



TRAVIS AIR FORCE BASE

LAND USE COMPATIBILITY PLAN

Adopted October 8, 2015





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Prepared for
County of Solano, Department of Resource Management

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TABLE OF CONTENTS

1. Introduction	1
1.1 Overview of the Plan	1
1.2 Plan Preparation and Review	2
1.3 How to Use the Travis AFB LUCP	2
2. General Applicability	5
2.1 Purpose	5
2.2 Geographic Scope	6
3. Summary Guide to Land Use Compatibility	7
3.1 Understanding Land Use Compatibility at Travis AFB	7
4. Detailed Guide to Land Use Compatibility	11
4.1 Compatibility Zones Established	11
4.2 Compatibility Zone A	12
4.3 Compatibility Zone B1	16
4.4 Compatibility Zone B2	18
4.5 Compatibility Zone C	20
4.6 Compatibility Zone D	22
4.7 Compatibility Zone E	23
4.8 Assault Landing Zone Training Overlay Zone	24
4.9 Height Review Overlay Zone	25

5.	Development Standards	27
5.1	General Standards	27
5.2	Noise Standards	29
5.3	Safety Standards	30
5.4	Airspace Protection Standards	32
5.5	Overflight	34
5.6	Renewable Energy Standards	37
5.7	Other Height Regulations	39
5.8	Wildlife Hazards	40
6.	ALUC Review Procedures	45
6.1	General Applicability	45
6.2	Review of Land Use Actions	49
7.	Implementation	57
7.1	Implementation Program	57

Appendices (bound under separate cover and provided on the compact disc in the back of the document)

A	Methods for Determining Concentrations of People
B	State Laws Related to Airport Land Use Planning
C	Federal Aviation Regulations Part 77 Objects Affecting Navigable Airspace
D	Sample Implementation Documents
E	Glossary of Terms
F	Existing and Future Conditions Data for Maximum Mission
G	FAA Advisory Circular 150/5200-33B
H	DASR Line-of-Sight Viewsheds for Travis Air Force Base
I	Wildlife Hazard Memo to Solano County
J	Summary of LUCP Changes



CHAPTER 1

INTRODUCTION

1.1 Overview of the Plan

This *Travis Air Force Base Land Use Compatibility Plan* presents an update to the land use compatibility policies that apply to future development in the vicinity of Travis Air Force Base (Travis AFB, or the Air Force Base). The policies herein are designed to ensure that future land uses in the surrounding area will remain compatible with the realistically foreseeable, ultimate potential aircraft activity at the base. As adopted by the Solano County Airport Land Use Commission (ALUC or Commission), these policies provide the foundation through which the ALUC can navigate its duties in land use development review, in accordance with Section 21670 et seq. of the California State Public Utilities Code.

The compatibility criteria defined by these policies are also intended to be reflected within general plans and other policy instruments adopted by jurisdictions that manage land uses near Travis AFB. Specifically, the *Travis AFB Land Use Compatibility Plan* (LUCP) affects and requires action by the following jurisdictions:

- Solano County
- City of Benicia
- City of Dixon
- City of Fairfield
- City of Rio Vista
- City of Suisun City
- City of Vacaville
- City of Vallejo

The Legislature has also clarified that “special districts, school districts, and community college districts are included among the local agencies that are subject to airport land use laws and other requirements of ... article” 3.5 of the State Aeronautics Act, regarding airport land use commissions and LUCPs.

The plan only holds an advisory status with respect to the small portions of the Travis AFB airport influence area (AIA), as defined herein, which extend into the counties of Napa, Contra Costa, Sacramento and Yolo – the

Solano County ALUC has jurisdiction only within Solano County boundaries.

This LUCP addresses compatibility issues involving the Air Force Base. The ALUC has also adopted separate airport land use compatibility plans for the two public-use airports in Solano County: Nut Tree Airport and Rio Vista Municipal Airport. The Travis AFB AIA overlaps the AIAs of the other airports. Where influence areas of two airports overlap, both compatibility plans apply.

This document contains both policies directly associated with assessment of land use compatibility (Chapters 3, 4, and 5), and

separate review procedures for Travis Air Force Base in Chapter 6. The compatibility plan for Travis AFB consists of this LUCP which now incorporates review procedures within the plan document itself. The *Solano County Airport Land Use Compatibility Review Procedures*, adopted by the ALUC in 2002, continues to establish the procedures to be followed by the Commission and affected local land use jurisdictions with respect to other airports in Solano County. The compatibility plan for each of the other airports in Solano County continues to consist of two documents: the LUCP document for that airport plus the separate *Review Procedures* document that applies countywide.

1.2 Plan Preparation and Review

As adopted by the Solano County ALUC, the LUCP represented by this document replaces the previous LUCP, titled *Travis Air Force Base Land Use Compatibility Plan*, which was adopted by the ALUC on June 13, 2002. Before this 2002 document, the earlier plan, entitled *Comprehensive Airport Land Use Plan: Travis Air Force Base*, was adopted by the ALUC in 1990 and amended in 1994. For additional detail on the factors that have resulted in the need to prepare this LUCP update, see Appendix X.

The Travis AFB LUCP has taken each of these factors into account in preparation for this document. Other sources have also provided some input for this document. In particular, personnel at Travis AFB have played a critical role in providing data related to the existing aircraft operations at Travis AFB.

1.3 How to Use the Travis AFB LUCP

In this Travis LUCP update, there are seven chapters that guide the reader on the compatibility requirements for Travis AFB, as well as review procedures and implementation strategies. Besides this chapter, **Chapter 1, Introduction**, **Chapter 2, General Applicability**, provides a context for this update to the LUCP, explaining recent changes in recent airport compatibility law in California and general background information about Solano County and the Air Force Base. **Chapter 3, Summary Guide of Land Use Compatibility Criteria**,



summarizes land use compatibility criteria and policies. **Chapter 4, Detailed Guide to Land Use Compatibility**, presents the land use compatibility policies for the six compatibility zones and two overlay zones for Travis AFB. **Chapter 5, Development Standards**, provides detailed policies pertaining to general, noise, safety, airspace protection, and overflight standards, as well as policies involving renewable energy, meteorological towers, objects greater than 100 feet in height, and wildlife hazards. **Chapter 6, ALUC Review Procedures**, describes the procedures, roles, and responsibilities for the Solano County

ALUC. **Chapter 7, Implementation**, presents the Implementation Program for the LUCP, requiring an initiation of specific actions within twelve months of LUCP adoption.



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CHAPTER 2

GENERAL APPLICABILITY

2.1 Purpose

This Travis AFB LUCP sets forth the criteria, maps, and other policies to be used by the Solano County ALUC and affected local land use jurisdictions as follows:

2.1.1 Solano County Airport Land Use Commission

The ALUC shall apply these policies when reviewing certain proposals for general plans, specific plans, zoning ordinances, and certain land use development proposals in the vicinity of the base for compatibility with aircraft operations at the base. The authority for conducting such reviews is established by the California State Aeronautics Act (Public Utilities Code, Section 21670 et seq.).

2.1.2 Affected Land Use Jurisdictions

The County of Solano and affected cities in the Travis AFB AIA, as defined herein, shall utilize these policies as the basis for:

- (a) Modifying their respective general plans, zoning ordinances, and other local land use policies to assure that future land use development will be compatible with aircraft operations.
- (b) Making planning decisions regarding specific development proposals involving the lands impacted by aircraft activity.

2.2 Geographic Scope



2.2.1 Nature of Compatibility Concerns

This Travis AFB LUCP applies to:

- (a) All lands on which the uses could be negatively affected by noise or safety impacts associated with present or future aircraft operations on the runway systems of Travis AFB.
- (b) All lands on which the uses could negatively impact flight operations and flight support activities.
- (c) Lands on which the uses could negatively affect the operation of aircraft at the base.

2.2.2 Boundaries of Airport Influence Area

The specific limits of the Travis AFB AIA are depicted on the following page.

- (a) The AIA is comprised of the entirety of Solano County and Compatibility Zones A, B1, B2, C, D, and E, together with the ALZ and Height

Review Overlay Zones. Figure 1 depicts the compatibility zones and the AIA for Travis AFB; additionally, a description of each of the compatibility zones is located in Policy 4.1. These compatibility zones also include some portions Contra Costa, Napa, Sacramento, and Yolo Counties.

- (b) For the portions of the AIA that extend into Contra Costa, Napa, Sacramento, and Yolo counties, these areas are advisory to the ALUCs within those counties. This LUCP is not binding on any areas located outside Solano County.
- (c) Within the AIA, all proposed development with structures that are 200 feet above ground level (AGL) or greater in height shall be reviewed by the ALUC and shall be consistent with Table 1 – Land Use Compatibility Criteria.
- (d) The AIA is the same as the ALUC planning area as referred to in the Public Utilities Code, Section 21675.



CHAPTER 3

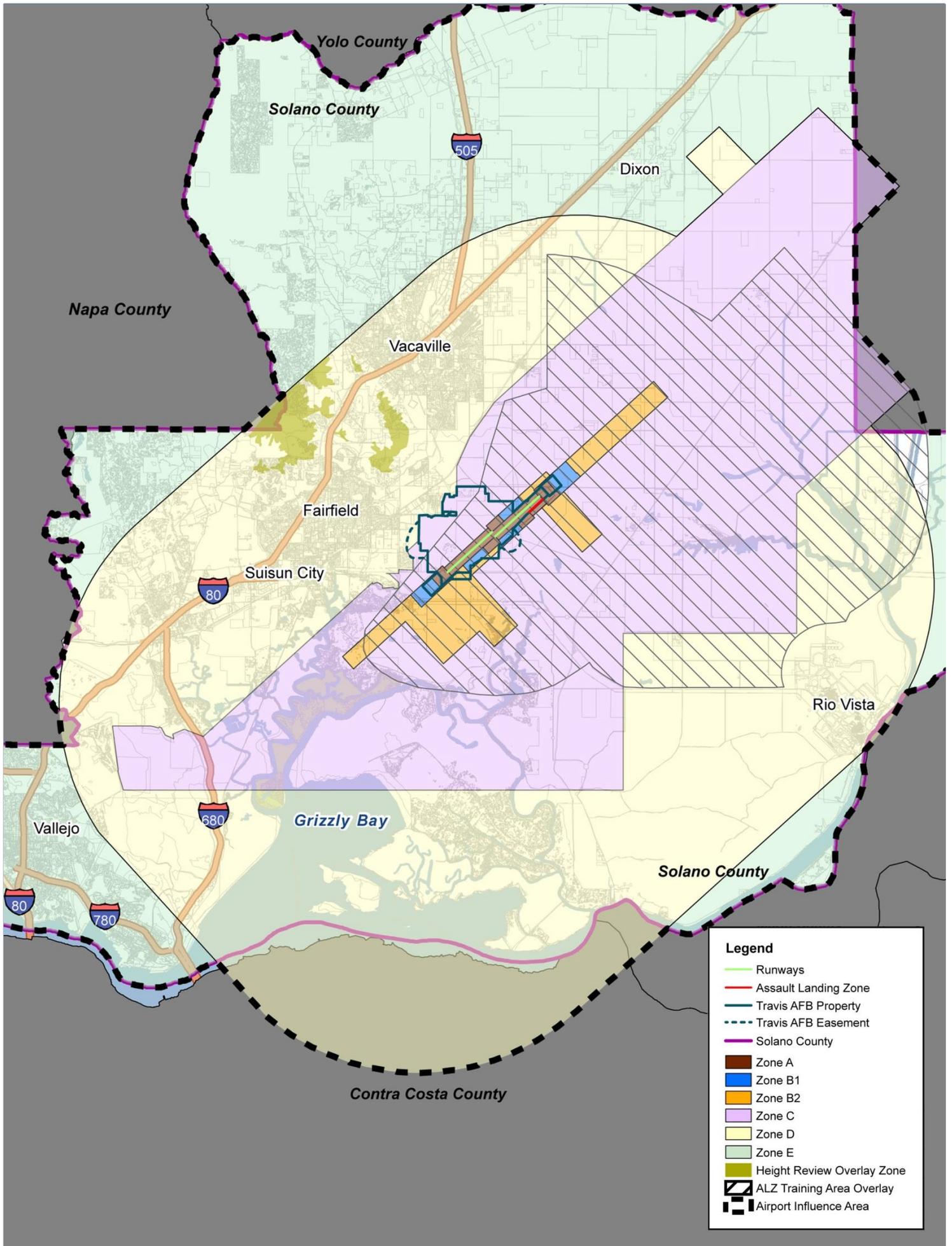
SUMMARY GUIDE TO LAND USE COMPATIBILITY

3.1 Understanding Land Use Compatibility at Travis AFB

This chapter represents a summary guide to land use compatibility at Travis AFB and includes land use criteria for development. Table 1 provides a summary of the regulations and restrictions affecting the six compatibility zones, A, B1, B2, C, D, and E, as well as two overlay zones, the ALZ Training Overlay Zone and the Height Review Overlay Zone, at Travis AFB. The LUCP is designed to account for issues relating to noise, safety, aircraft protection, and overflight, and Table 1 provides the requirements associated with these components. Table 1 is organized by each compatibility zone and overlay zone, and then provides the maximum densities and intensities (indoor, outdoor, and single acre

intensity), uses that are prohibited within the given zone, and additional development conditions.

Development within each of the compatibility zones is subject to the standards defined in Table 1, as well as within Chapter 4 of the LUCP, Detailed Land Use Compatibility Criteria. In addition to height specifications, Table 1 also provides specific development conditions for discretionary projects that fall within one of the wildlife hazard zones, the Bird Strike Hazard Zone and Outer Perimeter. These requirements are discussed in detail in Policy 5.8, and they overlap a few of the compatibility zones and overlay zones.



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

TABLE 1: LAND USE COMPATIBILITY CRITERIA

Zone	Locations	Maximum Densities/Intensities ¹				Additional Criteria	
		Residential (du/ac)	Other Uses (people/ac) ²			Prohibited Uses ⁴	Other Development Conditions ⁵
			Indoor Uses	Outdoor Uses	Single Acre ³		
A	Runway Primary Surface and Clear Zone	0	0	5	5	<ul style="list-style-type: none"> All structures except aeronautical facilities with location set by U.S. Dept. of Defense criteria. Assemblages of people Objects exceeding FAR Part 77 height limits Aboveground bulk storage of hazardous materials Hazards to flight⁶ 	<ul style="list-style-type: none"> Avigation easement dedication Within the Bird Strike Hazard Zone, reviewing agencies shall prepare a WHA for 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.
B1	Inner Approach / Departure Zone	0	15	20	30	<ul style="list-style-type: none"> Children's schools,⁷ day care centers,⁸ libraries Theatres, meeting halls, and other assembly uses Office buildings > three stories in height Labor-intensive industrial uses Stadiums, group recreational uses Hospitals, nursing homes Highly noise-sensitive uses (e.g. outdoor theaters) Aboveground bulk storage of hazardous materials Hazards to flight⁶ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 40 dB in buildings with noise-sensitive uses⁹ ALUC review required for objects > 35 feet AGL¹⁰ Avigation easement dedication All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1(b) All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review Within the Bird Strike Hazard Zone, reviewing agencies shall prepare a WHA for 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.
B2	Extended Approach / Departure Zone	See Policy 4.2.1	25	40	60	<ul style="list-style-type: none"> Children's schools,⁷ day care centers,⁸ libraries Stadiums, group recreational uses Hospitals, nursing homes Highly noise-sensitive uses (e.g. outdoor theaters) Aboveground bulk storage of hazardous materials¹¹ Hazards to flight⁶ 	<ul style="list-style-type: none"> Minimum NLR of 35 dB in residences (including mobile homes) and buildings with noise-sensitive uses⁹ ALUC review required for objects > 50 feet AGL Avigation easement dedication All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1(b) All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a WHA for 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. For areas 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 WHA.
C	Traffic Pattern	11	75	100	300	<ul style="list-style-type: none"> Children's schools,⁷ day care centers,⁸ libraries Hospitals, nursing homes Hazards to flight⁶ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and buildings with noise-sensitive uses⁹ Deed notice required ALUC review required for objects > 100 feet AGL All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1(b) All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review All new or expanded meteorological towers > 100 feet AGL, whether temporary or permanent, require ALUC review For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a WHA for 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. For areas 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 WHA.

TABLE 1 (Continued): LAND USE COMPATIBILITY CRITERIA

Zone	Locations	Maximum Densities/Intensities ¹			Additional Criteria	
		Residential (du/ac)	Other Uses (people/ac) ²		Prohibited Uses ⁴	Other Development Conditions ⁵
			Indoor Uses	Outdoor Uses		
D	Other Airport Environs	No Limit	No Limit		<ul style="list-style-type: none"> Hazards to flight⁶ 	<ul style="list-style-type: none"> ALUC review required for objects > 200 feet AGL All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1(b) All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review All new or expanded meteorological towers > 200 feet AGL, whether temporary or permanent, require ALUC review For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a WHA for 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. For areas 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 WHA.
E	Remainder of Airport Influence Area	No Limit	No Limit ¹²		<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> ALUC review required for objects > 200 feet AGL All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1(b) All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review All new or expanded meteorological towers > 200 feet AGL, whether temporary or permanent, require ALUC 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 WHA.
—	Assault Landing Zone Training Overlay Zone	Same as Underlying Compatibility Zone			<ul style="list-style-type: none"> Same as Underlying Compatibility Zone Structures greater than 200 feet AGL in height 	<ul style="list-style-type: none"> Same as Underlying Compatibility Zone All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1(b) All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review
—	Height Review Overlay	Same as Underlying Compatibility Zone			<ul style="list-style-type: none"> Same as Underlying Compatibility Zone 	<ul style="list-style-type: none"> ALUC review required for objects > 35 feet AGL¹⁰ Avigation easement dedication required All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1(b) All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a WHA for 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. For areas 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 WHA.

¹ Densities and Intensities are to be calculated in terms of gross acreage. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.

² Usage calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.

³ Clustering of nonresidential development is permitted except in Zones A, B1, or B2. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 5.3.4 for details.

⁴ The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria, unless such prohibition is precluded by applicable state statutes. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

⁵ All height requirements shall be assessed in feet AGL.

⁶ Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Any new consistency determinations for general plan amendments or zoning changes in the Bird Strike Hazard Zone will be required to analyze the potential for wildlife attractants of this nature and must incorporate reasonably feasible mitigation measures. See the supporting compatibility policies on airspace protection (Section 5.4) for details.

⁷ For the purposes of these criteria, children's schools include all grades through grade 12.

⁸ Family day care homes (as defined by state law) are permitted in any location where residential development is permitted. Noncommercial day care centers ancillary to a place of business are permitted in Compatibility Zone C provided that the overall use of the property meets the indicated intensity criteria.

⁹ NLR = Noise Level Reduction; the outside-to-inside sound level attenuation that the structure provides. See the supporting compatibility policy on interior noise (Policy 5.2.4) for details.

¹⁰ Objects up to 35 feet AGL in height are permitted; however, the Federal Aviation Administration may require marking and lighting of certain objects. See supporting compatibility policies on airspace protection (Section 5.4) for details.

¹¹ Storage of up to 2,000 gallons is exempted.

¹² Large stadiums and similar uses should be avoided.



CHAPTER 4

DETAILED GUIDE TO LAND USE COMPATIBILITY

4.1 Compatibility Zones Established

The following chapter provides a summary for each of the compatibility zones for Travis AFB. In total, the Air Force Base features six compatibility zones, A, B1, B2, C, D, and E, as well as two overlay zones, the ALZ Training Overlay Zone and the Height Review Overlay Zone. Below, each of the compatibility zones and overlay zones are generally described with tabular information relating to density and intensity requirements and additional zone-specific criteria. These details are also summarized in Table 1. Following this section, the Plan provides additional general, noise, safety, aircraft protection, and overflight regulations and supporting criteria that apply to each of the compatibility zones.

Within each of these compatibility zone sections, a series of criteria discussions are provided that reflect the specific requirements and regulations for each compatibility and/or overlay zone. **General Standards** describe the specific requirements for densities and intensities for each zone. **Noise Criteria** provide the development limitations within each zone based on the noise contours from the Air Force Base. **Safety Criteria** explain the particular land

uses that are not permitted or may require ALUC review. **Airspace Protection Criteria** discuss specific requirements for development based on FAA Part 77 surfaces and approach surfaces of the two runways and ALZ at Travis AFB. Lastly, **Avigation Easement Dedication** describes the avigation easement requirements for parcels located within Compatibility Zones A, B1, B2, and the Height Review Overlay Zone.

A description of the general standards that apply to the Travis AFB AIA, and more detailed development standards and descriptions associated with noise, safety, airspace

protection, overflight, renewable energy, other objects, and wildlife hazard areas are provided in Chapter 5.

4.2 Compatibility Zone A

Compatibility Zone A (see Figure 1) consists of the Travis AFB runways (the two existing major runways and the ALZ, as described in Section 4.8), together with immediately adjoining areas within the runway primary surface and clear zones. The dimensions are set in accordance with FAA and Air Force criteria.

Zone	Locations	Maximum Densities/Intensities			
		Residential (du/ac)	Other Uses (people/ac)		
			Indoor Uses	Outdoor Uses	Single Acre
A	Runway Primary Surface and Clear Zone	0	0	5	5

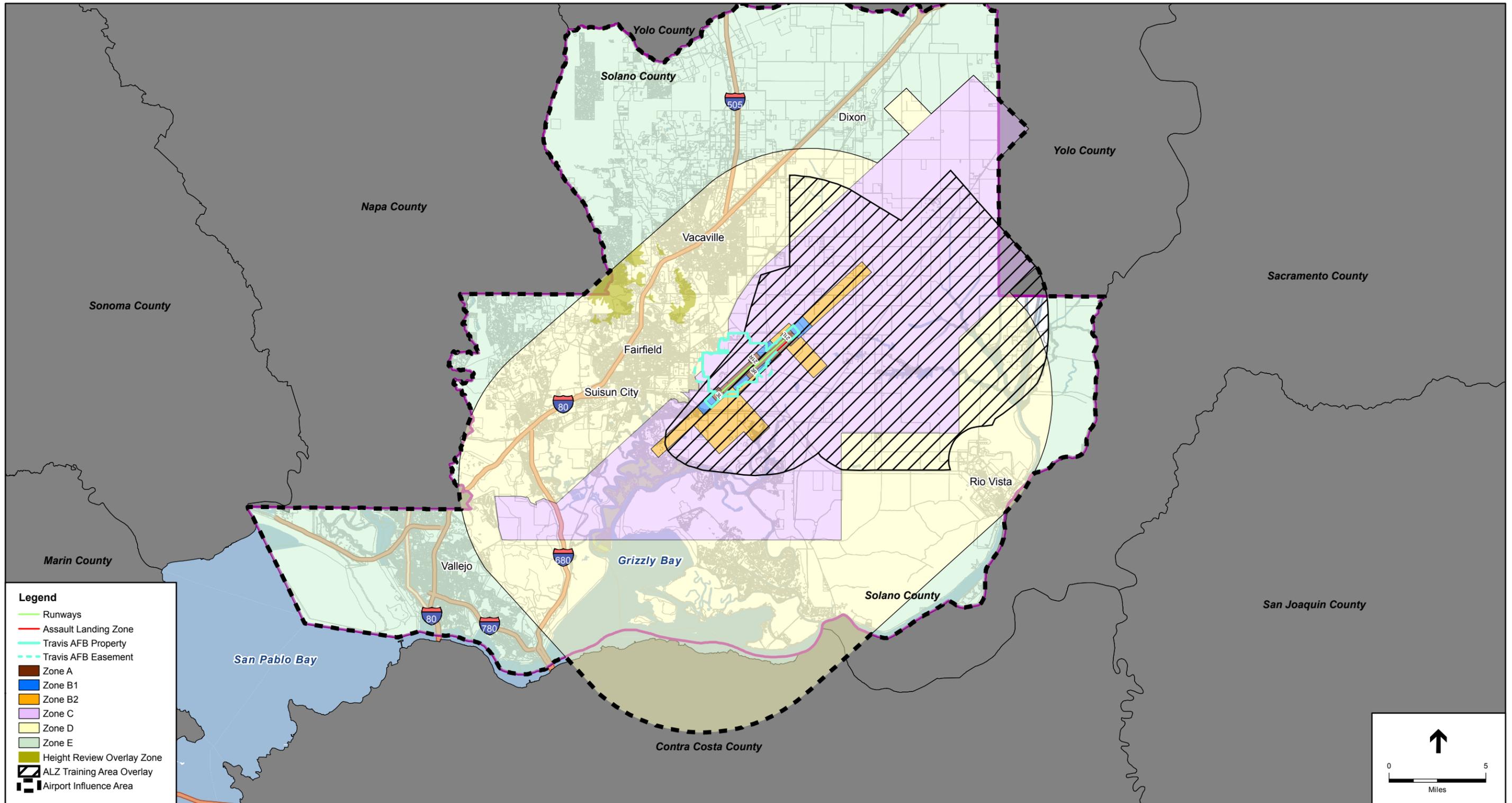
Additional Criteria	
Prohibited Uses	Other Development Conditions
<ul style="list-style-type: none"> All structures except aeronautical facilities with location set by U.S. Dept. of Defense criteria. Assemblages of people Objects exceeding FAR Part 77 height limits Aboveground bulk storage of hazardous materials Hazards to flight 	<ul style="list-style-type: none"> Avigation easement dedication Within the Bird Strike Hazard Zone, reviewing agencies shall prepare a 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.

4.2.1 General Standards

The general standards applicable to the review of proposed land use actions in the vicinity of Travis AFB are set forth in Table 1. No new residential development is permitted. Permitted non-residential uses allow for the following intensities: 0 people per acre for indoor uses and 5 people per acre for outdoor uses. Also, to prevent clustering of nonresidential development on larger lots, 5 people per acre shall be the limit for a single acre.

4.2.2 Noise Criteria

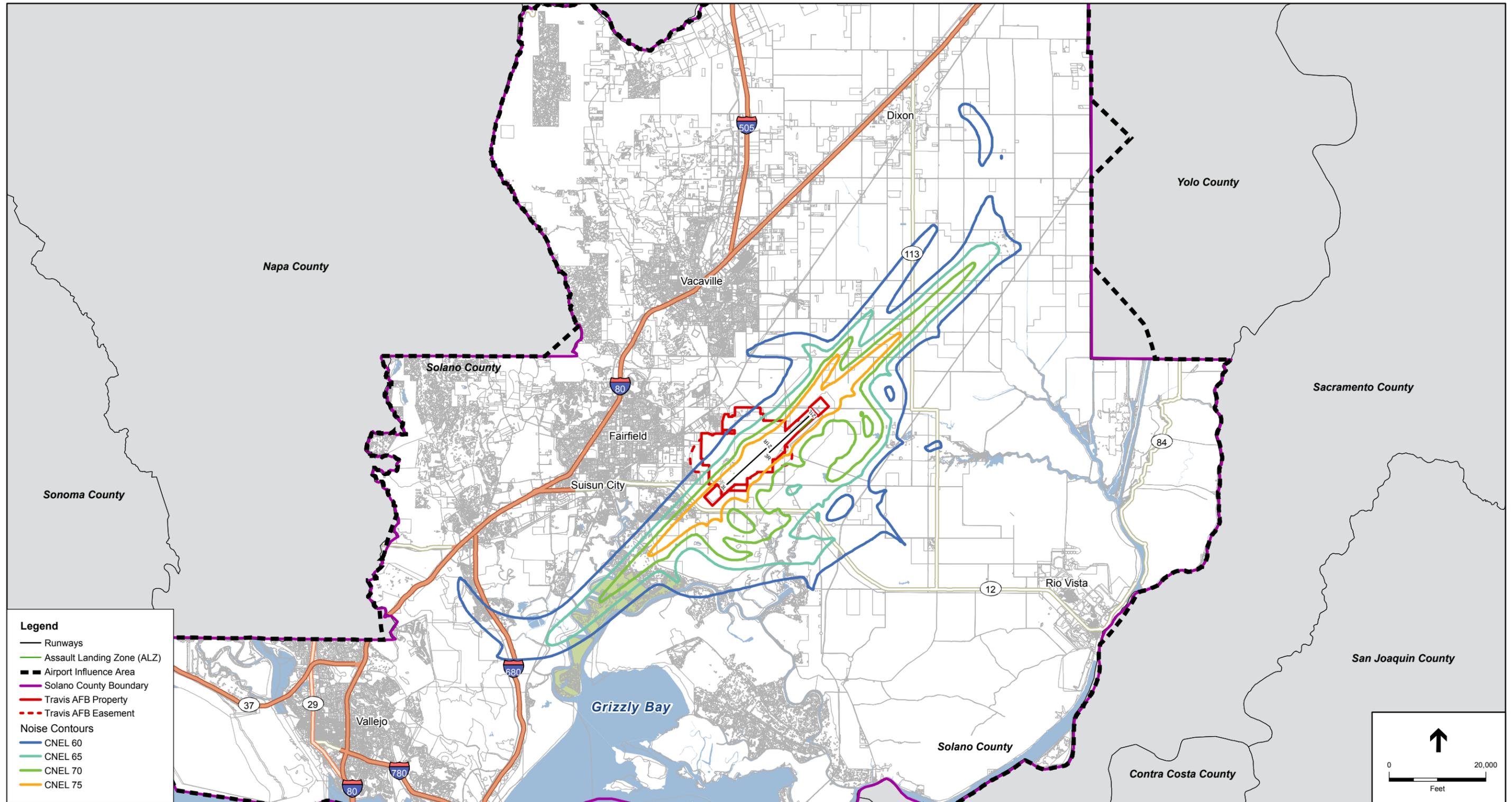
To the greatest extent feasible, it is the objective of the ALUC to minimize new residential development within areas significantly impacted by noise from Travis AFB aircraft operations. Residential development shall not be permitted in this zone and nonresidential development shall be highly limited within the general standards. Noise contours are shown on Figure 2. See Policy 5.2.4 for additional interior noise detail.



SOURCE: Mead & Hunt, 2015; Travis AFB, 2014; Solano County GIS Dept., 2015; ESA Airports, 2015; ESRI

Travis AFB ALUCP Update . 130898

Figure 1
Compatibility Zones



SOURCE: Mead & Hunt, 2015; ESA Airports, 2015; ESRI

Travis AFB ALUCP Update . 130898

Figure 2
2015 Maximum Mission CNEL Contours

4.2.3 Safety Criteria

Land uses of particular safety concern are ones in which the occupants have reduced effective mobility or are unable to respond to emergency situations. Children's schools (all grades through grade 12), day care centers, hospitals (medical facilities that include provision for overnight stays by patients), nursing homes, and other uses in which the majority of occupants are children, elderly, and/or disabled shall be prohibited within Zone A. In addition, no storage of any fuel or other hazardous materials shall be permitted, and no clustering shall be permitted either. For a discussion of other additional safety risks that require special review and assessment, which include but are not limited to wind turbine facilities and solar facilities (see Section 5.6), meteorological towers (see Section 5.7), and wildlife hazards (see Section 5.8).

4.2.4 Airspace Protection Criteria

Proposed buildings of any height require ALUC review. Part 77 surfaces and approach surfaces are defined in Figure 3. 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. As a condition for development approval, the owner of any property proposed for development within Zone A shall be required to dedicate an avigation easement to the County of Solano. FAA notification is required for all new buildings. For a description of the FAR Part 77 surfaces, see Policy 5.4.3.

4.2.5 Avigation Easement Dedication

As a condition for development approval, the owner of any property proposed for development within Compatibility Zone A shall be required to dedicate an avigation easement to the County of Solano. The avigation easement (see Appendix D of this document for an example) shall, to the maximum extent permitted by law:

- (a) Provide the right of flight in the airspace above the property;
- (b) Allow the generation of noise and other impacts associated with aircraft overflight, including but not limited to noise, vibrations, turbulence, odors, vapors, fumes, fuel particle emissions, exhaust, smoke, and dust;
- (c) Restrict the height of structures, trees, and other objects;
- (d) Permit access to the property for the removal or aeronautical marking and lighting of objects exceeding the established height limit; and
- (e) Prohibit from being created on the property electrical and electronic interference, glint, glare, and other conditions that would impair the vision of pilots, high-velocity exhaust plumes, and other interference with radio, radar, microwave, or means of aircraft communication, and uses or features that make it difficult for pilots to distinguish between airfield navigation lights and visual aids and other lights, and other potential hazards to flight.

4.3 Compatibility Zone B1

Compatibility Zone B1 (see Figure 1) comprises Accident Potential Zone I (APZ I) as defined by the Air Force. This is an area of substantial risk situated within 7,500 feet of the runway ends. It is also subject to potential noise levels in excess of 80 dB CNEL.

Zone	Locations	Maximum Densities/Intensities			
		Residential (du/ac)	Other Uses (people/ac)		
			Indoor Uses	Outdoor Uses	Single Acre
B1	Inner Approach/Departure Zone	0	15	20	30

Additional Criteria	
Prohibited Uses	Other Development Conditions
<ul style="list-style-type: none"> • Children’s schools, day care centers, libraries • Theatres, meeting halls, and other assembly uses • Office buildings > three stories in height • Labor-intensive industrial uses • Stadiums, group recreational uses • Hospitals, nursing homes • Highly noise-sensitive uses (e.g. outdoor theaters) • Aboveground bulk storage of hazardous materials • Hazards to flight 	<ul style="list-style-type: none"> • Locate structures maximum distance from extended runway centerline • Minimum NLR of 40 dB in buildings with noise-sensitive uses • ALUC review required for objects > 35 feet AGL • Avigation easement dedication • All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1(b) • All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review • Within the Bird Strike Hazard Zone, reviewing agencies shall prepare a 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.

4.3.1 General Standards

The general standards applicable to the review of proposed land use actions in the vicinity of Travis AFB are set forth in Table 1. No new residential development is permitted. Permitted non-residential uses allow for the following intensities: 15 people per acre for indoor uses and 20 people per acre for outdoor uses. Also, to prevent clustering of nonresidential development on larger lots, 30 people per acre shall be the limit for a single acre.

4.3.2 Noise Criteria

To the greatest extent feasible, it is the objective of the ALUC to minimize new residential development within areas significantly impacted by noise from Travis AFB aircraft operations. Residential development shall only be permitted in this zone if a minimum noise level reduction (NLR) of 40 dB can be achieved for buildings with noise sensitive uses. Nonresidential development shall be highly limited within the general standards. See Policy 5.2.4 for additional interior noise detail.



4.3.3 Safety Criteria

Land uses of particular safety concern are ones in which the occupants have reduced effective mobility or are unable to respond to emergency situations. Children's schools (all grades through grade 12), day care centers, hospitals (medical facilities that include provision for overnight stays by patients), nursing homes, noise sensitive uses (e.g., outdoor theatres), and other uses in which the majority of occupants are children, elderly, and/or disabled shall be prohibited within Zone B1. In addition, no storage of any fuel or other hazardous materials shall be permitted, and no clustering shall be permitted either. For a discussion of other additional safety risks that require special review and assessment, which include but are not limited to wind turbine facilities and solar facilities (see Section 5.6), meteorological towers (see Section 5.7), and wildlife hazards (see Section 5.8).

4.3.4 Airspace Protection Criteria

Proposed buildings that are 35 feet or higher AGL require ALUC review, excluding buildings on land for which the US Air Force controls an easement and grants a waiver to height restrictions. 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. As a condition for development approval, the owner of any property proposed for development within Zone B1 shall be required to dedicate an avigation easement to

the County of Solano. FAA notification is required for all new buildings. For a description of the FAR Part 77 surfaces, see Policy 5.4.3.

4.3.5 Avigation Easement Dedication

As a condition for development approval, the owner of any property proposed for development within Compatibility Zone B1 shall be required to dedicate an avigation easement to the County of Solano. The avigation easement (see Appendix D of this document for an example) shall, to the maximum extent permitted by law:

- (a) Provide the right of flight in the airspace above the property;
- (b) Allow the generation of noise and other impacts associated with aircraft overflight, including but not limited to noise, vibrations, turbulence, odors, vapors, fumes, fuel particle emissions, exhaust, smoke, and dust;
- (c) Restrict the height of structures, trees, and other objects;
- (d) Permit access to the property for the removal or aeronautical marking and lighting of objects exceeding the established height limit; and
- (e) Prohibit from being created on the property electrical and electronic interference, glint, glare, and other conditions that would impair the vision of pilots, high-velocity exhaust plumes, and other interference with radio, radar, microwave, or means of aircraft communication, and uses or features that make it difficult for pilots to distinguish between airfield navigation lights and visual aids and other lights, and other potential hazards to flight from being created on the property.

4.4 Compatibility Zone B2

Compatibility Zone B2 (see Figure 1) is comparable to Accident Potential Zone II (APZ II) as indicated in Air Force guidelines, but is expanded to encompass approach and departure flight tracks that are not aligned with the runway. High risk and potential noise levels in the 70-to-80-dB CNEL range are the major compatibility factors.

Zone	Locations	Maximum Densities/Intensities			
		Residential (du/ac)	Other Uses (people/ac)		
			Indoor Uses	Outdoor Uses	Single Acre
B2	Extended Approach/Departure Zone	See Policy 4.2.1	25	40	60

Additional Criteria	
Prohibited Uses	Other Development Conditions
<ul style="list-style-type: none"> • Children’s schools, day care centers, libraries • Stadiums, group recreational uses • Hospitals, nursing homes • Highly noise-sensitive uses (e.g. outdoor theaters) • Aboveground bulk storage of hazardous materials • Hazards to flight 	<ul style="list-style-type: none"> • Minimum NLR of 35 dB in residences (including mobile homes) and buildings with noise-sensitive uses • ALUC review required for objects > 50 feet AGL • Avigation easement dedication • All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1(b) • All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review • For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a 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. • 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.

4.4.1 General Standards

The general standards applicable to the review of proposed land use actions in the vicinity of Travis AFB are set forth in Table 1. Within Zone B2, new dwelling units are strongly discouraged and the division of existing parcels shall not be permitted if the change would allow more dwelling units. Permitted non-residential uses allow for the following intensities: 25 people per acre for indoor uses and 40 people per acre for outdoor uses. Also,

to prevent clustering of nonresidential development on larger lots, 60 people per acre shall be the limit for a single acre. See Policy 5.1.2 for specific calculations and requirements for nonresidential development.

4.4.2 Noise Criteria

To the greatest extent feasible, it is the objective of the ALUC to minimize new residential development within areas significantly impacted by noise from Travis AFB

aircraft operations. Residential development shall only be permitted in this zone if a minimum noise level reduction NLR of 35 dB can be achieved for buildings with noise sensitive uses. Nonresidential development shall be highly limited within the general standards. See Policy 5.2.4 for additional details on acceptable interior noise levels.

4.4.3 Safety Criteria

Land uses of particular safety concern are ones in which the occupants have reduced effective mobility or are unable to respond to emergency situations. Children’s schools (all grades through grade 12), day care centers, hospitals (medical facilities that include provision for overnight stays by patients), nursing homes, noise sensitive uses (e.g., outdoor theatres), and other uses in which the majority of occupants are children, elderly, and/or disabled shall be prohibited within Zone B2. In addition, no storage of any fuel or other hazardous materials shall be permitted, and no clustering of nonresidential development shall be permitted either. Within this zone, storage of fuel or other hazardous materials is permitted only as follows:

- (a) The substances are stored in underground tanks.
- (b) The quantity stored is no more than 2,000 gallons.

For a discussion of other additional safety risks that require special review and assessment, which include but are not limited to wind turbine facilities and solar facilities (see Section 5.6), meteorological towers (see Section 5.7), and wildlife hazards (see Section 5.8).

4.4.4 Airspace Protection Criteria

Proposed buildings that are 50 feet or higher AGL require ALUC review, excluding buildings on land for which the US Air Force controls an easement and grants a waiver to height restrictions. 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. As a condition for development approval, the owner of any property proposed for development within Zone B2 shall be required to dedicate an avigation easement to the County of Solano. For a description of the FAR Part 77 surfaces, see Policy 5.4.3.

4.4.5 Avigation Easement Dedication

As a condition for development approval, the owner of any property proposed for development within Compatibility Zone B2 shall be required to dedicate an avigation easement to the County of Solano. The avigation easement (see Appendix D of this document for an example) shall, to the maximum extent permitted by law:

- (a) Provide the right of flight in the airspace above the property;
- (b) Allow the generation of noise and other impacts associated with aircraft overflight, including but not limited to noise, vibrations, turbulence, odors, vapors, fumes, fuel particle emissions, exhaust, smoke, and dust;
- (c) Restrict the height of structures, trees, and other objects;
- (d) Permit access to the property for the removal or aeronautical marking and lighting of objects exceeding the established height limit; and
- (e) Prohibit from being created on the property electrical and electronic interference, glint, glare, and other conditions that would impair the vision of pilots, high-velocity exhaust plumes, and other interference with radio, radar, microwave, or means of aircraft communication, and uses or features that make it difficult for pilots to distinguish between airfield navigation lights and visual aids and other lights, and other potential hazards to flight from being created on the property.

4.5 Compatibility Zone C

Compatibility Zone C (see Figure 1) encompasses locations exposed to potential noise in excess of approximately 60 dB CNEL together with additional areas occasionally affected by concentrated numbers of low-altitude aircraft overflights. To the greatest extent practical, the boundaries are delineated so as to follow sections, lines, other geographic features, and fixed offset distances from the extended runway centerlines. Developed residential areas within existing city limits are excluded.

Zone	Locations	Maximum Densities/Intensities			
		Residential (du/ac)	Other Uses (people/ac)		
			Indoor Uses	Outdoor Uses	Single Acre
C	Traffic Pattern	11	75	100	300

Additional Criteria	
Prohibited Uses	Other Development Conditions
<ul style="list-style-type: none"> • Children’s schools, day care centers, libraries • Hospitals, nursing homes • Hazards to flight 	<ul style="list-style-type: none"> • Minimum NLR of 20 dB in residences (including mobile homes) and buildings with noise-sensitive uses • Deed notice required • ALUC review required for objects > 100 feet AGL • All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1 • All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review • All new or expanded meteorological towers > 100 feet AGL, whether temporary or permanent, require ALUC review • For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a 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. • 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.

4.5.1 General Standards

The general standards applicable to the review of proposed land use actions in the vicinity of Travis AFB are set forth in Table 1. Permitted non-residential uses allow for the following intensities: 75 people per acre for indoor uses and 100 people per acre for outdoor uses. Also, to prevent clustering of nonresidential development on larger lots, 300 people per

acre shall be the limit for a single acre. For residential uses, the maximum allowable residential density for this zone shall be 11 dwelling units per acre. As a condition for approval of development within Zone C, a notice regarding aircraft operational impacts on the property shall be attached to the property deed. An example of a deed notice is contained in Appendix D of this document.

4.5.2 Noise Criteria

To the greatest extent feasible, it is the objective of the ALUC to minimize new residential development within areas significantly impacted by noise from Travis AFB aircraft operations. Residential development shall only be permitted in this zone if a minimum noise level reduction NLR of 20 dB can be achieved for buildings with noise sensitive uses. See Policy 5.2.4 for additional details on acceptable interior noise levels. Nonresidential development shall be highly limited within the general standards. The noise impact area is defined as being all locations within the outer boundary of Zone C as shown on Figure 1.

- (a) Zone C includes locations where concentrated numbers of flights at low altitudes are often conducted, although not at a sufficiently high frequency on an annual basis to generate a CNEL of 60 dB or more. The outer boundary of Compatibility Zone C encompasses this noise contour.
- (b) Any mobile home situated within the Compatibility Zone C shall have to submit evidence to the ALUC that it will be designed to comply with the interior noise levels specified in Policy 5.2.4. (A typical mobile home has an exterior-to-interior noise level reduction [NLR] of approximately 15 dB with windows closed.)

4.5.3 Safety Criteria

Land uses of particular safety concern are ones in which the occupants have reduced effective mobility or are unable to respond to emergency situations. Children's schools (all grades through grade 12), day care centers, hospitals (medical facilities that include provision for overnight stays by patients), nursing homes, and other uses in which the majority of occupants are children, elderly, and/or disabled shall be prohibited within Zone C. Noncommercial day care centers ancillary to a place of business are permitted in Compatibility Zone C provided that the overall



use of the property meets the intensity criteria indicated in Table 1. Medical clinics are permitted in Compatibility Zone C provided that these facilities meet the maximum intensity standards listed in Table 1. For a discussion of other additional safety risks that require special review and assessment, which include but are not limited to wind turbine facilities and solar facilities (see Section 5.6), meteorological towers (see Section 5.7), and wildlife hazards (see Section 5.8).

4.5.4 Airspace Protection Criteria

Proposed buildings that are 100 feet or higher AGL require ALUC review, excluding buildings on land for which the US Air Force controls an easement and grants a waiver to height restrictions. No hazards to flight, including physical (e.g., tall objects), visual, operational, and electronic forms of interference with the safety of aircraft operations, and land uses that increase the presence of hazardous wildlife within the WHA perimeters shall be permitted. For a description of the FAR Part 77 surfaces, see Policy 5.4.3.

4.5.5 Deed Notice

As a condition for approval of development within Compatibility Zone C, a notice regarding aircraft operational impacts on the property shall be attached to the property deed. An example of a deed notice is contained in Appendix D of this document.

4.6 Compatibility Zone D

Compatibility Zone D (see Figure 1) includes all other locations beneath any of the Travis AFB airspace protection surfaces delineated in accordance with FAR Part 77 as well as areas subject to frequent aircraft overflight. Limitations on the height of structures and notice of aircraft overflights are the only compatibility factors within this zone.

Zone	Locations	Maximum Densities/Intensities			
		Residential (du/ac)	Other Uses (people/ac)		
			Indoor Uses	Outdoor Uses	Single Acre
D	Other Airport Environs	No Limit	No Limit		

Additional Criteria	
Prohibited Uses	Other Development Conditions
<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> ALUC review required for objects > 200 feet AGL All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1 All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review All new or expanded meteorological towers > 200 feet AGL, whether temporary or permanent, require ALUC review For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a 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. 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.

4.6.1 General Standards

The general standards applicable to the review of proposed land use actions in the vicinity of Travis AFB are set forth in Table 1. There are no general restrictions for Zone D.

4.6.2 Noise Criteria

As a condition for approval of development within Zone C, a notice regarding aircraft operational impacts on the property shall be attached to the property deed. An example of a

deed notice is contained in Appendix D of this document. See Policy 5.2.4 for additional details on acceptable interior noise levels.

4.6.3 Safety Criteria

There are no particular safety requirements for Zone D. For a discussion of other additional safety risks that require special review and assessment, which include but are not limited to wind turbine facilities and solar facilities (see Section 5.6), meteorological towers (see Section 5.7), and wildlife hazards (see Section 5.8).

4.6.4 Airspace Protection Criteria

Proposed buildings that are 200 feet or higher AGL require ALUC review, excluding buildings on land for which the US Air Force controls an easement and grants a waiver to height restrictions. 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. For a description of the FAR Part 77 surfaces, see Policy 5.4.3.



4.7 Compatibility Zone E

Compatibility Zone E (see Figure 1) includes the area located between Zone D and the AIA boundary, which is coterminous with the Solano County boundaries. Zone E requires ALUC review for all proposed buildings or structures that are 200 feet or higher AGL. There is no limit on the types of land uses, densities, or intensities, although large stadiums and similar uses should be avoided in this compatibility zone.

Zone	Locations	Maximum Densities/Intensities			
		Residential (du/ac)	Other Uses (people/ac)		
			Indoor Uses	Outdoor Uses	Single Acre
E	Remainder of Airport Influence Area	No Limit, Although Large Stadiums and Similar Uses Should Be Avoided			

Additional Criteria	
Prohibited Uses	Other Development Conditions
<ul style="list-style-type: none"> No Limit 	<ul style="list-style-type: none"> Airspace review required for objects > 200 feet AGL All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1 All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review All new or expanded meteorological towers > 200 feet AGL, whether temporary or permanent, require ALUC review 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.

4.8 Assault Landing Zone Training Overlay Zone

The ALZ is a short runway on the northeast end of the Travis AFB airfield complex that is used for the tactical arrival, departure, and landing training for C-17 aircraft and aircrews. This additional runway enables C-17 training operations to remain segregated from other aircraft operations. Based on the combat arrival and departure simulations that occur at a minimum elevation of 500 feet AGL, the ALZ Training Overlay Zone (see Figure 1) has been developed to restrict the development of tall structures within this zone.

Zone	Locations	Maximum Densities/Intensities		
		Residential (du/ac)	Other Uses (people/ac)	
			Indoor Uses	Outdoor Uses
--	Assault Landing Zone Training Overlay Zone	Same as Underlying Compatibility Zone		

Additional Criteria	
Prohibited Uses	Other Development Conditions
<ul style="list-style-type: none"> • Same as Underlying Compatibility Zone • Structures greater than 200 feet AGL in height 	<ul style="list-style-type: none"> • Same as Underlying Compatibility Zone • All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1 • All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review

4.8.1 General Standards

The general standards are the same as the underlying compatibility zone.

4.8.2 Noise Criteria

The noise criteria are the same as the underlying compatibility zone. See Policy 5.2.4 for additional details on acceptable interior noise levels.

4.8.3 Safety Criteria

The safety criteria are the same as the underlying compatibility zone. For a discussion of other additional safety risks that require special review and assessment, which include but are not limited to wind turbine facilities and solar facilities (see Section 5.6), meteorological towers (see Section 5.7), and wildlife hazards (see Section 5.8).

4.8.4 Airspace Protection Criteria

No structures greater than 200 feet AGL within this overlay zone are permitted.



4.9 Height Review Overlay Zone

The Height Review Overlay Zone (see Figure 1) covers locations where the terrain exceeds or comes within 35 feet of any of the FAR Part 77 airspace protection surfaces for Travis AFB. The Height Review zone overlays portions of the other compatibility zones, and is generally located in portions of Cement Hill and the Vaca Mountains, to the northwest of Travis AFB and between the cities of Fairfield and Vacaville.

Zone	Locations	Maximum Densities/Intensities			
		Residential (du/ac)	Other Uses (people/ac)		
			Indoor Uses	Outdoor Uses	Single Acre
--	Height Review Overlay Zone	Same as Underlying Compatibility Zone			

Additional Criteria	
Prohibited Uses	Other Development Conditions
<ul style="list-style-type: none"> Same as Underlying Compatibility Zone 	<ul style="list-style-type: none"> 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 All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a 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. 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.

4.9.1 General Standards

The general standards are the same as the underlying compatibility zone.

4.9.2 Noise Criteria

The noise criteria are the same as the underlying compatibility zone. See Policy 5.2.4 for additional details on acceptable interior noise levels.

4.9.3 Safety Criteria

The safety criteria are the same as the underlying compatibility zone. For a discussion of other additional safety risks that require special review and assessment, which include but are not limited to wind turbine facilities and solar facilities (see Section 5.6), meteorological towers (see Section 5.7), and wildlife hazards (see Section 5.8).

4.9.4 Airspace Protection Criteria

Proposed structures that are 35 feet or higher AGL above the ground require ALUC review. Taller objects may also be acceptable if they would be situated within 100 feet of other objects or high terrain having equal or higher elevation. For a description of the FAR Part 77 surfaces, see Policy 5.4.3.



CHAPTER 5

DEVELOPMENT STANDARDS

5.1 General Standards

5.1.1 Function of Supporting Criteria

The Land Use Compatibility Criteria table (see Table 1) represents a compilation of noise, safety, and airspace protection compatibility criteria. For the purposes of reviewing proposed amendments to county or city land use plans and zoning ordinances, as well as in the review of most individual development proposals, the criteria in the table are anticipated to suffice. However, certain complex land use actions may require more intensive review. The ALUC may refer to the supporting criteria, as listed in Sections 5.2 through 5.8, to clarify or supplement its review of such actions.

5.1.2 Nonresidential Development

The compatibility of nonresidential development shall be assessed primarily with respect to its usage intensity (the number of people per acre) and the noise-sensitivity of the use. Additional criteria listed in Table 1 shall also apply.

- (a) The total number of people permitted on a project site at any time, except for rare special events, must not exceed the indicated usage intensity times the gross acreage of the site.
 - (1) Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.
 - (2) Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.

Travis Air Force Base Land Use Compatibility Plan

- (3) Rare special events are ones (such as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions will be taken to protect the event attendees from an aircraft accident.
- (b) No single acre of a project site shall exceed the number of people per acre indicated in Policy 5.3.4 and listed in Table 1.
- (c) The noise exposure limitations cited in Policy 5.2.3 and listed in Table 2 shall be the basis for assessing the acceptability of proposed nonresidential land uses relative to noise impacts. Table 2 presents noise compatibility criteria for Travis AFB LUCP. The ability of buildings to satisfy the interior noise level criteria noted in Policy 5.2.4 shall also be considered.
- (d) All height requirements for this LUCP shall be assessed in feet AGL.

TABLE 2: NOISE COMPATIBILITY CRITERIA

Land Use Category	Location ¹			
	Remainder of Zone C	CNEL (dB)		
		60-65	65-70	>70
Public				
schools, libraries, hospitals, nursing homes, museums	+	-	--	--
churches, auditoriums, concert halls, meeting halls	+	o	-	--
transportation, parking, cemeteries	++	++	+	o
Commercial and Industrial				
offices, retail trade, hotels and motels	+	o	o	-
service commercial, wholesale trade, warehousing, light industrial, mortuaries	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	+	+
Agricultural and Recreational				
cropland	++	++	++	+
livestock breeding	+	o	o	-
parks, playgrounds, zoos	++	+	o	-
golf courses, riding stables, water recreation	++	+	o	o
outdoor spectator sports	++	+	o	-
amphitheaters	o	-	--	--

Land Use Acceptability	Interpretation/Comments
++ Clearly Acceptable	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+ Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o Marginally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
- Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses that have conventionally constructed structures and/or involve outdoor activities that would be disrupted by noise should generally be avoided.
-- Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

NOTE: 1. See Figure 1 for locations.

5.1.3 Prohibited Uses

Regardless of usage intensity, certain types of uses are deemed unacceptable within portions of the Travis AFB AIA. See Chapter 4 and Table 1 for a listing of prohibited uses in the compatibility zones. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

5.1.4 Other Development Conditions

All types of proposed development shall be required to meet the additional conditions listed in Table 1 for the respective compatibility zone where the development is to be located.

5.1.5 Projects with a Development Agreement Prior to LUCP Adoption

Projects with an existing Development Agreement in place prior to the adoption of this LUCP would not be subject to the new regulations put forth in this LUCP to the extent the projects constitute existing development beyond the ALUC's jurisdiction, as provided in the State Aeronautics Act.

5.2 Noise Standards

5.2.1 Potential Future Noise Levels

Assessment of whether proposed land use development near Travis AFB is compatible with the noise impacts of aircraft activity at the base shall be made with respect to potential future noise levels.

- (a) The potential future noise levels are based upon the maximum mission aircraft activity scenario described in Appendix F.
- (b) The ALUC should periodically review the projected noise level contours and update them if appropriate. Reviews should be done at least every five years and should be done sooner if the mission of the base or the characteristics of aircraft operations change in a manner not reflected in this LUCP.

5.2.2 Noise Exposure in Residential Areas

To the greatest extent feasible, it is the objective of the ALUC to minimize new residential development within areas significantly impacted by noise from Travis AFB aircraft operations. For this purpose, the noise

impact area is defined as being all locations within the outer boundary of Compatibility Zone C, as shown on Figure 1. The Travis AFB aircraft noise exposure contours for the forecast maximum mission are presented in Figure 2.

- (a) New residential development is deemed normally incompatible where the noise exposure exceeds a potential future CNEL of 60 dB, unless interior noise levels are attenuated to 45 dB or less. Above CNEL 65 dB, new residential uses are prohibited.
- (b) Other locations where aircraft fly at relatively low altitudes in the vicinity of Travis AFB also may experience individual noise events that may be disruptive to residential land use activities. Compatibility Zone D includes locations where concentrated numbers of flights at low altitudes are often conducted, although not at a sufficiently high frequency on an annual basis to generate a CNEL of 60 dB or more.

5.2.3 Noise Exposure for Nonresidential Land Uses

The acceptability of nonresidential development in noise-impacted areas is dependent upon the noise sensitivity of the specific use and the extent to which the usage can be shielded from aircraft noise.

- (a) Examples of acceptable noise levels for nonresidential land uses are presented in Table 2. The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise, particularly for those uses listed as “marginally acceptable.”
- (b) The noise contours depicted in Figure 2 shall be used as the basis for determining compliance with interior noise level criteria listed in Policy 5.2.4.

5.2.4 Interior Noise Levels

Land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.

- (a) The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near airports is 45 dB CNEL in:
 - Living and sleeping areas of single- or multi-family residences;
 - Hotels and motels;
 - Hospitals and nursing homes;

- Churches, meeting halls, office buildings, and mortuaries; and
 - Schools, libraries, and museums.
- (b) Interior CNEL calculations should assume that windows are closed.
 - (c) When reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with the above criteria shall be submitted to the ALUC under the following circumstances:
 - (1) Any single- or multi-family residence situated within the 60 dB CNEL Maximum Mission contour shown in Figure 2. [Wood frame buildings typically have an NLR of approximately 20 dB with windows closed.]
 - (2) Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, museum, or other noise-sensitive nonresidential use situated within the 65 dB CNEL Maximum Mission contour.



5.3 Safety Standards

5.3.1 Objective

The intent of land use safety compatibility criteria for Travis AFB is to minimize the risks to people and property on the ground in the event of an off-airport aircraft accident or

emergency landing. The most stringent land use controls shall be applied to the areas with greatest potential risk. Table 1 contains the density and intensity limitations for the various compatibility zones.



5.3.2 Risks to People on the Ground

The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents. (Methods for determining the concentration of people for various land uses are provided in Appendix A of this document.)

5.3.3 Land Uses of Particular Concern

Land uses of particular safety concern are ones in which the occupants have reduced effective mobility or are unable to respond to emergency situations. Family day care homes are permitted in any location where residential development is permitted.

5.3.4 Criteria for Clustering of Development

The ALUC generally supports clustering as a means for both enhancing safety compatibility in the vicinity of airports and accomplishing other development objectives. Clustering occurs when development on a site or within an overall compatibility zone is concentrated in only a portion of the area and the remaining area is held to a low-intensity usage such as agriculture, landscaping, or automobile parking. Refer to Chapter 6 for policies regarding infill development.

- (a) With respect to the vicinity of Travis AFB, clustering is applicable only to nonresidential development. As indicated in Table 1, usage intensity of new nonresidential development shall be limited for both indoor and outdoor occupancies. Please see Chapter 4 for detailed clustering requirements for each of the compatibility zones, which are incorporated into this Policy 5.3.4 by reference.
- (b) In addition to the detailed clustering requirements for each zone:
 - (1) For the purposes of this Policy 5.3.4, the areas to be evaluated within the compatibility zones shall be rectangles, not irregular shapes.
 - (2) In no case shall a proposed development be designed to accommodate more than the total number of people per acre that would be safe, as indicated in Table 1. A project site may include multiple parcels.
 - (3) Open land sites, at least 300 feet long by 75 feet wide (or approximately 0.5 acres) should be provided and maintained in the compatibility zones, particularly Compatibility Zones A, B1, and B2, for emergency landing purposes.

5.4 Airspace Protection Standards



5.4.1 Purpose of Airport Land Use Commission Policies

Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the FAA be notified of proposals for creation of certain such objects. The FAA conducts “aeronautical studies” of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation. The purpose of ALUC airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazards to the navigable airspace do not occur.

5.4.2 Airport Land Use Commission Review of Height of Proposed Objects

Based upon FAA criteria, proposed objects that would exceed the heights indicated in Chapter 4 for the respective compatibility zones potentially represent airspace obstruction issues. Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace

obstructions and therefore do not require ALUC review with respect to airspace protection criteria (noise and safety concerns may still be present) except as otherwise stated in this LUCP. Caution should be exercised, however, with regard to any object more than 50 feet AGL proposed to be located on a site that is substantially higher than the surrounding terrain. Please see Chapter 4 for detailed height review requirements for each of the compatibility zones.

5.4.3 Height Restriction Criteria

The general criteria to be used in assessing whether objects may represent airspace obstructions are established by Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use and Preservation of the Navigable Airspace. In general, the height of objects in the vicinity of Travis AFB shall be limited so as not to exceed the imaginary airspace surfaces defined for the airport in accordance with Part 77 criteria.

- (a) A simplified diagram of the FAR Part 77 Subpart C surfaces for Travis AFB is depicted in Figure 3.
- (b) In certain circumstances, objects may need to be restricted to heights less than the limits indicated by Figure 3.

- (1) In locations along portions of instrument approach procedure routes, restrictions of object heights to less than indicated by FAR Part 77 may be necessary so as not to impair the utilization of these procedures. The applicable criteria are set forth in the United States Standard for Terminal Instrument Procedures (TERPS). Review of objects relative to these criteria normally is conducted by the FAA as part of aeronautical studies. Independent ALUC review is not necessary; rather, the ALUC's function is to ensure compliance with the FAA recommendations.
- (2) In other parts of the airport vicinity – especially where common visual flight routes cross areas of moderately high terrain – tall objects could pose airspace hazards even if they do not exceed FAR Part 77 limits. Based upon airport land use commissioners' knowledge of such locations, the ALUC may find lower height limits to be appropriate or may require objects to be obstruction marked and lighted. Input of Travis AFB personnel should be sought with regard to any such cases that may be brought to the ALUC's attention.
- (c) Objects may be permitted to exceed FAR Part 77 criteria under the following conditions.
 - (1) On property over which the Air Force controls an easement, exceptions to the height limits shall be made only if Air Force grants a waiver to the restrictions.
 - (2) In locations where the ground level exceeds or lies within 35 feet of a Part 77 horizontal or conical surface (the Height Review Overlay Zone), objects up to 35 feet in height AGL are permitted. Taller objects may also be acceptable if they would be situated within 100 feet of other objects or high terrain having equal or higher elevation.
 - (3) The ALUC may, but is not required to, grant exceptions to other proposed objects if the FAA has completed an aeronautical study of the proposal and concluded that the object would not be a hazard to air navigation. Other factors, including the commissioners' knowledge of local airspace and the views of Travis AFB personnel, shall also be taken into account in the ALUC's decision to grant such exceptions.
- (d) All height requirements shall be measured AGL in all other locations.

5.4.4 Obstruction Marking and Lighting

In general, the need for marking and lighting of obstructions is determined by the FAA as part of aeronautical studies conducted in accordance with FAR Part 77. Under most circumstances, when reviewing proposed structures that exceed the height criteria indicated in Policy 5.4.3, the ALUC expects to abide by the FAA's conclusions regarding marking and lighting requirements. However, situations may arise in which the ALUC, because of its particular knowledge of local airports and airspace, may reach a different determination than that of the FAA. In such instances, the ALUC may determine either that a proposed structure is unacceptable or that it is acceptable only if marked and lighted. Any marking and lighting that the ALUC may require shall be consistent with FAA standards as to color and other features.

5.4.5 Federal Aviation Administration Notification

Proponents of a project that may exceed the elevation of a Part 77 surface must notify the FAA as required by FAR Part 77, Subpart B, and by the State Aeronautics Act, Public Utilities Code Sections 21658 and 21659. (Notification to the FAA under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. Refer to Appendix B of this document for a copy of these sections of the state codes and to Appendix C for the specific FAA notification requirements. A copy of the

form to be submitted to the FAA – FAA Form 7460, Notice of Proposed Construction or Alteration – is included in Appendix C as well.)

- (a) Local jurisdictions shall inform project proponents of the requirements for notifying the FAA.
- (b) The requirement for notifying the FAA shall not necessarily trigger an airport compatibility review of an individual project by the ALUC unless required in accordance with the Policies of this LUCP including but not limited to Policy 5.4.2.
- (c) FAA review is required for any proposed structure more than 200 feet AGL of its site. All such proposals also shall be submitted to the ALUC for review regardless of where in the county the object would be located.
- (d) Any project submitted to the ALUC for consistency determination for reason of height issues shall include a copy of FAR Part 77 notification to the FAA and the results of the FAA's analysis. The FAA's determination may represent one aspect of a project's compatibility factors. Therefore, a no-hazard determination by FAA does not guarantee ALUC approval of a proposed project.

5.4.6 Other Flight Hazards

Land uses that may cause visual, electronic, or wildlife hazards to aircraft in flight shall not be permitted within 14,500 feet of the Travis AFB runways (as depicted in Figure 4). Specific characteristics to be avoided include new or expansion of existing land uses that result in:

- (a) Glint, glare or distracting lights that could be mistaken for airport lights;
- (b) Sources of dust, steam, high-velocity exhaust plumes, or smoke that may impair pilot visibility;
- (c) Sources of electrical interference with aircraft communications or navigation; and
- (d) Any use, especially landfills and certain agricultural uses, that may attract an increased number of birds.
- (e) Radar interference, which is required to be minimized by only erecting commercial and non-commercial wind turbines in certain areas of the County, consistent with Policy 5.6.1.

5.5 Overflight

5.5.1 Airport Land Use Commission Review of Overflight

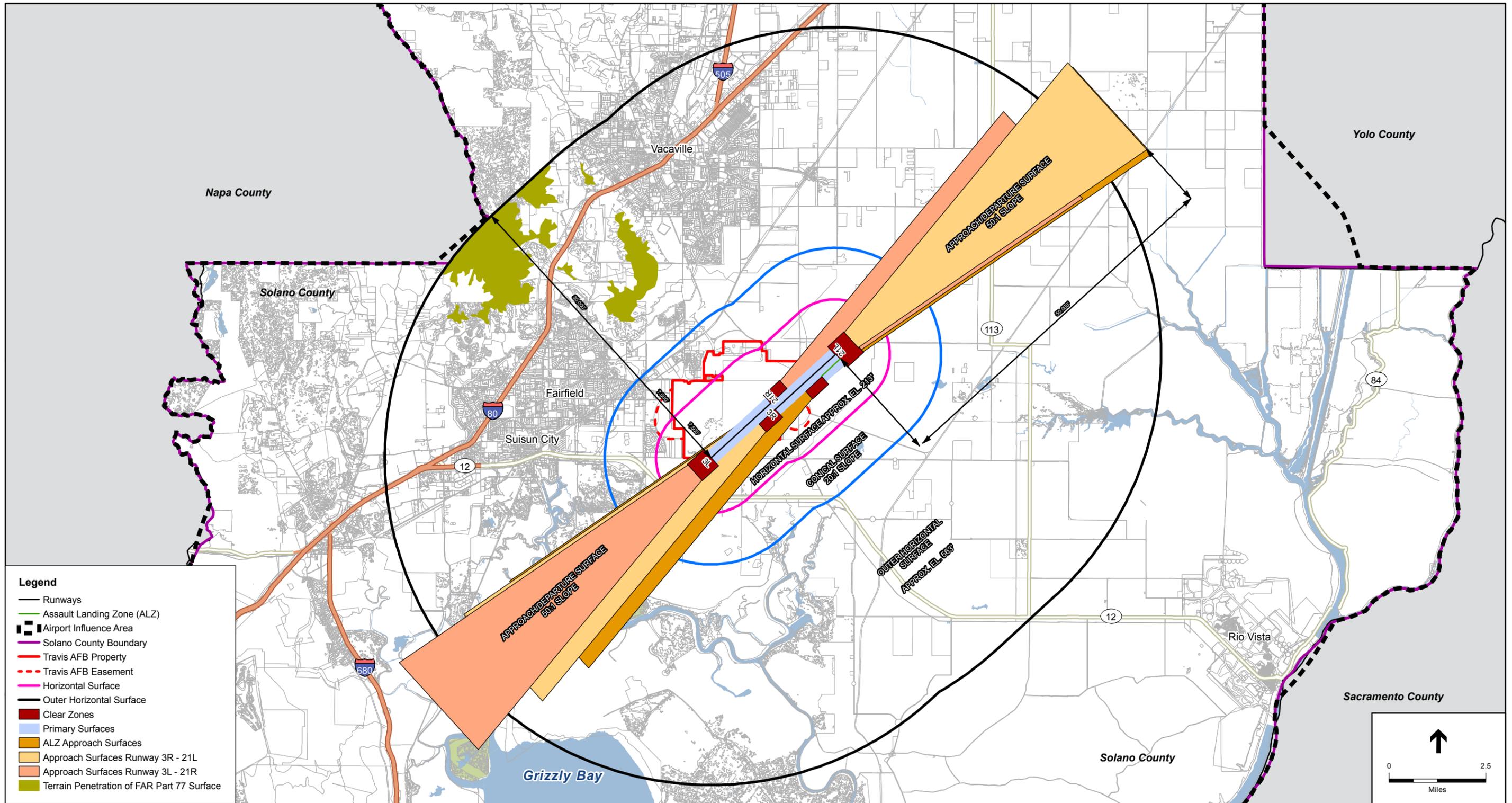
Based on aircraft noise exposure in the vicinity of Travis AFB, existing and future people living near or within specific overflight zones will need to be informed of the aircraft noise levels and potential nuisance of overflight. Acceptability of a particular noise level, with respect to a specific land use type, will be a function of the noise level and land use.

- (a) The overflight zones are based upon the aircraft activity scenario presented in the Maximum Mission, found in Appendix F.

- (b) Concurrent with the noise standards, the ALUC should periodically review the maximum mission noise exposure level contours and update them if appropriate. Reviews should occur at least every five years and should take place sooner if the maximum mission of the base, the forecast number of the aircraft operations, or the aircraft fleet mix change in a manner not reflected in this LUCP.

5.5.2 Disclosure

Realtors shall provide disclosure notices to all new home buyers for the properties located within the AIA.



SOURCE: Solano County GIS Department, 2014; Mead & Hunt, 2015; ESA Airports, 2015; ESRI

Travis AFB ALUCP Update . 130898

Figure 3
FAR Part 77 Surfaces

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5.6 Renewable Energy Standards

With the increase in both energy demand and renewable energy technology, renewable energy facilities have developed across several areas of Solano County. The ALUC shall apply the following policies to account for wind turbine and solar facilities.

5.6.1 Wind Turbine Facilities

The presence of wind turbines can generate air traffic control radar interference, rotor turbulence, and vertical obstruction hazards for aircraft operations at Travis AFB. To ensure adequate hazard prevention for aircraft operations and to minimize radar interference, the following requirements below present limits for wind turbine development and operation.

The beyond the radar line-of-sight method of siting wind turbines is the most proven and effective method for minimizing wind turbine impacts on a radar's aircraft detection capabilities. Siting wind turbines outside of the radar's line-of-sight is critical to mitigating additional cumulative effects arising from the addition of new turbines to those already existing within the current radar line-of-sight as every turbine within the radar's line-of-sight negatively impacts the radar.

New wind turbine facilities, depending on height, are subject to the following limitations. Height of all wind turbines shall be reported in feet AGL as measured at the apex of the blade at its highest point.

- (a) This LUCP does not restrict wind turbines, whether commercial or non-commercial, 100 feet or less in height AGL from being built anywhere in the County.
- (b) No wind turbine greater than 100 feet in height AGL shall be within a line-of-sight of the Travis AFB Digital Airport Surveillance Radar (DASR) Radar Installation. All commercial and non-commercial wind turbine facilities greater than 100 feet in height AGL shall provide an individual radar line-of-sight analysis to demonstrate that the placement of the proposed wind turbine is



not within a line-of-sight to the Travis DASR Radar Installation and shall be referred to the ALUC for a consistency determination. The line-of-sight method used in such analysis shall, at a minimum, be performed using a standard curvature of the earth radar beam assessment model to provide an accurate radar line-of-sight. A discussion of the methodology and assumptions that are to be used in the line-of-sight analysis is found in Appendix H.

This requirement applies throughout the AIA (and is advisory outside of Solano County). The five example line-of-sight depictions presented in Appendix H of this LUCP do not show the boundary of the area within which the line-of-sight requirement applies, but rather depict a shaded area (labeled "viewshed" on the Legend) which illustrates, at a large scale, approximately where wind turbines that are 100 feet, 200 feet, 300 feet, 400 feet, and 500 feet in height AGL, respectively, would likely be within the line-of-sight of the Travis AFB DASR Radar Installation. Conversely, the remaining areas that are not shaded as "viewshed" are areas where wind turbines of the specified heights are not likely to be within the line-of-sight of the Travis AFB DASR Radar Installation.

- (c) Existing commercial and non-commercial wind turbines, in existence at the time of adoption by the ALUC of this LUCP, can be

replaced at identical dimensions and constructed of the same materials without ALUC review; however, the turbine materials shall not increase the height or reflectivity of the wind turbine. All replacement turbines with different dimensions (e.g., taller or with larger blades or rotor diameter) than the originally permitted turbine are subject to Policy 5.6.1(b) above, if greater than 100 feet in height AGL, and shall be referred to the ALUC for a consistency determination and shall include an individual radar line-of-site analysis to demonstrate that the placement of the proposed wind turbine is not within a line-of-sight to the Travis DASR Radar Installation.

- (d) In locations where new commercial and/or non-commercial wind turbines are authorized under this LUCP, these facilities can be replaced without ALUC review if there is no increase in height or reflectivity.

5.6.2 Solar Facilities

Solar facilities can create reflective glint and glare hazards to aircraft pilots and air traffic controllers. The FAA advises the use of, and Travis AFB employs, the Sandia National Laboratories-developed Solar Glare Hazard Analysis Tool (SGHAT) that allows a user to analyze proposed photovoltaics array systems and recommends mitigation methods if needed. This method provides high-accuracy predictions of potential impacts on airport sensitive receptors and allows for evaluation of design alternatives to avoid glare impacts.

- (a) No commercial-scale solar facility shall have a potential for glint or glare in an existing or planned Airport Traffic Control Tower cab at

Travis AFB. No commercial-scale solar facility shall have a potential for glare or more than a low potential for after-image along the final approach path for any existing landing threshold or future landing threshold (including any planned interim phases of the landing thresholds) as shown on the Layout Plan for Travis AFB. All new or expansion of existing commercial-scale solar facilities shall be reviewed by the ALUC and shall be required to conduct a glint and glare study based on the Sandia National Laboratories-developed SGHAT model, in order to demonstrate no glint or glare risk. These LUCP policies concerning solar facilities are minimum requirements. The FAA may issue further policies or guidance in the future which may also be applicable to solar facilities within the AIA or to environmental review of those facilities. (See, FAA, Interim Policy, FAA Review of Solar Energy Systems Projects on Federally Obligated Airports, 78 Fed. Reg. 63277 (Oct. 23, 2013), stating that the FAA plans to publish an update to its *Technical Guidance for Evaluating Selected Solar Technologies on Airports*.)



5.7 Other Height Regulations

5.7.1 Meteorological Towers

Meteorological towers can pose a safety hazard for low-flying aircraft, affecting pilots and aircraft operations.

- (a) All proposed new or expanded meteorological towers 100 feet in height AGL or greater in Compatibility Zone C, or 200 feet AGL or greater in Compatibility Zones D and E, whether temporary or permanent, shall require ALUC review.
- (b) All meteorological towers, whether temporary or permanent, regardless of height, shall be subject to the height requirements stated elsewhere in this LUCP.
- (c) All meteorological towers, regardless of height and whether temporary or permanent, shall be marked and lighted for safety in adherence with the FAA's marking and lighting requirements contained in FAA Advisory Circular AC-70/7460-1K, "Obstruction Marking and Lighting." The requirements of Public Utilities Code Section 21417, requiring marking of meteorological towers of certain heights in certain locations, may supersede Policy 5.7.1(c), to the extent Section 21417 requires marking. If Section 21417 ceases to be in effect, its requirements would not supersede this paragraph. The requirements of this Policy and Section 21417 are a minimum, and it is encouraged that meteorological towers be marked and lighted to any greater extent as may be prudent as industry practice improves.



5.7.2 Objects Greater Than 100 feet AGL

In addition to meteorological towers, other types of towers and tall objects can pose a safety hazard for low-flying aircraft, affecting pilots and aircraft operations.



- (a) All proposed new or expanded objects 100 feet in height AGL or greater in Compatibility Zone C, or 200 feet AGL or greater in Compatibility Zones D and E, whether temporary or permanent, shall require ALUC review and shall be subject to the height requirements stated elsewhere in this LUCP.
- (b) All proposed new or expanded objects 100 feet in height AGL or greater in Compatibility Zone C, or 200 feet AGL or greater in Compatibility Zones D and E, whether temporary or permanent, shall be marked and lighted for safety. Unless otherwise specified by the ALUC, each new or expanded structure under this Policy must, at a minimum, conform to the FAA's marking and lighting specifications set forth in the FAA's final determination of "no hazard" and the associated FAA study for that particular structure. For purposes of this Policy, any specifications, standards, and general requirements set forth by the FAA in the structure's determination of "no hazard" and the associated FAA study are mandatory, and project applicants shall be bound to implement those specifications through appropriate project approvals and entitlements. Additionally, each structure

under this Policy must be marked and lighted in accordance with any marking and lighting requirements prescribed by the ALUC. The requirements of this paragraph 5.7.2(b) apply to meteorological towers and to other objects greater than 100 feet in height AGL.

- (c) To the extent that the FAA does not provide marking and lighting specifications for a

proposed object taller than 100 feet AGL, due to the height or type of the object or for any other reason, the requirements and specifications for marking and lighting the particular proposed object for safety shall be determined after consideration of any FAA requirements for the same or similar type of object.

5.8 Wildlife Hazards

5.8.1 Wildlife Hazards

Figure 4 depicts two wildlife hazard zones, the Bird Strike Hazard Zone and the Outer Perimeter, which contain specific development requirements. The Bird Strike Hazard Zone is delineated by a radius 14,500 feet from the runway centerlines. The Outer Perimeter is located five miles from the farthest edge of the Air Force Base's air operations area (AOA), which the FAA recommends for any hazardous wildlife attractant if the attractant could cause hazardous wildlife movement into or across the approach or departure airspace. FAA Advisory Circular 150/5200-33B provides guidance for minimizing the risks that certain wildlife species pose to aircraft. The Outer Perimeter is based on the fact that Travis AFB serves turbine-powered aircraft. Together, these perimeters encompass portions of all compatibility zones and present additional conditions on certain types of land uses that are known to attract wildlife that are hazardous to aircraft operations. See FAA Circular 150/5200-33B in Appendix G for specific land use details and restrictions, including a description of conflicting land uses. The following regulations do not apply to existing land uses.¹

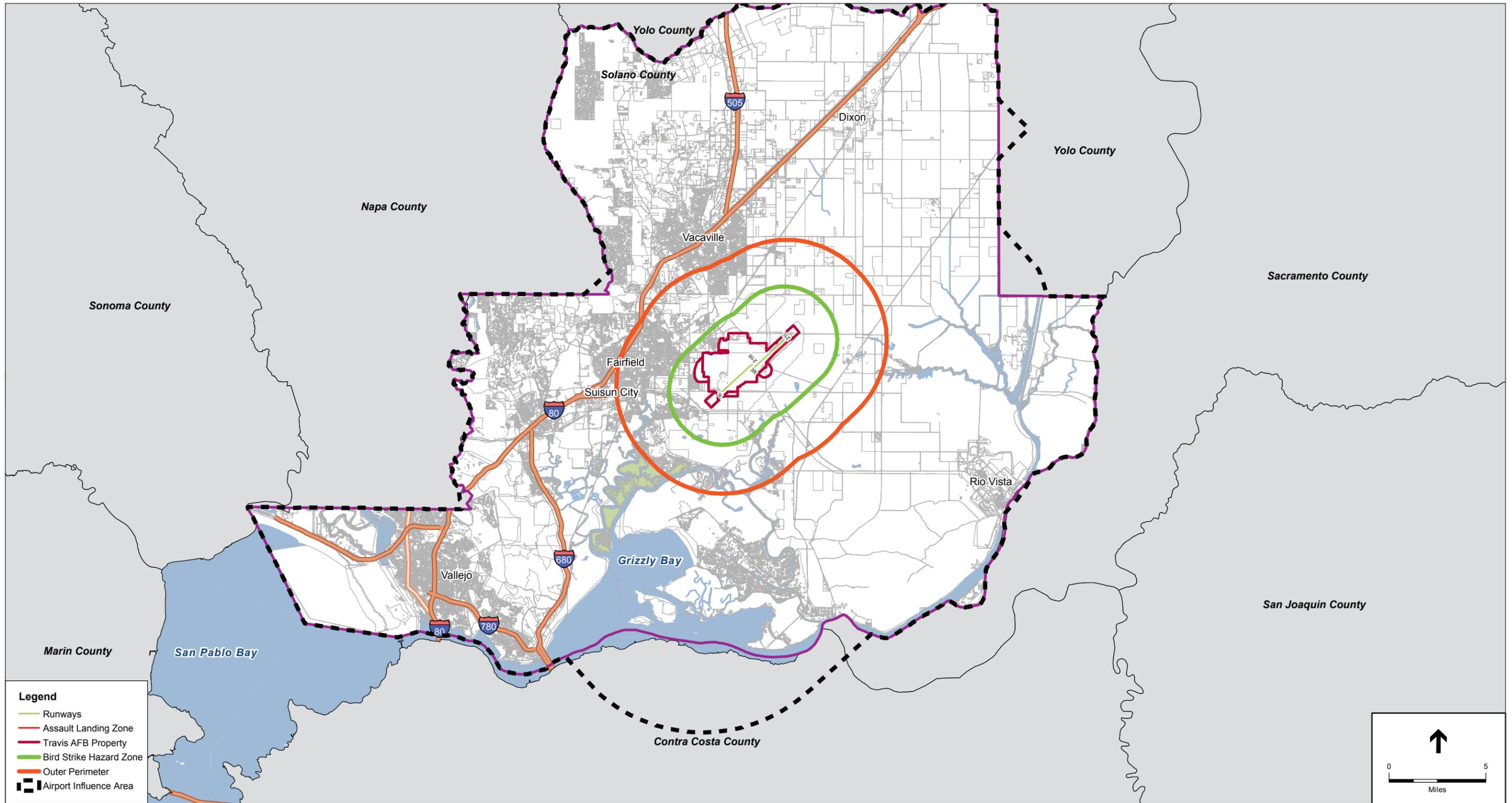
¹ Land uses in existence that do not meet the wildlife hazard policies of this LUCP, upon adoption, are not required to eliminate existing wildlife hazards. Thus, existing activities and uses would be allowed to remain, and only new or expanded land uses are required to meet the aforementioned standards. It should be noted that these regulations are not intended to prohibit existing agricultural activities.



5.8.2 Known Wildlife Hazards in Solano County

Land uses identified in Table 3 are known to attract certain species groups in Solano County, as described in more detail in Appendix I.

- (a) Bird Strike Hazard Zone: Within the Bird Strike Hazard Zone as shown on Figure 4, new or expanded land uses involving discretionary review that has the potential to attract wildlife and cause bird strikes are required to prepare a wildlife hazard analysis (WHA). Reviewing agencies shall prepare a WHA for projects that have the potential to attract wildlife that could cause bird strikes. If the land use development would comply with the policies of the 2002 LUCP with respect to bird strike hazards within the Bird Strike Hazard Zone, then based on the findings of the WHA, all reasonably feasible mitigation measures must be incorporated into the planned land use. Expansion of existing wildlife attractants includes newly created areas and increases in enhanced or restored areas.



SOURCE: Mead & Hunt, 2015; Travis AFB, 2014; Solano County GIS Dept., 2015; ESA Airports, 2015; ESRI

Travis AFB LUCP Update . 130898

Figure 4
Wildlife Hazard Analysis Boundaries

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**TABLE 3
SPECIES GROUPS KNOWN TO BE ATTRACTED TO LAND USE TYPES IN THE
VICINITY OF TRAVIS AFB**

Land Use Type/Habitat Feature	Species Group(s) Known to be Attracted to Land Use Type/Habitat Feature
Public Parks	Swallows, sparrows, blackbirds/starlings, crows/ravens, doves, pigeons, geese and ducks
Golf Courses	Geese and ducks, blackbirds/starlings, sparrows, swallows
Water Treatment Plants	Geese and ducks, cormorants/pelicans, herons, shorebirds
Landfills	Gulls, blackbirds/starlings, vultures
Agricultural Lands	Hawks, vultures, blackbirds/starlings, crows/ravens
Rivers and Creeks	Egrets, songbirds, geese and ducks, mammals such as raccoons and otters
Estuarine/Wetland Habitat	Shore birds, blackbirds, geese and ducks, egrets, cormorants, pelicans
Open Space	Hawks, swallows, sparrows, kestrels, coyote, owls, turkey/pheasants, osprey, eagles, vultures

NOTE: Table 3 is not comprehensive; it provides general groups of wildlife that may use each land use type/habitat feature.
SOURCE: ESA, 2015.



(b) Outer Perimeter: Outside the Bird Strike Hazard Zone but within the Outer Perimeter, as shown on Figure 4, any new or expanded land use involving discretionary review that has the potential to attract the movement of wildlife and cause bird strikes are required to prepare a WHA. Expansion of existing wildlife attractants includes newly created areas and increases in enhanced or restored areas. The WHA must demonstrate wildlife movement that may pose hazards to aircraft in flight will be minimized.

- (c) All discretionary projects located within the Bird Strike Hazard Zone and Outer Perimeter are required to consider the potential for the project to attract hazardous wildlife, wildlife movement, or bird strike hazards as part of environmental review process required by the California Environmental Quality Act (CEQA).
- (d) Because biological and hazard impacts are required to be examined in the context of CEQA compliance, it is anticipated that most projects will develop the information necessary to prepare a WHA and demonstrate compliance with this Policy 5.8.2 as part of the CEQA process, and that separate documentation will not be needed. Proposed projects within the Bird Strike Hazard Zone that have the potential to cause a significant adverse impact under Policy 5.8.2(c), with or without mitigation, shall be reviewed by the ALUC (including but not limited to projects requiring an environmental impact report, mitigated negative declaration, or equivalent document).

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CHAPTER 6

ALUC REVIEW PROCEDURES

6.1 General Applicability

6.1.1 Purpose and Precedence.

(a) **Purpose** – These Solano County Airport Land Use Compatibility Review Procedures serve two functions:

- (1) To articulate the criteria, in accordance with the California State Aeronautics Act, which the County of Solano and affected cities in the county:
 - (i) Shall use as the basis for referring specified land use development proposals to the Solano County ALUC for review.
 - (ii) Shall apply when modifying their respective general plans and zoning ordinances to be consistent with the ALUC’s LUCP for Travis AFB.
 - (iii) Shall consider when making other planning decisions regarding the proposed development of lands impacted by airport operations.

(2) To define the process by which the ALUC:

- (i) Shall review proposed land use development in Solano County and affected cities within the county for compatibility with airport activity.
 - (ii) Shall review certain types of airport and military airfield development proposals which are also subject to ALUC review.
- (b) **Precedence** – This Review Procedures chapter comprises one portion of the LUCP for Travis AFB in Solano County.
- (1) The procedural policies set forth herein apply to Travis AFB.
 - (2) The earlier chapters of this document establish the policies – in the form of criteria and maps – by which the compatibility of land use development around Travis AFB is to be evaluated.

6.1.2 Geographic Scope

These Solano County Airport Land Use Compatibility Review Procedures apply to:

(a) Airport Influence Area

- (1) All lands on which the uses could be negatively affected by present or future aircraft operations at Travis AFB, as well as lands on which the uses could negatively affect Travis AFB.
- (2) The specific limits of the influence area for Travis AFB are depicted on the maps contained within this LUCP.
- (3) An AIA can cross a county line. Portions of the Travis AFB AIA extend into Contra Costa, Napa, Sacramento, and Yolo Counties. However, the Travis LUCP is not binding outside Solano County.

(b) Countywide Impacts on Flight Safety – Other lands, regardless of their location in the county, on which certain land use characteristics could adversely affect the safety of flight in the county. The specific uses of concern are identified in Policy 6.1.4 (c)(3).

6.1.3 Types of Airport and Military Airfield Impacts

(a) Principal Compatibility Concerns include:

- (1) Exposure of land uses and people to aircraft noise;
- (2) Land use safety – the risks, both to people on the ground and the occupants of aircraft, associated with aircraft accidents near airports and military airfields;
- (3) Protection of airport and military airspace from hazards to flight;
- (4) General concerns, especially annoyance, related to aircraft overflights; and
- (5) Protecting the operations of military installations.

6.1.4 Types of Actions Reviewed

(a) Actions Which Always Require Airport Land Use Commission Review – As required by state law, the following types of actions shall be referred to the ALUC for determination of consistency with the LUCP prior to their approval by the local jurisdiction:

- (1) The adoption or approval of any amendment to a general or specific plan affecting the property within an AIA (State Aeronautics Act Section 21676(b)).
- (2) The adoption or approval of a zoning ordinance or building regulation that affects property within the AIA.
- (3) Adoption or modification of the master plan for an existing public-use airport or military airfield (State Aeronautics Act Section 21676(c)).
- (4) Any proposal for expansion of an existing airport, heliport, or military airfield if such expansion will require an amended airport permit from the state of California (State Aeronautics Act Section 21664.5).
- (5) Any proposal for a new airport, heliport, or military airfield, whether for public use or private use (State Aeronautics Act Section 21661.5), if the facility requires an Airport Permit or Heliport Permit issued by the California Department of Transportation.



(b) Other Land Use Actions Subject to Airport Land Use Commission Review – In addition to the above types of land use actions for which ALUC review is mandatory, other types of land use actions are subject to review under the following circumstances:

- (1) Until such time as (1) the ALUC finds that a local agency’s general plan or specific plan is consistent with an LUCP as presently adopted or as amended in the future or (2) the local agency has overruled the ALUC’s determination of inconsistency, state law requires the local agency to refer all actions, regulations, and permits involving land within the Travis AFB AIA to the ALUC for review (State Aeronautics Act Section 21676.5(a)).
- (2) After a local agency has revised its general plan or specific plan for consistency with the LUCP (see Policy 6.2.4 (b)) or has overruled the ALUC, the ALUC no longer has authority under state law to require that all actions, regulations, and permits be referred for review. However, the ALUC and the local agency can agree that the ALUC should continue to review individual projects in an advisory capacity.
 - (i) The ALUC requests local agencies to continue to submit major land use actions as listed in Policy 6.1.4 (c). ALUC review of these types of projects can serve to enhance their compatibility with airport activity.
 - (a) For the Travis AFB AIA, ALUC review is requested only for actions that concern locations within Compatibility Zones A, B1, B2, C, D, the ALZ Training Area Overlay Zone, or the Height Review Overlay Zone, or that are within Compatibility Zone E and involve objects more than 200 feet in height AGL.

- (ii) Review of these actions is requested only if a review of the major land use action has not previously been conducted as part of a general plan, specific plan, or zoning ordinance action or if sufficient project-level detail to enable a full assessment of compatibility was not available at the time of a previous review.
- (iii) Because the ALUC is acting in an advisory capacity when reviewing projects under these circumstances, local jurisdictions are not required to adhere to the overruling process if they elect to approve a project without incorporating design changes or conditions suggested by the ALUC.

- (3) Proposed redevelopment of a property for which the existing use is consistent with the local general plan and/or specific plan, but nonconforming with the compatibility criteria set forth in the applicable LUCP, shall be subject to ALUC review. This policy is intended to address circumstances which arise when a general or specific plan land use designation does not conform to ALUC compatibility criteria, but is deemed consistent with the LUCP because the designation reflects an existing land use. Proposed redevelopment of such lands voids the consistency status and is to be treated as new development subject to ALUC review even if the proposed use is consistent with the local general plan or specific plan. (Also see Policies 6.2.4 (b), 6.2.4 (c)(2), and 6.2.4 (c)(3))

- (c) **Major Land Use Actions** – The scope or character of certain proposed major land use actions, as listed below, is such that their compatibility with military airfield activity is a potential concern. Even though these actions may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full military airfield compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment

of compliance with the compatibility criteria set forth in the LUCPs, ALUC review of these actions may be warranted. The circumstances under which ALUC review of these actions is to be conducted are indicated in Policy 6.2.3 below.

(1) Actions affecting land uses within the AIA.

- (i) Any proposed expansion of the sphere of influence of a city or special district.
- (ii) Proposed pre-zoning associated with future annexation of land to a city.
- (iii) Proposed land acquisition by a government entity for any facility accommodating a congregation of people (for example, a school or hospital).
- (iv) Any off-airport, nonaviation use of land within a clear zone at Travis AFB.
- (v) Any object having a height which requires review by the FAA in accordance with FAR Part 77.
- (vi) Any project having the potential to attract hazardous wildlife to the vicinity of Travis AFB.
- (vii) Any project having the potential to create electrical, operational, or visual hazards to aircraft in flight, including:
 - (a) Electrical interference with radio communications or navigational signals;
 - (b) Lighting that could be mistaken for airport lighting;
 - (c) Glint or glare in the eyes of pilots of aircraft using the airport;
 - (d) High-velocity exhaust plumes;
 - (e) Impaired visibility near the airport, and



- (f) Operational interference with Travis AFB's radar facilities including but not limited to interference caused by wind turbines.
 - (viii) Any proposed commercial and non-commercial wind turbine projects greater than 100 feet in height AGL.
 - (ix) Any proposed new commercial-scale solar facilities.
 - (x) Any proposed new or expanded meteorological towers greater than 100 feet in height AGL in Compatibility Zone C, or greater than 200 feet in height AGL in Compatibility Zones D and E, whether temporary or permanent.
 - (xi) Any proposed projects within the Bird Strike Hazard Zone, concerning wildlife hazards, that have the potential to cause a significant adverse impact under Policy 5.8.2(d), with or without mitigation.
 - (xii) All proposed new or expanded objects greater than 100 feet in height AGL in Compatibility Zone C, or greater than 200 feet in height AGL in Compatibility Zones D and E, whether temporary or permanent.
- (2) Proposed nonaviation development of military airfield property (excluding federally owned property) if such development has not previously been included in an airport master plan or community general plan reviewed by the ALUC. (See Appendix E, Glossary, for a definition of aviation-related use.)

- (3) Regardless of location within the AIA, any proposal for construction or alteration of a structure (including but not limited to antennas) taller than 200 feet AGL at the site. (Such structures also require notification to the FAA in accordance with FAR Part 77, Paragraph 77.13(a)(1).)
 - (4) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with military airfield activities.
- (d) **Intercounty Coordination** – Where the Travis AFB AIA crosses the Solano County line, affected jurisdictions outside of the county are asked to coordinate with the Solano County ALUC on airport land use compatibility issues.
- (1) The ALUC requests the opportunity to comment upon any major land use actions, as defined above, proposed to be situated within the portions of Travis AFB AIA that extend into adjacent counties.
 - (2) Any county adjacent to Solano County or any city or other agency within such counties which may be considering proposed establishment or expansion of an airport within three miles, or a heliport within one mile, of the Solano County boundary should inform the Solano County ALUC of such proposal.
 - (3) Solano County ALUC review of such actions is advisory only. The ALUC has no jurisdiction over development outside Solano County boundaries.

6.2 Review of Land Use Actions



6.2.2 Review Process for Community Land Use Plans and Ordinances

6.2.1 General

- (a) **Timing of Project Submittal** – Proposed actions listed in Policy 6.1.4 should be referred to the ALUC at the earliest reasonable point in time so that the ALUC's review can be duly considered by the local jurisdiction prior to formalizing its actions. The timing may vary depending upon the nature of the specific project. However, all projects must be submitted to the ALUC for review prior to final approval by the local government entity.

- (a) **Initial Airport Land Use Commission Review of General Plan Consistency** – In conjunction with adoption or amendment of the Travis AFB LUCP, the ALUC shall review the general plans and specific plans of affected local jurisdictions to determine their consistency with the ALUC's policies.

- (1) Within 180 days of the ALUC's adoption or amendment of an LUCP, each local agency must amend its general plan and any applicable specific plan to be consistent with the ALUC's plan or, alternatively, adopt findings and overrule the ALUC in accordance with Section 21676(b) of the Public Utilities Code (Government Code Section 65302.3).
- (2) Prior to taking action on a proposed amendment, the local agency must submit a draft of the proposal to the ALUC for review and approval.

- (3) In conjunction with its submittal of a general plan or specific plan amendment to the ALUC, a local agency may request that the ALUC modify the areas defined as “infill” in accordance with Policy 6.2.4(c). The ALUC will include a determination on the infill as part of its action on the consistency of the general plan and specific plans.
- (b) Subsequent Reviews of Land Use Development Proposals** – As indicated in Policies 6.1.4 (a)(1) and 6.1.4 (a)(2), prior to taking action to adopt a new or amended (or amendment to) a general plan or specific plan or the addition or approval of a zoning ordinance or building regulation affecting an AIA as defined herein, local agencies must submit the proposed plan, ordinance, or regulation to the ALUC for review. Subsequent land use development that is consistent with applicable, previously reviewed, local plans, ordinances, and regulations is subject to ALUC review only under the conditions indicated in Policies 6.1.4 (b) and 6.2.3 (d).
- (c) Project Submittal Information** – A proposed community land use plans and ordinances submitted to the ALUC for review shall include:
- (1) A properly completed ALUC Application Form, available from the County Department of Resource Management.
- (d) Airport Land Use Commission Action Choices** – When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the Travis AFB LUCP, the ALUC has three choices of action:
- (1) Find the plan, ordinance, or regulation consistent with the Travis AFB LUCP. To make such a finding with regard to a general plan, the conditions identified in Policy 6.2.4 (b) must be met.
 - (2) Find the plan, ordinance, or regulation consistent with the Travis AFB LUCP, subject to conditions and/or modifications that the ALUC may require. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed.
- (e) Response Time** – The ALUC must respond to a local agency’s request for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation within 60 days from the date of referral (State Aeronautics Act Section 21676(d)).
- (1) If the ALUC fails to make a determination within that period, the proposed action shall be deemed consistent with the Travis AFB LUCP.
 - (2) Regardless of ALUC action or failure to act, the proposed action must comply with other applicable local, state, and federal laws and regulations.
 - (3) The referring agency shall be notified of the ALUC’s action in writing.

6.2.3 Review Process for Major Land Use Actions

- (a) Project Submittal Information** – A proposed major land use action submitted to the ALUC for review shall include:
- (1) The following information:
 - (i) Property location data (assessor’s parcel number, street address, subdivision lot number).
 - (ii) An accurately scaled map showing the relationship of the project site to the airport boundary and runways.
 - (iii) A description of existing and proposed land uses.
 - (iv) The type of land use action being sought from the local jurisdiction (e.g., zoning change).

- (v) For residential uses, an indication of the potential or proposed number of dwelling units per acre (including any secondary units on a parcel); or, for nonresidential uses, the number of people potentially occupying the total site or portions thereof at any one time.
- (vi) A detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees.
- (vii) Identification of any characteristics that could create electrical interference, confusing lights, glare, smoke, high-velocity exhaust plumes, or other electrical or visual hazards to aircraft flight.
- (viii) Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the project.
- (ix) Any staff reports regarding the project that may have been presented to local agency decision makers.
- (x) Other relevant information that the ALUC or its staff determine to be necessary to enable a comprehensive review of the proposal, either through publication of generally applicable application instructions or on a case-by-case basis considering the circumstances of a particular proposal. An ALUC Application Form is available from the County Department of Resource Management.

(2) Any applicable review fees as established by the Solano County ALUC.

(b) Airport Land Use Commission Action Choices – When reviewing a major land use project proposal, the ALUC has three choices of action:

(1) Find the project consistent with the Travis AFB LUCP.

(2) Find the project consistent with the Travis AFB LUCP, subject to compliance with such conditions as the ALUC may require. Any such conditions should be limited in scope and be described in a manner that allows compliance to be clearly assessed (e.g., the height of a structure).

(3) Find the project inconsistent with the Travis AFB LUCP. In making a finding of inconsistency, the ALUC shall note the specific conflicts upon which its determination is based.



(c) Response Time – State law does not set a time limit for airport land use commissions to review land use actions other than amendment of a general plan or specific plan or the addition or approval of a zoning ordinance or building regulation. Nevertheless, the policy of the Solano County ALUC is that:

(1) When a major land use action is submitted for review on a mandatory basis as required by Policy 6.1.4 (b)(1):

(i) Reviews of projects forwarded to the ALUC for a consistency determination shall be completed within 60 days of the date of project referral.

(ii) The date of referral is deemed to be the date on which all applicable project submittal information as listed in Policy 6.2.3(a) is received by the ALUC Secretary.

- (iii) If the ALUC fail to make a determination within the above time periods, the proposed action shall be deemed consistent with the Travis AFB LUCP.
 - (2) When a major land use action is submitted on an optional basis in accordance with Policy 6.1.4(b)(2), review by the ALUC should be completed in a timely manner enabling the comments to be considered by decision-making bodies of the submitting agency.
 - (3) Regardless of action or failure to act on the part of the ALUC, the proposed action still must comply with other applicable local, state, and federal laws and regulations.
 - (4) The referring agency shall be notified of the ALUC's action in writing.
- (d) **Subsequent Review** – Once a project has been found consistent with the relevant LUCP or plans, it need not be referred for review at subsequent stages of the planning process (e.g., for a use permit after a zoning change has been reviewed) unless:
- (1) Insufficient information was available at the time of the ALUC's original review of the project to assess whether the proposal would be fully in compliance with compatibility criteria (e.g., the site layout and structure height might not be known at the time a general plan change or zoning amendment is requested).
 - (2) The design of the project subsequently changes in a manner that reopens previously considered compatibility issues and could raise questions as to the validity of the earlier finding of compatibility. Changes warranting a new review include, but are not limited to, the following:
 - (i) An increase in the number of dwelling units, intensity of use (more people on the site), or other usage characteristics to levels exceeding the criteria set forth in the Travis AFB LUCP;
 - (ii) A proposed increase in the height of structures or other design features such that the height limits established by the Travis AFB LUCP would be exceeded (or exceeded by a greater amount);
 - (iii) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site) if site design was an issue in the initial project review; and/or
 - (iv) Any significant change to a proposed project for which a special exception was granted in accordance with Policy 6.2.4(c)(6).
- (3) The local jurisdiction concludes that further review is warranted.



6.2.4 Review Criteria for Land Use Actions

- (a) **Compatibility Criteria** – The compatibility criteria applicable to the review of proposed land use actions at Travis AFB are set forth in this document. Additional factors pertaining to the review of general plans as described in Policy 6.2.4(b), as well as the special conditions cited in Policy 6.2.4(c), shall also be taken into account.
- (b) **General Plan Consistency with the Travis Air Force Base Land Use Compatibility Plan** – In order for a general plan to be considered consistent with the Travis AFB LUCP, both of the following must be accomplished:

- (1) *Elimination of Direct Conflicts.* No direct conflicts can exist between the two plans.
- (i) Direct conflicts primarily involve general plan land use designations that do not meet the density or intensity criteria specified in the Travis AFB LUCP although conflicts with regard to other policies also may exist.
 - (ii) Note, however, that a general plan cannot be found inconsistent with the Travis AFB LUCP because of land use designations that reflect actual existing land uses already currently devoted to incompatible uses even if those designations conflict with the ALUC's compatibility criteria. Because ALUCs have no authority over existing land uses to the extent already currently devoted to incompatible uses, general plan land use designations that merely reflect the existing uses for such parcels at the time this LUCP is adopted are, in effect, excluded from requirements for general plan consistency with the ALUC plan. This exception is applicable only if the general plan includes policies setting limitations on expansion and reconstruction of nonconforming uses consistent with Policies 6.2.4(c)(2) and 6.2.4(c)(3).
- (2) *Assurance of Compliance with Compatibility Criteria.* Provisions must be made for evaluation of proposed land use development situated within the AIA relative to the compatibility criteria set forth in the Travis AFB LUCP.
- (i) Even if the land use designations in a general plan have been deemed consistent with the Travis AFB LUCP, evaluation of the proposed development relative to the land use designations alone is usually insufficient. General plans typically do not contain the detailed airport land use compatibility criteria necessary for a complete compatibility evaluation of proposed development.
 - (ii) Local jurisdictions must choose among the following options, or a combination thereof, for satisfying this evaluation requirement:
 - (a) Sufficient detail can be included in the general plan and/or referenced implementing ordinances and regulations to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the Travis AFB LUCP (this requires both that the compatibility criteria be identified and that project review procedures be described);
 - (b) The Travis AFB LUCP can be adopted by reference (additionally, the project review procedure must be described in a separate document presented to and approved by the ALUC); and/or
 - (c) The general plan can indicate that all major land use actions, as listed in Policy 6.1.4(c) or otherwise agreed to by the ALUC, shall be referred to the ALUC for review in accordance with the policies of Policy 6.2.3.
 - (iii) The status of ALUC review of major land use actions depends upon which of the options in Sub-Policy (ii) above the local agency selects for making its general plan consistent with the Travis AFB LUCP. This status, in turn, affects whether a local agency would be required to utilize the overruling process in the event of a disagreement with the ALUC's action.

- (a) If either of the first two options under Sub-policy (ii) above is selected, then referral of major land use actions to the ALUC is voluntary. In this case, the ALUC's review is advisory and the local agency would not need to utilize the overruling process if it elects to approve a project without incorporating the ALUC's comments.
- (b) If the third option is chosen, submittal of major land use actions for ALUC review is mandatory and overruling procedures would apply.

(c) Special Conditions

- (1) *Infill* — Where development not in conformance with the criteria set forth in Travis AFB LUCP already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone. This Policy 6.2.4 (c)(1) does not apply to, and does not allow additional infill development for, wind turbines, meteorological towers, power or communications towers, antennas, or similar objects.
 - (i) A parcel can be considered for infill development if it meets all of the following criteria plus the applicable provisions of either Sub-policy (b) or (c) below:
 - (a) The parcel size is no larger than 10.0 acres.



- (b) At least 65% of the site's perimeter is bounded by adjacent (including across roads) existing uses similar to, or more intensive than, those proposed.
 - (c) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.
 - (d) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variances, or other strategy) are prohibited.
 - (e) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in the Travis AFB LUCP unless replacement open land is provided within the same compatibility zone.
- (ii) For residential development, the development density (dwelling units per gross acre) shall not exceed the lesser of:
 - (a) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or
 - (b) Double the density permitted in accordance with the criteria for that location as indicated in the Travis AFB LUCP.
 - (iii) For nonresidential development, the usage intensity (the number of people per gross acre) of the proposed use shall not exceed the lesser of:

- (a) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or
 - (b) Double the intensity permitted in accordance with the criteria for that location as indicated in the Travis AFB LUCP.
- (iv) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The ALUC's intent is that parcels eligible for infill be determined just once. Thus, in order for the ALUC to consider proposed development under these infill criteria, the entity having land use authority (Solano County or affected cities) must first identify the qualifying locations in its general plan or other adopted planning document approved by the ALUC. This action may take place in conjunction with the process of amending a general plan for consistency with the ALUC plan or may be submitted by the local agency for consideration by the ALUC at the time of adoption of the Travis AFB LUCP. In either case, the burden for demonstrating that a proposed development qualifies as infill rests with the project proponent and/or affected land use jurisdiction.
- (2) *Nonconforming Uses* – Uses not in conformance with the Travis AFB LUCP may only be expanded as follows:
- (i) A nonconforming residential use may be expanded in building size provided that the expansion does not result in more dwelling units than currently exist on the parcel (a bedroom could be added, for example, but a separate dwelling unit could not be built). No ALUC review of such improvements is required.
 - (ii) A nonconforming nonresidential development may be expanded provided that no such use shall be expanded in height, size, dimension, or area or increased in intensity (the number of people per acre) above the levels existing at the time of adoption of the Travis AFB LUCP. No ALUC review of such changes is required.
 - (iii) ALUC review is required for any proposed expansion of a nonconforming use. Factors to be considered in such reviews include whether the development qualifies as infill (Policy 6.2.4 (c)(1)) or warrants approval because of other special conditions (Policy 6.2.4 (c)(6)).
- (3) *Reconstruction* – An existing nonconforming development that has been fully or partially destroyed as the result of a calamity may be rebuilt only under the following conditions:
- (i) Nonconforming residential uses may be rebuilt provided that the expansion does not result in more dwelling units than existed on the parcel at the time of the damage.
 - (ii) A nonconforming nonresidential development may be rebuilt, even if completely destroyed, provided that the reconstruction does not increase the height, size, dimension or area of the previous structure or result in an increased intensity of use (i.e., more people per acre).
 - (iii) Reconstruction under Paragraphs (i) or (ii) above must begin within 12 months and be completed within 24 months of the date that the damage occurred. Upon request, the ALUC may grant an extension to these time limits.
 - (iv) Nonconforming uses situated within a runway protection zone or clear zone should not be rebuilt regardless of whether they meet the above conditions.



- (v) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.
- (4) *Development by Right* – Nothing in these policies prohibits construction or alteration of a single-family home on a legal lot of record if such use is permitted by local land use regulations. Construction of other types of uses also may proceed if local government approvals qualify the development as effectively existing (see Appendix E for definition).
- (5) *Parcels Lying within Two or More Compatibility Zones* – For the purposes of evaluating consistency with the compatibility criteria set forth herein, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the compatibility zone boundary line. However, the density or intensity of development allowed within the more restricted portion of the parcel can (and is encouraged to) be transferred to the less restricted portion. This transfer of development is permitted even if the resulting density or intensity in the less restricted area would then exceed the limits which would otherwise apply within that compatibility zone.
- (6) *Other Special Conditions* – The compatibility criteria set forth in the Travis AFB LUCP are intended to be applicable to all locations within the AIA.

However, it is recognized that there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site.

- (i) After due consideration of all the factors involved in such situations, the ALUC may find a normally incompatible use to be acceptable.
- (ii) In reaching such a decision, the ALUC shall make specific findings as to why the exception is being made and that the land use will neither create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use nor impact airport military operations. Findings also shall be made as to the nature of the extraordinary circumstances that warrant the policy exception.
- (iii) The burden for demonstrating that special conditions apply to a particular development proposal rests with the project proponent and/or the referring agency, not with the ALUC.
- (iv) The granting of a special conditions exception shall be considered site specific and shall not be generalized to include other sites nor serve as a precedent for consideration of other sites.





CHAPTER 7

IMPLEMENTATION

7.1 Implementation Program

7.1.1 Implementation Program

Within twelve (12) months of the adoption of this LUCP, the Solano County ALUC shall take steps to initiate the preparation of an implementation program to address the following:

- (a) The parameters of a WHA, including what a WHA shall contain to satisfy the ALUC's review requirements.
- (b) Clarify and determine the exact limitations for land uses that have the potential to attract wildlife hazards located within the Bird Strike Hazard Zone.
- (c) The determination of whether the policies of the Solano Multispecies Habitat Conservation Plan are consistent with this LUCP.



- (d) Convene a working group to explore alternatives to the line-of-sight analysis for the replacement of existing facilities or repowering of existing wind farms within the Montezuma Hills Wind Resource Area. The composition of this working group shall be subject to the approval of the Solano ALUC.

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