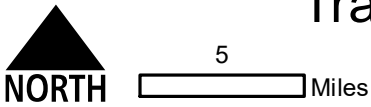
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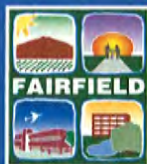


Eric Lichtwardt
Associate/Senior Biologist



Travis AFB Compatibility Zones & Airport Influence Area





CITY OF FAIRFIELD

Founded 1856 - Incorporated December 12, 1903

Community Development Department

November 10, 2022

Nedzlene Ferrario
Principal Planner
Department of Resource Management
Solano County
675 Texas Street: Suite 5500
Fairfield, CA 94533

Re: Solano County Airport Land Use Commission Referral Letter for Sunset Apartments

Dear Nedzlene Ferrario:

On September 28, 2022, the City of Fairfield Planning Commission approved a Development Review application for the Sunset Avenue project at the southeast corner of Sunset Avenue and East Tabor Avenue (APNs: 0037-030-200; 0037-030-210; 0037-060-480). The project involves a multifamily residential development with 130 apartments and associated site improvements on an 8.71-acre site. Approximately 2.82-acres of the project site (APN: 0037-060-480) will require City Council approval of an Annexation into Fairfield City limits and a Zone Change from Residential, Low Medium Density (RLM) District to Residential, Medium Density (RM) District, and adoption of a Mitigated Negative Declaration.

The Solano County Airport Land Use Commission (ALUC) must review the project for consistency prior to Fairfield City Council approval of a Zone Change. The City of Fairfield is hereby formally referring the project to the ALUC for a compatibility determination. The Fairfield City Council is tentatively scheduled to adopt the Zone Change on **December 20, 2022**. The City of Fairfield requests that the project be scheduled for the ALUC meeting of **December 8, 2022**, to the extent possible.

The following application submittal items are enclosed:

- Land Use Compatibility Determination Application Form
- Location Map
- Assessor's Parcel Map

Page 2

Re: Solano County Airport Land Use Commission Referral Letter for Sunset Apartments
November 10, 2022

- Site Plan
- Environmental Documentation
- Supplemental Information: Planning Commission Resolution (Unexecuted Version)
- \$200 Application Fee: Online Payment

I will be the City's point of contact for the ALUC review. Please let me know as soon as possible if there are any additional materials needed to forward this application to the ALUC. Furthermore, I would appreciate an update on the scheduled date for the ALUC review. I may be reached at 707-428-7387 or jatkinson@fairfield.ca.gov if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jonathan Atkinson", with a horizontal line extending to the right.

JONATHAN ATKINSON
Senior Planner

c: Jessica Heidari, TK Consulting, Inc.
Brent A. Little, Urban Advisory & Building Group, LLC

CITY OF FAIRFIELD
SUNSET AVENUE APARTMENTS

SOLANO COUNTY AIRPORT LAND USE COMMISSION
APPLICATION SUBMITTAL ITEM

LAND USE COMPATIBILITY DETERMINATION
APPLICATION FORM

Solano County Airport Land Use Commission

675 Texas Street Suite 5500
Fairfield, California 94533
Tel 707.784.6765 / Fax 707.784.4805
SolanoALUC@SolanoCounty.com

LAND USE COMPATIBILITY DETERMINATION: APPLICATION FORM

TO BE COMPLETED BY STAFF		
APPLICATION NUMBER:	FILING FEE:	
DATE FILED:	RECEIPT NUMBER:	
JURISDICTION:	RECEIVED BY:	
PROJECT APN(S):		
TO BE COMPLETED BY THE APPLICANT		
I. GENERAL INFORMATION		
NAME OF AGENCY: City of Fairfield	DATE: 10/26/2022	
ADDRESS: 1000 Webster Street: 2nd Floor, Fairfield, CA 94533		
E-MAIL ADDRESS: jatkinson@fairfield.ca.gov	DAYTIME PHONE: (707) 428-7387	FAX: (707) 428-7621
NAME OF PROPERTY OWNER: Fairfield Terryland / Charles R. & Mary E. Cross Trust	DATE: 10/26/2022	
ADDRESS: 2527 22nd Avenue, San Francisco, CA 94116 1455 Superior Avenue: APT 348, Newport Beach, CA 92663		DAYTIME PHONE: N/A
NAME OF DOCUMENT PREPARER: TK Consulting, Inc.	DATE: 10/26/2022	
ADDRESS: 2082 Michelson Dr. 4th Fl., Irvine, CA 92612	DAYTIME PHONE: (949) 299-0861	FAX: N/A
NAME OF PROJECT: Sunset Avenue Apartments		
PROJECT LOCATION: Southeast Corner of Sunset Ave and East Tabor Ave		
STREET ADDRESS: Southeast Corner of Sunset Ave and East Tabor Ave		

PLEASE CALL THE APPOINTMENT DESK AT (707) 784-6765 FOR AN APPLICATION APPOINTMENT.

LAND USE COMPATIBILITY DETERMINATION APPLICATION

TO BE COMPLETED BY THE APPLICANT

II. DESCRIPTION OF PROJECT

Multifamily residential development involving 130 apartments on an 8.71-acre site. The apartments will be sited within 26 buildings and include 90 two-bedroom units and 40 three-bedroom units. The residential buildings will range in height from two to three stories. The development will include a leasing office with an approximate floor area of 2,550 square feet and will be a single-story building. There will be 296 vehicle parking spaces: two garage spaces will be available for each unit and 36 spaces for guests. 1776 Sunset Avenue (APN: 0037-060-480) will require City Council approval of an annexation into Fairfield City limits and a Zone Change from Residential, Low Medium Density (RLM) District to Residential, Medium Density (RM) District.

PLEASE CALL THE APPOINTMENT DESK AT (707) 784-6765 FOR AN APPLICATION APPOINTMENT.

LAND USE COMPATIBILITY DETERMINATION APPLICATION

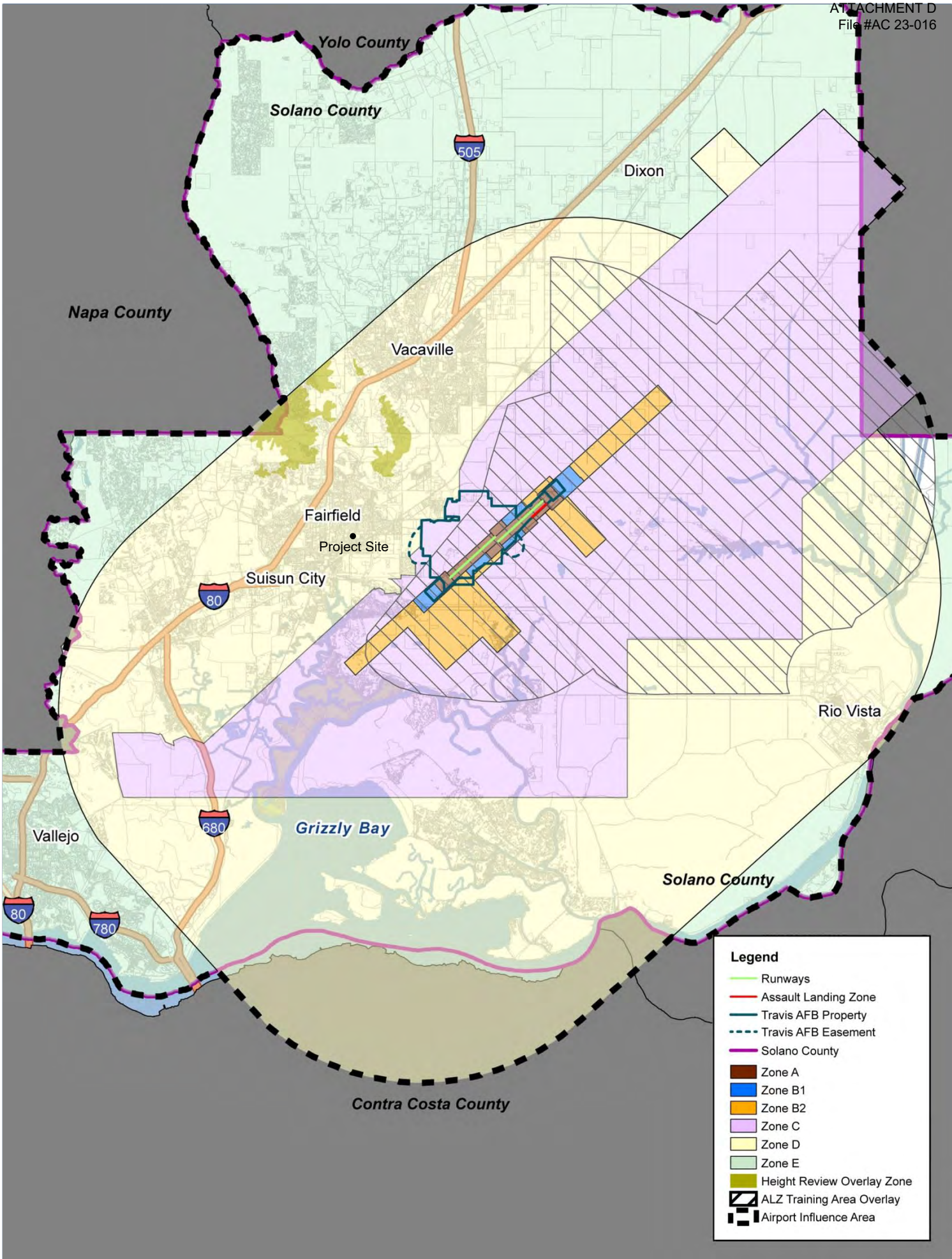
TO BE COMPLETED BY THE APPLICANT	
II. DESCRIPTION OF PROJECT (CONT'D)	
POTENTIAL PROJECT EMISSIONS: (i.e. smoke, steam, glare, radio, signals): See Environmental Documentation (Initial Study)	
PROJECT AIRPORT LAND USE COMPATIBILITY PLAN: <div style="text-align: center;">Travis Air Force Base</div>	COMPATIBILITY ZONE: <div style="text-align: center;">Zone D</div>
PERCENTAGE OF LAND COVERAGE: <div style="text-align: center;">29.7 Percent</div>	MAXIMUM PERSONS PER ACRE: <div style="text-align: center;">45 (Approximate)</div>
THE FOLLOWING INFORMATION MUST BE SUBMITTED AS A MINIMUM REQUIREMENT: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> JURISDICTION REFERRAL LETTER: <input checked="" type="checkbox"/> ENVIRONMENTAL DOCUMENTATION: <input checked="" type="checkbox"/> LOCATION MAP: <input checked="" type="checkbox"/> ASSESSOR'S PARCEL MAP, with subject property marked in red: <input checked="" type="checkbox"/> SITE PLAN, drawn to scale and fully dimensioned including topographical information, and 8 1/2 x 11 inch reduction(s): <input type="checkbox"/> ELEVATIONS, if located in APZ, clear zones and A,B,C compatibility zones or over 200' in height, plus 8 1/2 x 11 inch reduction(s) : <input type="checkbox"/> WIND TURBINE STUDY, including cumulative impact studies. Such studies shall include an analysis of (1) the individual effects of the proposed project, and (2) as required by law, an analysis of the cumulative effects of the proposed project considered in connection with the effects of past projects, the effects of other current projects and proposed projects, and the effects of probable future projects, including (i) the probable build out for wind energy development of the remaining vacant parcels within the wind resource areas described in the Solano County General Plan and (ii) any probable replacement of existing turbines or meteorological towers with structures having different dimensions. <input checked="" type="checkbox"/> SUPPLEMENTAL INFORMATION: <input checked="" type="checkbox"/> FEES: Online Payment <input checked="" type="checkbox"/> ELECTRONIC COPIES OF ALL APPLICATION MATERIALS ON A CD: Email 	
APPLICANT SIGNATURE: X 	DATE: <div style="text-align: center;">11/10/2022</div>
DOES THE PROJECT PROPOSE THE DEMOLITION OR ALTERATION OF ANY EXISTING STRUCTURES ON THE PROJECT SITE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO If yes, describe below: Demolition of Vacant Single-Family Residence at 1776 Sunset Avenue	

PLEASE CALL THE APPOINTMENT DESK AT (707) 784-6765 FOR AN APPLICATION APPOINTMENT.

CITY OF FAIRFIELD
SUNSET AVENUE APARTMENTS

SOLANO COUNTY AIRPORT LAND USE COMMISSION
APPLICATION SUBMITTAL ITEM

LOCATION MAP



Legend

- Runways
- Assault Landing Zone
- Travis AFB Property
- Travis AFB Easement
- Solano County
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone
- ALZ Training Area Overlay
- Airport Influence Area

CITY OF FAIRFIELD
SUNSET AVENUE APARTMENTS

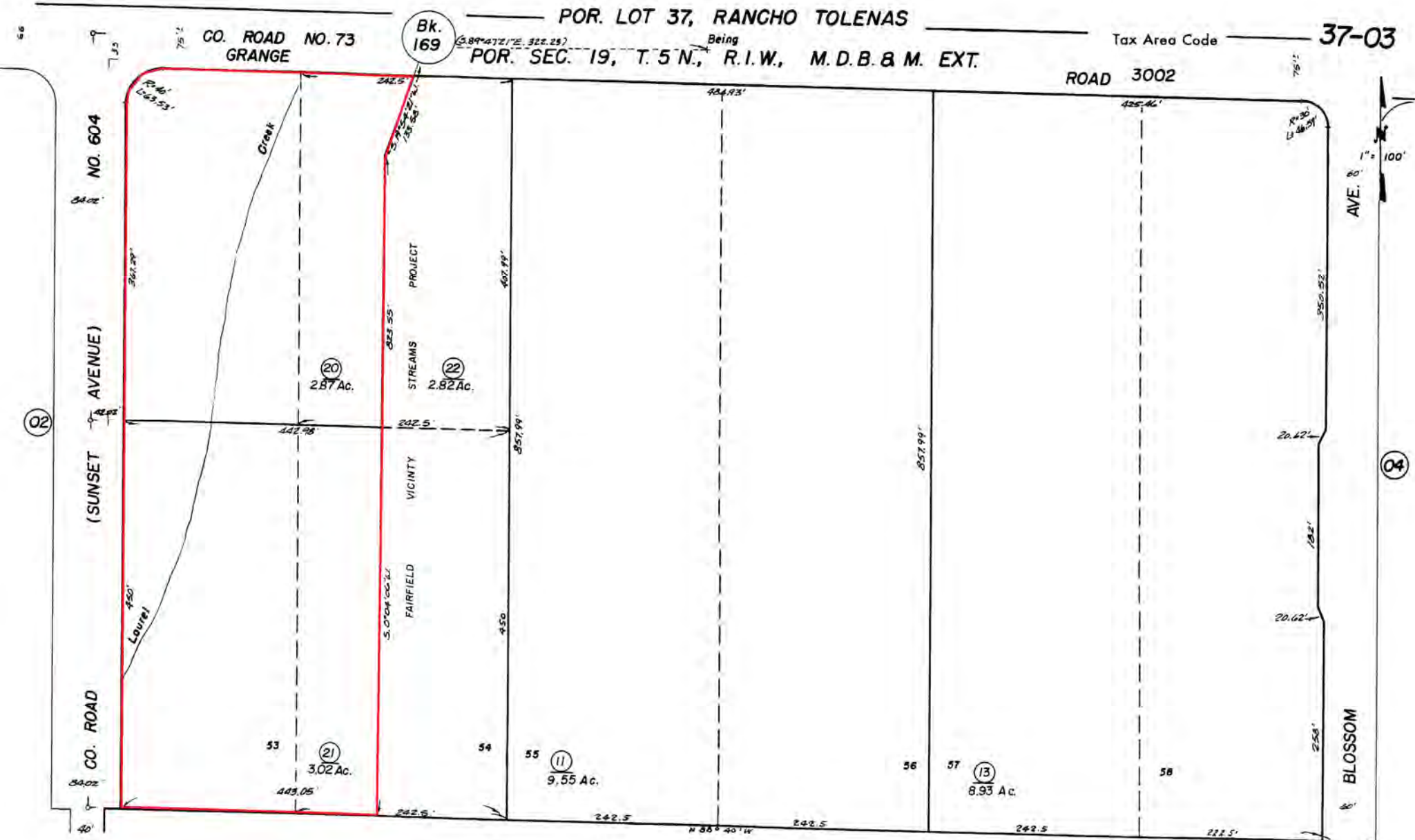
SOLANO COUNTY AIRPORT LAND USE COMMISSION
APPLICATION SUBMITTAL ITEM

ASSESSOR'S PARCEL MAP

POR. LOT 37, RANCHO TOLENAS

Tax Area Code **37-03**

Being
POR. SEC. 19, T. 5 N., R. 1 W., M. D. B. & M. EXT.



02

04

Bk. 169

06

Locke-Paddon Colony No. 4 R. M. Bk. 4, Pg. 13

030-10-17-19 KILL 4
030-20-22 7-18-87 DJT
030-04-12-14 KILL 3-1-76 DELT
5.8 E 2002 1-9-74 SR
030-15-14-19 2-28-75 DEW
030-7-14-14 10-24-73 DEW
REVISION DATE BY

NOTE - ASSESSOR'S BLOCK & LOT NUMBERS SHOWN IN CIRCLES

Assessor's Map Bk. 37 -Pg. 03
County of Solano, Calif.

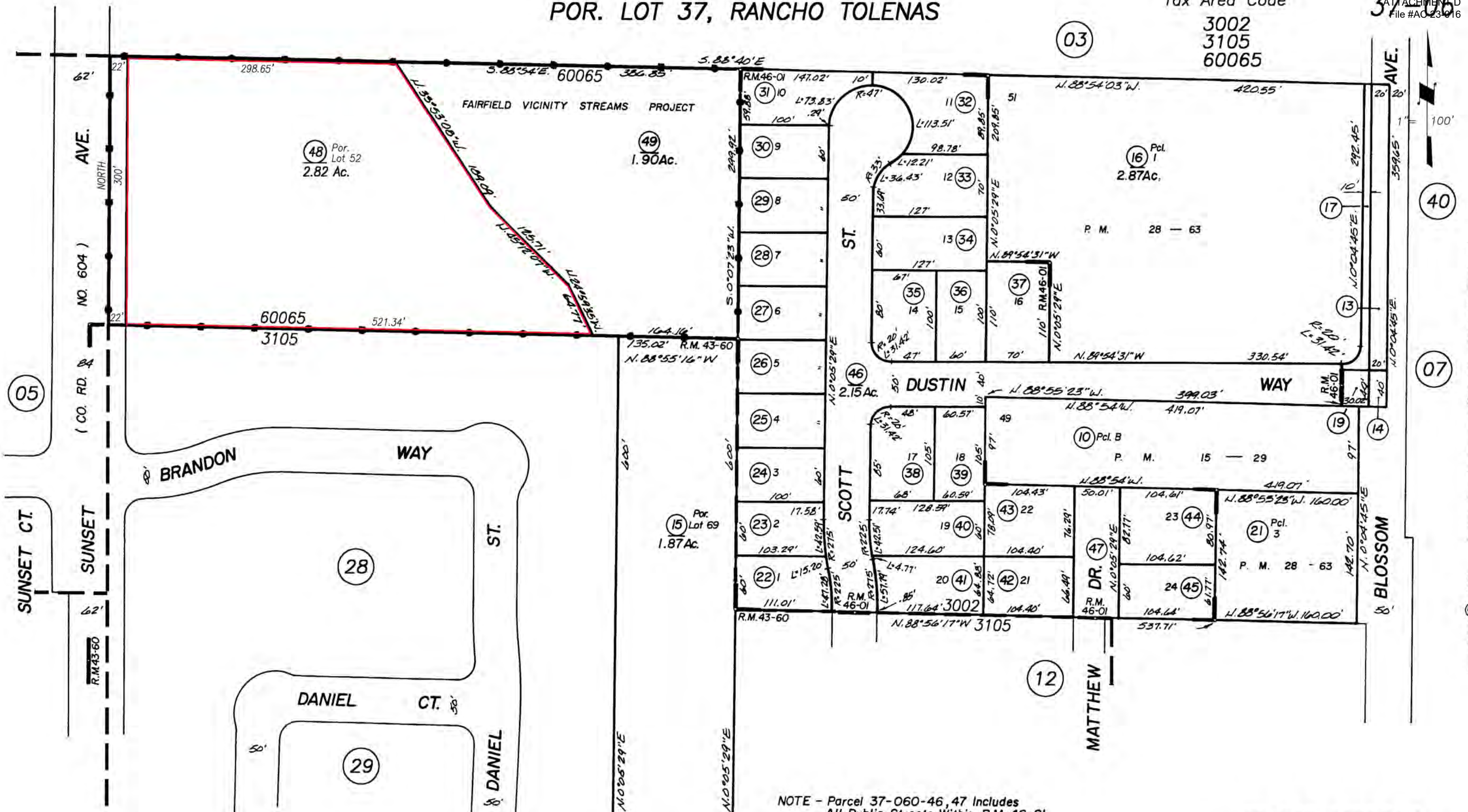
8889

POR. LOT 37, RANCHO TOLENAS

Tax Area Code

3002
3105
60065

ATTACHMENT D
File #AO 23-016



05

03

40

07

Locke-Paddon Colony No. 4
Sunset Oaks Unit I,
Sunset Oaks Extension

R.M. Bk. 4 Pg. 13
R.M. Bk. 43 Pg. 60
R.M. Bk. 46 Pg. 01

Assessor's Block Numbers Shown in Ellipses, Assessor's Parcel Numbers Shown in Circles

NOTE - Parcel 37-060-46, 47 Includes
All Public Streets Within R.M. 46-01

REVISION	DATE	BY
Adj. Pg.40 (Remap)	1-2-09	Cr
060-48 Chg. Dd.	6-24-98	BW

NOTE: This map is for assessment purposes only. It is not intended to define legal boundary rights or imply compliance with land division laws.

CITY OF FAIRFIELD
Assessor's Map Bk. 37 Pg. 06
County of Solano, Calif.

10-11

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Due to file size, the Sunset Avenue Apartments Draft Initial Study/Mitigated Negative Declaration (IS/MND) can be accessed via the link/web address below:

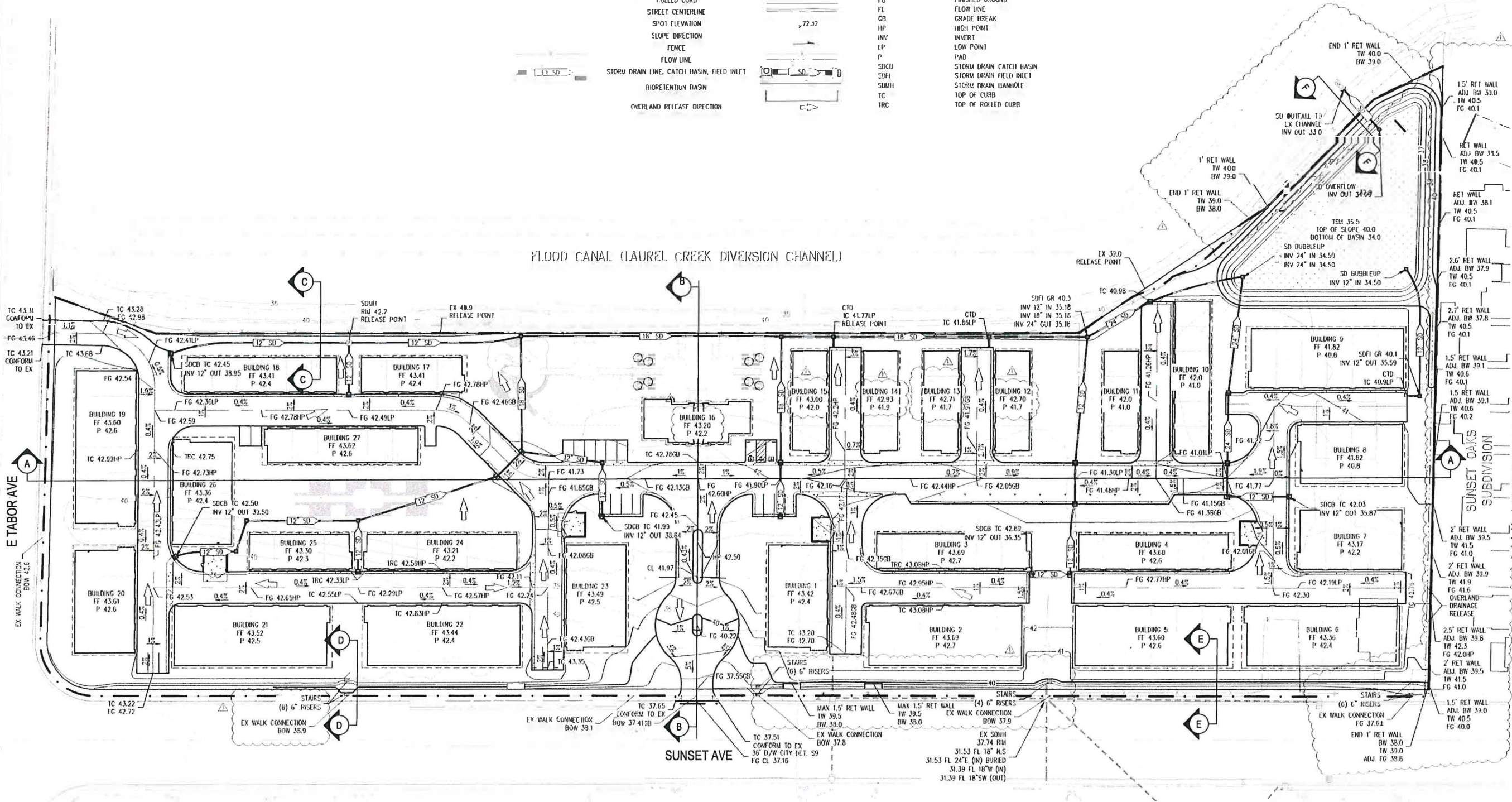
- 1 - [Link to Sunset Avenue Apartments Draft IS/MND](https://www.fairfield.ca.gov/home/showpublisheddocument/7553/637974767575300000)
(<https://www.fairfield.ca.gov/home/showpublisheddocument/7553/637974767575300000>)

LEGEND

EXISTING	DESCRIPTION	PROPOSED
---	PROPERTY LINE	---
---	EASEMENT LINE	---
---	MAJOR CONTOUR	---
---	MINOR CONTOUR	---
---	BACK OF CURB, FACE OF CURB, LIP OF CURB	---
---	POLLED CURB	---
---	STREET CENTERLINE	---
---	S'01 ELEVATION	---
---	SLOPE DIRECTION	---
---	FENCE	---
---	FLOW LINE	---
---	STORM DRAIN LINE, CATCH BASIN, FIELD INLET	---
---	BIORETENTION BASIN	---
---	OVERLAND RELEASE DIRECTION	---

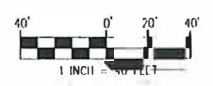
ABBREVIATIONS

ABB	ADJACENT
BOW	BACK OF WALK
CL	CENTERLINE
CTD	CROSS THRU DRAIN
D/W	DRIVEWAY
DET.	DETAIL
EX	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GROUND
FL	FLOW LINE
GB	GRADE BREAK
HP	HIGH POINT
INV	INVERT
LP	LOW POINT
P	PAD
SDCB	STORM DRAIN CATCH BASIN
SDFI	STORM DRAIN FIELD INLET
SDMH	STORM DRAIN MANHOLE
TC	TOP OF CURB
TRC	TOP OF ROLLED CURB



NOTE:
SEE SHEET C5.01 FOR TYPICAL SECTIONS

ITEM	QUANTITY
CUT (CY)	9,941
FILL (CY)	22,361
NET (CY)	12,420 (IMPORT)



NO.	DATE	DESCRIPTION	BY	AGENCY



REDWOOD CONSTRUCTION
SUNSET AVE APARTMENTS
CONCEPTUAL DRAINAGE AND GRADING
DEVELOPMENT REVIEW
APNS 0037-030-900, 0037-030-910, 0037-060-480
9.22.2021



DATE: 09-22-21
SCALE: HORIZ. 1"=40'
VERT. N/A
DESIGNED BY: AMP
REVIEWED BY: SEH
C5.00
PAGE 6 OF 11




PUBLIC WORKS DEPARTMENT INTEROFFICE MEMORANDUM

Conditions of Development

Date: November 3, 2021

To: Brian K. Miller, Associate Planner

From: Alvin Lei, Senior Civil Engineer (707) 428-7476 

Project Name: Sunset Avenue Apartments – 130-unit, multi-building townhouse development on 8.71 acres

Project Location: Southeast corner of East Tabor and Sunset Avenue;
APN: 0037-030-200, -210, & 0037-060-480

Review Requested: Development Review (DR2021-017)
Annexation (ANX2021-002)
Environmental Review (ER2021-039)
Lot Line Adjustment (LLA2021-010)

Copies To: Ryan Panganiban, Asst. Director of Public Works/City Engineer
Jason Riley, Assistant City Engineer
Garland Wong, City Traffic Engineer
Trish Curran, Senior Engineer Tech

Helpful Phone Numbers

City of Fairfield

Finance Department (707) 428-7496
Fire Department (707) 428-7550
Community Development (707) 428-7461
Public Works (707) 428-7485

Other Agencies

Army Corps of Engineers (916) 557-5250
California Department of Fish & Wildlife (707) 944-5500
Fairfield-Suisun Sewer District (707) 429-8930
Federal Emergency Management Agency (415) 923-7190
Comcast Cable (800) 945-2288
SBC Communications (707) 258-5136
Pacific Gas and Electric (707) 449-5769
Regional Water Quality Control Board (510) 622-2300
Solano Irrigation District (707) 448-6847

Sunset Avenue Apartments
November 3, 2021

PUBLIC WORKS DEPARTMENT

Conditions of Development

Sunset Avenue Reimbursement:

1. Pursuant to City of Fairfield Resolution No. 99-83, the developer of the project parcels shall reimburse to the City the following amounts for City's construction of Sunset Avenue widening improvements:

- APN: 0037-060-480 - \$110,738.00
- APN: 0037-030-210 - \$60,510.00

The developer shall furnish the reimbursement to the City Public Works Department prior to the issuance of any Building permits.

Annexation from Solano County:

2. One of the project parcels (APN: 0037-060-480) is outside of the City limits and parcel annexation into the City of Fairfield is required as part of the proposed project. Developer shall work with City staff to furnish the necessary documents to annex the parcel into the City. Please note, annexation must be completed prior to the recordation of the required lot merger and annexation into the City's Community Facilities District #2012-2.

Special Flood Hazard Area:

3. The proposed development is adjacent to Laurel Creek, which is within a Special Flood Hazard Area ("SFHA"). *If the Flood Insurance Rate Map (FIRM) is updated to include portions of the proposed development prior to receiving project entitlements,* the developer shall place fill on the property to elevate the finish floor elevations of all proposed buildings within the SFHA to minimum one foot above the 1% (100-year) flood elevation. According to the Flood Insurance Study, Laurel Creek, adjacent to the proposed development, is within Zone A.

Creekside Development:

4. The proposed development is adjacent to Laurel Creek; however, it is not subject to the City's Creekside Development Ordinance (Chapter 25, Article VIII), as this segment of Laurel Creek is below Paradise Valley Drive.

Fiber Master Plan

5. In accordance with Section 25.33 (Wireless Telecommunications Facilities) of the City Municipal Code, the ordinance requires developers to install fiber conduits along roadways identified in the fiber master plan for "future fiber," at the developer's sole cost. As part of this project, the developer shall be required to install empty conduits along both the East Tabor and Sunset Avenue street frontages of the proposed development.

[continued on next page]

Sunset Avenue Apartments
November 3, 2021

As part of the proposed development, the developer shall be required to install two (2) 4-inch, Schedule 80 PVC conduits along the Sunset Avenue and East Tabor Avenue street frontages of the proposed development. Furthermore, the required fiber conduits shall be installed per City standards and specifications. At the minimum, the fiber conduits shall connect to, and terminate at, an existing Intelligent Transportation System (“ITS”) box adjacent to the existing traffic signal controller cabinet. The improvement plans shall clearly show and identify proposed conduit locations and appurtenances. All conduits installed under existing improvements within the public right-of-way, including streets, sidewalks, and/or driveways, shall be installed by boring and jacking. Conduits shall be installed per the most current City Specific Provisions, Section 18, entitled “Traffic Signals,” to the satisfaction of the City Traffic Engineer and shall include, but may not be limited to, the following:

- Conduits shall be routed and directly connected to the traffic signal controller cabinet located at Sunset and East Tabor Avenue, to the satisfaction of the City Traffic Engineer;
- ¾” 2,500 lb flat polyester woven traceable tape with footage markings;
- #8 solid copper bonding wire terminated to PVC ground bushing at each ITS pull box placed. Pull boxes shall be separated at a maximum distance of 300-feet between pull boxes. Pull boxes must be terminated at the ends of the frontage or project limits and at each corner of the intersection or street crossing along the conduit route to allow for pulling

Water System:

6. In accordance with the City of Fairfield Standard Specifications, each legal parcel shall only be allowed one public domestic water service connection to the public main. Only one domestic water service connection is allowed for the proposed project. The developer may consider installing privately owned and maintained sub-meters, also referred to as clustered water service manifolds, downstream of the City maintained water meter to serve the proposed buildings. The public water meter shall be installed perpendicular to the right-of-way.
7. The proposed development requires a dedicated fire line to serve the future buildings. The dedicated fire line shall be looped and connect to the public water main at two locations. The developer shall install a Double Check Detector Assembly (DCDA) at the right-of-way, per current City standards, at both points of connection to the water main. The DCDA's shall be installed perpendicular to the right-of-way.

Sunset Avenue Apartments
November 3, 2021

8. A separate irrigation meter is recommended for projects with large, landscaped areas. Irrigation and domestic water serves from a single, shared lateral connection shall not be allowed. Project consultants need to consider the following factors in evaluating metering options:

- A connection fee and meter and box fee are charged for each meter whether it is a domestic meter or an irrigation meter. These fees are paid as a part of the building permit fee.
- Irrigation water which is separately metered from domestic water is billed at a lower rate than domestic water.
- Bimonthly sewer charges are based on domestic water use. Irrigation water which is separately metered will lower sewer bills.
- A "break-even" analysis should be conducted by project consultants to determine which is best:

<u>Option 1</u> Install Separate Irrigation Meter	Higher building permit fees, but lower bimonthly water and sewer bills.
<u>Option 2</u> Install Domestic Water Meter Only	Lower building permit fees, but higher bimonthly water and sewer bills.

Sewer System:

9. In accordance with the City of Fairfield Standard Specifications, developer shall only be allowed one public sewer service connection for the proposed project. The submitted utility plans proposes an 8-inch sewer lateral within the proposed driveway, from Sunset Avenue. The developer shall install a sewer manhole, required for service lines 8-inches or greater, at the right-of-way.

Storm Drain System:

10. The developer shall submit an application (Form 3615) and all supporting documentation to the Central Valley Flood Protection Board ("CVFPB") for construction of the proposed storm drain outfall into Laurel Creek. Prior to start of construction, the developer shall be issued an encroachment permit from CVFPB permitting the work.

11. Any connection to the public storm drain infrastructure shall be made at a storm drain catch basin, junction box, or manhole. If an existing structure is unavailable, the developer shall install a new one along the existing main. All costs associated with the new storm structure and connection shall be at the developer's sole cost.

Storm Water Detention:

12. On-site storm water detention will be required because one (1) acre or more of impervious surface is created as a part of the proposed development. Provide an analysis verifying the total acreage of impervious surface and submit with the Development Review Application to the Community Development Department.

Sunset Avenue Apartments
November 3, 2021

13. If on-site storm water detention is required to accommodate post-development peak runoff, it may be accommodated in parking lot and landscaped areas. Detention facilities shall be designed to reduce post-development peak flows to 90% of pre development peak flows for the 15, 25 and 100-year storm events. The storm water detention system shall be designed to detain the 100-year, 24-hour duration storm with a minimum of one (1) foot of freeboard (for an above-ground detention pond). Detention ponds shall drain in 72 hours or less, based on Solano County Mosquito Abatement District regulations.

Overhead Utilities:

14. There is approximately 500 lineal feet of overhead power lines, extending north along Sunset Avenue, starting from the southerly property line of the proposed project development boundary. The City's undergrounding ordinance requires that any overhead line that passes through or along a development area, which is less than 50 KV, be undergrounded as a condition of development. The applicant shall contact PG&E to determine the voltage of existing lines. If the lines are determined to be less than 50 KV, the lines along the Sunset Avenue project frontage shall be undergrounded, to the nearest available riser pole, or relocated and all construction costs shall be at the developer's sole expense.

Streetlights:

15. The developer shall submit a photometric analysis as part of the first Building Department submittal for review. The analysis shall show all existing streetlights along both sides of Sunset Avenue and East Tabor Avenue.

The developer shall construct all necessary improvements to provide adequate lighting along their project frontage, which may necessitate construction of an additional two (2) new streetlights, at the minimum, along the Sunset Avenue frontage of the proposed development.

All new streetlights shall be installed under the LS-2 Flat Rate Tariff. Streetlight(s) specifications and installation shall be per the most current City of Fairfield Specifications and Details. Please note that Pacific Gas and Electric (PG&E) requires the developer to submit an application, separate from the City, to their offices, satisfying all their submittal requirements, in order to assign a streetlight number and energize the utility. City requires assignment of this streetlight number and for the energization to have occurred prior to final acceptance. Please contact the City Traffic Engineer at 707-428-3800 for more information.

16. Developer shall replace existing streetlights along both the Sunset Avenue and East Tabor Avenue frontages of the proposed development with current City Standard LED streetlight fixtures and streetlight poles to the satisfaction of the City Traffic Engineer. Developer shall exercise due diligence in protecting existing joint trench utilities and shall restore or replace in-kind, to current City standards and specifications, any conduits, conductors, and facilities damaged as a result of improvements constructed for this project.

Sunset Avenue Apartments
November 3, 2021

Curb, Gutter and Sidewalk:

17. The developer shall remove and replace damaged or nonstandard curb and gutter along both frontages of the project. At the minimum, approximately 4,800 cumulative square feet of existing curb, gutter, and sidewalk along the Sunset Avenue and East Tabor Avenue street frontage, requires replacement. Contact the Public Works Department, concurrent with the Public Works encroachment permit application, to mark the existing curb and gutter along the project frontage that will need to be removed and replaced.

Safe Routes to School:

18. The project frontage along East Tabor Avenue is part of the City's Safe Routes to School project, which will update the existing lane configuration from two northbound lanes to include: buffered bike lanes, raised center median islands, and removal of a portion of the two-way left turn lane. Developer shall coordinate with City to minimize impacts to work and include all necessary transition improvements/striping to serve the proposed development, if on-site construction is completed first.

Trash Enclosure:

19. The location of trash enclosures and proposed trash receptacles shall be shown on the site plan. It is highly recommended that developer place trash receptacles at locations generating high volumes of trash, specifically the proposed BBQ area, dog park, and any open space. Based on the proposed building footprints and size, the developer shall be required to install a trash enclosure with a minimum 20' x 14' (Sample Diagram EN7) footprint per current City Trash, Recycling & Organics Enclosure guidelines. Developer shall construct a concrete slab that extends 10 feet from the front of the enclosure. The slab shall be a minimum of 6 inches of reinforced concrete over 6 inches of Class II aggregate base compacted to 95%. Trash enclosures shall have roofs and drains that connect to sanitary sewer. Enclosure shall meet all CalGreen, CalRecycle, and City requirements and checklists. Developer shall work with Public Work staff to optimize trash enclosure orientation for vehicle pick-up. Contact Corey Beavers with the Public Works Department at (707) 428-7528 for more details.
20. As part of the Development Review application to the Community Development Department, the developer shall submit a completed Waste Management and Recycling Plan application for the existing/proposed development. This application form is available at the City of Fairfield website and may also be requested by calling the Public Works Department at (707) 428-7485. The Waste Management and Recycling Plan shall be submitted for the existing/proposed development and shall include information identifying the estimated change in quantity of recycling and waste generated from the development as a result of the proposed improvements. The trash enclosure shall be sized to accommodate adequate storage for all waste streams (garbage, recyclables, and organic waste) to ensure that businesses meet at City, County, and State requirements.

[continued on next page]

Sunset Avenue Apartments
November 3, 2021

Pursuant to the State of California's goal to achieve a reduction in the statewide emissions of greenhouse gasses, short-lived climate pollutants, and to reduce the landfill disposal of organics and recyclables, the projects tenants must meet State's mandates for mandatory commercial recycling (AB 341) and mandatory organics recycling (AB 1826). As of September 2020, CalRecycle has made the determination that businesses that generate two or more cubic yards per week of solid waste, recyclables, and organics must subscribe to mandatory organics recycling. Please note, the state has mandated a reduction of 75% in organic waste levels and requires jurisdictions achieve the established threshold by 2025 (SB 1383). Furthermore if these goals are not met, local jurisdictions may impose penalties for noncompliance on regulated entities/businesses. Businesses are strongly encouraged to contact and set up services with the City's Franchised Hauler, Republic Services, to meet all mandatory commercial recycling requirements.

Driveways:

21. Proposed driveway aprons shall be constructed to City Standard Detail S9.
22. The proposed drive aisle shall include adequate throat distance, per guidelines from the City of Fairfield Project VMT Screening Transportation Analysis, and anticipated queuing shall not have adverse impacts to East Tabor Avenue, and more specifically Sunset Avenue. Dependent on the findings in the queuing analysis, the developer shall coordinate with, and receive approval from, the City Traffic Engineer for any required relocation of the proposed vehicle gate to accommodate impacts identified in the queueing analysis. Vehicular swing gates shall be installed to swing inward, away from the public right-of-way, to minimize impacts to vehicle queueing.

Pedestrian Access:

23. The proposed site plan shall include sidewalk improvements, along the main vehicle drive aisle, extending from the existing public sidewalk on Sunset Avenue to on-site private sidewalk, providing pedestrian access to the project site.
24. If additional striping across Sunset Avenue and/or East Tabor are required, the developer shall propose and stripe pedestrian crosswalks at strategic locations, to the satisfaction of the City Traffic Engineer, where intersections are stop controlled to avoid unnecessary vehicular conflicts.

On-Site Vehicle Circulation:

25. As part of the Building permit review, the developer shall submit truck turning/parking lot circulation exhibits, to the Public Works Department for review. Turning templates shall be reviewed and improvements and circulation patterns shall be designed to the satisfaction of the City Traffic Engineer.

[continued on next page]

Sunset Avenue Apartments
November 3, 2021

Proposed parking lot improvements shall be designed and constructed in consideration of the submitted circulation exhibit. Design vehicle turning templates shall be used to layout parking lot planter islands and parking stalls. Circulation conflicts shall be evaluated, and design vehicle templates shall be shown on the exhibit. Turning movements shall:

- maintain a minimum 12-inch overhang and wheel clearance from all vertical elements, including, but not limited to, curbs, structures, and retaining wall; and
- maintain a minimum 24-inch clearance from all vertical improvements, including, but not limited to, proposed buildings, monument signs, and trash enclosures.

Developer shall submit separate truck turning templates, showing the design vehicle and vehicle dimensions, for service and emergency vehicle access within the development. Garbage trucks shall be able to access trash enclosures and require minimum turning radii of 35-feet. Fire engines shall be able to access fire hydrants and building entrances and require a minimum turning radii of 40-feet, for a ladder truck, and to the satisfaction of the Fire Department.

26. As part of the Building permit application, the developer shall submit on-site, and any required off-site, signing and striping plans to the Building department for review. The signing and striping plans shall include all pertinent and necessary information, including, but not limited to, on-site stop signs, pavement markings, and appropriate signage, per City Standards along with any path of travel within the site.

27. As part of the Development Review application to the Community Development Department, the developer shall provide truck turning templates for emergency vehicle ingress and egress at the proposed FDA per emergency vehicle design vehicle templates.

Landscape & Irrigation:

28. Proposed landscape and irrigation along the Sunset Avenue and East Tabor Avenue project frontage shall be privately owned and maintained.

Maps/Lot Merger:

29. Developer shall submit a title report, current within the past 90 days, to the City Public Works Department, concurrent with the first submittal to the Building Department for development review. In addition to a paper copy, the developer shall submit the title report in PDF format, including hyperlinks to the pertinent documents, on a USB flash drive or via e-mail to tcurran@fairfield.ca.gov.

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30. Prior to submitting improvement plans for City review, a Notice of Voluntary Lot Merger, including legal descriptions and plats shall be submitted to the City for review and approval. Construction shall not commence until said Notice has been approved by the City and recorded. Please note, one of the project parcels (APN: 0037-060-480) is outside of the City limits and is required to annex into the City as part of this project. *This parcel is required to annex into the City prior to recordation of the lot merger.*

Open Space, Public Safety and Park Maintenance Mello Roos District:

31. All new development within the City is required to annex into Community Facilities District #2012-2 (**CFD #2012-2**), an Open Space, Public Safety and Park Maintenance Mello Roos District. Property owners within the District will be required to pay special on-going annual assessments to be used for the following:

- Operation of open space within the Fairfield area
- Police and Fire Protection, including but not limited to expenses for personnel, equipment, and supplies
- Ongoing Maintenance of Neighborhood Parks

The developer shall furnish the necessary processing fees, documents and boundary map required to annex to the District prior to the issuance of any building permits. The annexation process shall be complete prior to the issuance of any certificates of occupancy. Please note that it may take up to 4 months, or longer, to complete the process. Assessments will have an annual inflation adjustment. Please furnish the required annexation fees and e-mail the following information to Alvin Lei (alei@fairfield.ca.gov) in the City of Fairfield Public Works Department to begin the annexation process:

- Project Name
- Parcel Owner
- Parcel Owner e-mail
- Parcel Owner Phone Number
- Assessor Parcel Number

Other Approvals:

32. Approvals from other agencies may be required for this project. Contact the following agencies:

- United States Army Corps of Engineers for work within the creek and work filling in old Laurel Creek within the project boundary.
- State Regional Water Quality Control Board for work within the creek and work filling in the old Laurel Creek within the project boundary.
- California Department of Fish and Game for work within the creek
- Central Valley Flood Protection Board for proposed storm drain outfall into Laurel Creek

General Development Conditions

Geotechnical Investigation:

33. The developer shall retain a registered Geotechnical Engineer to conduct a Geotechnical Investigation of the project area. Two copies of the project Geotechnical Report shall be submitted to the Public Works Department prior to submittal of Construction Plans. The Geotechnical Report shall include details and recommendations regarding the following:

- Grading Limitations and Requirements
- Foundation Design
- Settlement
- Parking Lot Pavement Sections

Grading:

34. A grading plan shall be prepared by the developer's Civil Engineer and the following information shall be shown on the Grading Plan:

- Existing contours, landscaping, fences, buildings, or other improvements
- Existing trees to be saved in place or removed
- Furnish all necessary details to clearly convey recommendations outlined in the project geotechnical investigation
- Cut/Fill interfaces and limits of grading
- Lot boundaries and road rights-of-way
- Proposed pad elevations, finished contours and lot grading details
- Top of curb elevations
- Perimeter cross-sections along all sides of the project to show the proposed project's interface with abutting properties and streets
- Plan view of proposed drainage facilities including storm drains, catch basins, manholes and underdrains
- Parking lot surface drainage, pavement grades, ridge lines, etc.
- Street grades
- Details for proposed curb and gutter
- Details for proposed drainage ditches

35. The Project Engineer shall coordinate grading design closely with the project Geotechnical Engineer. Specifically, the Geotechnical Engineer shall be consulted to evaluate and address issues related to:

- Retaining Wall Design Parameters
- Parking Lot Pavement Sections

36. The grading plan shall be reviewed and approved by the project Geotechnical Engineer prior to City approval. Provide a signature block for the project Geotechnical Engineer on the plan.

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37. Slope grading shall comply with the Geotechnical Report. Slopes steeper than 3H:1V shall not be allowed in the public right-of-way. Slopes steeper than 2H:1V shall not be allowed on-site.
38. Retaining walls over 18 inches tall shall be concrete or masonry. Retaining walls over 4 feet tall shall be designed by a Civil or Structural Engineer.

Erosion Control and Stormwater Quality:

39. The developer shall incorporate the use of Low Impact Development (LID) Best Management Practices to address the issue of ongoing post-construction stormwater quality for the project site. Examples of LID treatment measures include: bio-retention, harvesting and reuse, infiltration, and evapo-transpiration. The project engineer is strongly recommended to contact the Public Works Department in regards to the new design requirements.
40. An erosion and sedimentation control plan shall be included as a part of the grading plan package. An erosion control plan shall be prepared by the developer's Civil Engineer and approved by the City Engineer. The erosion control plan shall include protection measures such as: sedimentation basins, check dams, straw wattles and hydroseeding details.
41. The project shall comply with the requirements of the most current National Pollutant Discharge Elimination System (NPDES) permit issued to the Fairfield-Suisun Urban Runoff Management Program.
42. The applicant shall obtain all necessary permits for storm water discharges, including but not limited to the State Water Resources Control Board Construction General Permit. Applicants whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, shall obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (State Water Resources Control Board Construction General Permit, 99-08-DWQ). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.
43. The applicant shall be responsible for developing and implementing a Storm Water Pollution Prevention Plan (SWPPP) which shall be reviewed and approved by the Fairfield-Suisun Sewer District.

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44. To limit pollutant generation, discharge and runoff to the maximum extent practicable, the project shall include stormwater pollution control measures listed within the document entitled "Storm Water Pollution Control Measures List". This list is provided within Appendix B of the document entitled "Storm Water Requirements for Development Projects- Packet for Project Applicants". Each identified source of pollutants may have one or more appropriate control measures as determined by the City of Fairfield.
45. All stormwater treatment measures shall be adequately operated and maintained. To ensure operation and maintenance of stormwater treatment measures, the property owner shall enter into a Stormwater Treatment Measures Maintenance Agreement with the City. This agreement shall be signed by the property owner and submitted to the Department of Public Works prior to the issuance of the building permit. It is included in the document entitled "Storm Water Requirements for Development Projects- Packet for Project Applicants."
46. The Developer shall install thermoplastic markers on all new catch basins. Markers may be purchased at the Fairfield-Suisun Sewer District (FSSD) office. Contact the FSSD at 429-8930 for additional details.
47. Prior to the City's issuance of the Certificate of Occupancy, the City shall receive a self-certification by the Engineer of Record (Registered Civil Engineer) which certifies that the project's grading, drainage and stormwater treatment systems conform to the approved plans, permits and city codes. The self certification shall be performed during construction and upon completion of the project by the Engineer of Record and documented on the appropriate city form.

Water System:

48. Proposed domestic water and irrigation services, within the public right-of-way, shall be constructed per current City Standard Details and Specifications.
49. Show the size and location of existing and proposed water services, meters and backflow prevention devices on the site plan. Show the size and location of water mains and the proposed points of connection for water services.
50. Existing services that are to remain unused shall be abandoned per City requirements, including valve removal at the connection to public infrastructure and installation of a blind flange on abandoned services.
51. The developer shall verify the size of the existing water services and water meters. Services and meters shall be upsized by the developer, at their sole cost, as needed for the proposed use. Backflow prevention devices shall be installed or upgraded to meet current code requirements.

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52. With the exception of water meters and meter boxes, all water facilities on the site side of the reduced pressure backflow prevention device (including the backflow preventor) shall be privately maintained by the property owner.

Water utilities between the public water main and the first structure off the public main (water meter, double detector check valve) shall be maintained by the City.

53. Irrigation services shall be stubbed to all landscaped areas. Irrigation and electrical control wire sleeves shall be installed as needed. Coordinate with the project Landscape Architect. Sleeves shall be at least 12 inches below subgrade at street crossings.

Fire System:

54. In accordance with the City of Fairfield Standards and Specifications, each legal parcel shall have fire services separately connected to the public main. Connecting to existing private fire infrastructure shall not be allowed.
55. The City of Fairfield Fire Department requires separate shop drawings submitted directly to the Fire Department for review. The Developer shall furnish and provide all necessary documents to the Fairfield Fire Department for their review and approval.
56. Fire hydrants may be required on-site. Proposed buildings will require fire sprinklers. Contact the Fire Department for details.
57. Show the size and location of proposed fire lines, hydrants, fire sprinkler risers and backflow prevention devices on the plan. Show the size and location of water mains and the proposed points of connection for fire lines.
58. A backflow preventor is required on the fire line. An above grade double check detector check valve is required on lines which serve building fire sprinklers. Specify the manufacturer, size and location of the fire line backflow preventor.

Sewer System:

59. Proposed sewer services, within the public right-of-way, shall be constructed per current City Standard Details and Specifications.
60. Show the size and location of existing and proposed sewer laterals and cleanouts on the site plan. Show the size and location of sewer mains and the proposed points of connection for sewer laterals.

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61. Developer shall connect proposed sewer utilities to existing public infrastructure per current City Standards and Specifications. Service laterals for industrial or commercial developments shall be minimum six (6) inches. Service laterals eight (8) inches or larger shall require connection to existing public infrastructure via a City Standard sewer manhole, per City Standard Detail SS2, and may require connection to on-site private infrastructure via a manhole, in-lieu of a cleanout.
62. Existing services that are to remain unused shall be abandoned per City requirements.

Storm Drain System:

63. Developer shall connect proposed storm drainage utilities to existing public infrastructure per current City Standards and Specifications. Direct connections to public infrastructure shall not be allowed and connections shall only be at existing or proposed storm drain structures.
64. Storm drainage for the 15-year storm shall be collected on-site and conveyed through storm drains to the public storm drain system. Show the size and location of existing and proposed storm drains and catch basins on the site plan. Show the size and location of public storm drain lines and the proposed points of connection for the on-site storm drain system.
65. Grading and drainage shall be designed so that surplus drainage (above and beyond that of the 15-year storm) not collected in site catch basins, is directed overland so as not to jeopardize existing or proposed buildings with flooding.

Parking Lot:

66. Drive aisles shall be a minimum of 24 feet wide.
67. The pavement section for the proposed parking lot shall be designed by a Geotechnical Engineer. The Public Works Department requires a minimum of 2 inches of asphalt concrete on 6 inches of aggregate base for light traffic areas. A minimum of 3.5 inches of asphalt concrete on 8 inches of aggregate base is required in areas where truck traffic is anticipated.
68. Parking lot construction shall be certified by design consultants. The project Geotechnical Engineer shall certify that "as-built" pavement sections and site compaction comply with the project Geotechnical Report and Site Plans.
69. The developer shall furnish a parking lot lighting, signing and striping plan.

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Landscaping:

70. The project architect and engineer shall coordinate design closely with the project landscape designer. Specifically, they shall consult the landscape designer to evaluate and address issues related to:

- Fencing/wall layout and details
- Locations and sizes for irrigation services
- Locations, depths and sizes for irrigation and control wire sleeves at driveways and street crossings
- Sight distance constraints for fencing and landscaping
- Depth of cover and tree setbacks over water, sewer and storm drain lines in landscape areas

71. Landscaping and irrigation plans shall be designed to comply with the City's Water Efficient Landscaping Ordinance. Use of turf and other water intensive landscaping shall be minimized.

Right-of-Ways and Easements:

72. All property lines and easements shall be shown on the site plan.

Miscellaneous:

73. All public improvements shall be designed and constructed to current City of Fairfield standards.

74. Existing public facilities damaged during the course of construction shall be repaired by the developer, at his sole expense, to the satisfaction of the City Engineer.

75. Prior to beginning construction of public improvements, the developer or his contractor shall obtain an encroachment permit from the City. The developer or his contractor shall furnish the necessary insurance, bonds and pay all fees associated with the encroachment permit. A field investigation fee shall be charged if any work within the right-of-way is performed either without or prior to securing an encroachment permit.

FAA Advisory Circular 150/5200-33C

Paragraph 2.3.2 New Stormwater Management Facilities. The FAA recommends that storm water management systems located within the separations identified in Paragraphs 1.2 through 1.4 be designed and operated so as not to create above-ground standing water. Stormwater detention ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and to remain completely dry between storms. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep sided, riprap or concrete lined, narrow, linear-shaped water detention basins. When it is not possible to place these ponds away from an airport's aircraft operations area (but still on airport property), airport operators may use physical barriers, such as bird balls, wire grids, floating covers, vegetation barriers (bottom liners), or netting, to prevent access of hazardous wildlife to open water and minimize aircraft-wildlife interactions. Caution is advised when nets or wire grids are used for deterring birds from attractants. Mesh size should be < 5 cm (2") to avoid entangling and killing birds and should not be made of a monofilament material. Grids installed above and across water to deter hazardous birds (e.g., waterfowl, cormorants, etc.) are different than using a small mesh covering but also provides an effective deterrent. Grid material, size, pattern and height above water may differ on a case-by-case basis. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, a review by a Qualified Airport Wildlife Biologist should be conducted, prior to approval from the appropriate FAA Regional Airports Division Office. All vegetation in or around detention basins that provide food or cover for hazardous wildlife should be eliminated. If soil conditions and other requirements allow, the FAA encourages the use of underground storm water infiltration systems because they are less attractive to wildlife.

**SOLANO COUNTY AIRPORT LAND USE COMMISSION
RESOLUTION NO. 23-__**

**RESOLUTION REGARDING CONSISTENCY WITH
AIRPORT LAND USE COMPATIBILITY PLANS
(Fairfield Sunset Avenue Apartments – City of Fairfield)**

WHEREAS, pursuant to California Public Utilities Code section 21675 the Solano County Airport Land Use Commission (“**Commission**”) has the responsibility to prepare and adopt airport land use plans for any public and military airports within Solano County and to amend any such adopted plan as necessary; and

WHEREAS, pursuant to such authority, the Commission has adopted airport land use compatibility plans for Travis Air Force Base, Rio Vista Municipal Airport, and the Nut Tree Airport, and the Solano County Airport Land Use Compatibility Review Procedures (the “**Compatibility Plans**”); and

WHEREAS, in enacting the sections within the State Aeronautics Act (the “**Act**”) that provide for airport land use commissions, the California Legislature has declared that the purposes of the legislation include: (1) to provide for the orderly development of each public use airport in this state; (2) to provide for the orderly development of the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards; (3) to provide for the orderly development of the area surrounding these airports so as to prevent the creation of new noise and safety problems; (4) to protect the public health, safety, and welfare by ensuring the orderly expansion of airports; and (5) to protect the public health, safety, and welfare by the adoption of land use measures that 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 (Pub. Util. Code, § 21670, subd. (a)); and

WHEREAS, the Act provides that an airport land use commission's powers and duties include: (a) to assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses; (b) to coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare; (c) to prepare and adopt an airport land use compatibility plan pursuant to Public Utilities Code section 21675; and (d) to review the plans, regulations, and other actions of local agencies and airport operators pursuant to Public Utilities Code section 21676 (Pub. Util. Code, § 21674); and

WHEREAS, the Act provides that the purpose of compatibility plans is to provide for the orderly growth of the airports and the area surrounding the airports, and to safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general (Pub. Util. Code, § 21675, subd. (a)); and

WHEREAS, Public Utilities Code section 21675, subdivision (a), authorizes the Commission, in formulating a compatibility plan, to develop height restrictions on buildings, specify the use of land, and determine building standards, including sound-proofing adjacent to airports; and

WHEREAS, Public Utilities Code section 21675, subdivision (b), directs the Commission to prepare a compatibility plan for areas surrounding military airports, and the Legislature's intent in enacting subdivision (b) was to protect the continued viability of military installations in California,

to protect the operations of military airports from encroachment by development, and to encourage land use policies that reflect the contributions military bases make to their communities, as well as their vital importance in the state's economy and in the defense of our nation; and

WHEREAS, pursuant to such authorities, the Compatibility Plans set forth criteria to be applied by the Commission when evaluating local land use plans and specific development proposals; and

WHEREAS, Public Utilities Code section 21676, subdivision (b), requires that prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the Commission, local agencies within Solano County are required to first refer the proposed action to the Commission for a consistency determination; and

WHEREAS, the City of Fairfield ("**Local Agency**") is considering approving the following project (the "**Project**"), as set forth in greater detail in the Staff Report and its Attachments concerning "Item AC 23-016" of the Commission's March 9, 2023 Regular Meeting ("**Staff Report**"): "Determine that Application ALUC-22-12 (Fairfield Sunset Avenue Apartments) is consistent with the Travis Air Force Base Airport Land Use Compatibility Plan," and

WHEREAS, the Commission has duly considered the Project, at a noticed public meeting, in order to ensure consistency of the Project with the Compatibility Plans.

RESOLVED, that after due consideration and based upon the administrative record, the Commission does adopt and incorporate by this reference as its findings and determinations the analysis, conclusions, and recommended findings of the Staff Report.

RESOLVED, that after due consideration and based upon the administrative record, the Commission does find and determine that the Project is consistent with the provisions of the Travis Air Force Base Land Use Compatibility Plan, subject to the following conditions:

- 1) That the Project incorporate the Federal Aviation Administration Advisory Circular 150/5200-33C design recommendations for stormwater management facilities found in section 2.3.3 regarding the detention pond; and
- 2) That the Project comply with the deed notification requirement applicable to new residential development in Zone D.

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RESOLVED, that after adoption of this Resolution Staff is authorized to correct any clerical errors in this Resolution or the Staff Report.

I certify that the foregoing resolution was adopted at a regular meeting of the Solano County Airport Land Use Commission on March 9, 2023 by the following vote:

AYES: Commissioners _____

NOES: Commissioners _____

ABSTAIN: Commissioners _____

ABSENT: Commissioners _____

By _____
Ross Sagun, Chair
Solano County Airport Land Use Commission

Attest:

By: _____
Terry Schmidtbauer, Secretary to the Commission