

Solano County

*675 Texas Street
Fairfield, California 94533
www.solanocounty.com*

Agenda - Final

Thursday, October 13, 2016

7:00 PM

Board of Supervisors Chambers

Airport Land Use Commission

Any person wishing to address any item listed on the Agenda may do so by submitting a Speaker Card to the Clerk before the Commission considers the specific item. Cards are available at the entrance to the meeting chambers. Please limit your comments to five (5) minutes. For items not listed on the Agenda, please see "Items From the Public".

Any person wishing to review the application(s) and accompanying information may do so at the Solano County Department of Resource Management, Planning Division, 675 Texas Street, Suite 5500, Fairfield, CA. Non-confidential materials related to an item on this Agenda submitted to the Commission after distribution of the agenda packet are available for public inspection during normal business hours and on our website at www.solanocounty.com under Departments, Resource Management, Boards and Commissions.

The County of Solano does not discriminate against persons with disabilities and is an accessible facility. If you wish to attend this meeting and you will require assistance in order to participate, please contact Kristine Letterman, Department of Resource Management at (707) 784-6765 at least 24 hours in advance of the event to make reasonable arrangements to ensure accessibility to this meeting.

AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

APPROVAL OF AGENDA

APPROVAL OF THE MINUTES

REPORTS FROM COMMISSIONERS AND/OR STAFF

ITEMS FROM THE PUBLIC

This is your opportunity to address the Commission on a matter not heard on the Agenda, but it must be within the subject matter jurisdiction of the Commission. Please submit a Speaker Card before the first speaker is called and limit your comments to five minutes. Items from the public will be taken under consideration without discussion by the Commission and may be referred to staff.

REGULAR CALENDAR

OLD BUSINESS

There is no old business to discuss.

NEW BUSINESS

- 1 [AC 16-019](#) Public hearing to consider the consistency of ALUC-2016-05, the City of Vallejo General Plan Project, with the Travis AFB Land Use Compatibility Plan
- 2 [AC 16-020](#) Update from staff regarding the progress of the Wildlife Hazards Working Group
- 3 [AC 16-021](#) Update from staff regarding the progress of the Renewable Energy Working Group
- 4 [AC 16-022](#) Update from staff regarding potential regulation of drones

ADJOURN

To the Airport Land Use Commission meeting of November 10, 2016 at 7:00 P.M., Board Chambers, 675 Texas Street, Fairfield, CA

The City of Vallejo is considering the adoption of an update to its Vallejo General Plan, adoption of the Sonoma Boulevard Specific Plan and certification of an Environmental Impact Report for both documents (Vallejo General Plan Project) (Attachments A, B, C). State law requires that any proposed general plan amendments or specific plans be reviewed for consistency with adopted airport land use compatibility plans. In this case, the Suisun General Plan is affected by the Travis AFB Land Use Compatibility Plan (Travis Plan).

REQUIRED TESTS FOR CONSISTENCY

The State Department of Aeronautics has published the 2011 California Airport Land Use Planning Handbook as a guide for Airport Land Use Commissions in the preparation and implementation of Land Use Compatibility Plans and Procedure Documents. The Solano Countywide Airport Land Use Review Procedures also require the review of all amendments to a local agency's general plan, consistent with the State law. In the case of the Vallejo General Plan Project, both the Vallejo General Plan and the Sonoma Boulevard Specific Plan will require a consistency determination.

The tests are:

1. **Elimination of any direct conflicts between the General Plan and relevant compatibility plan(s).**

Direct conflicts primarily involve general plan land use designations which do not meet the density (for residential uses) or intensity (for non-residential uses) criteria specified in the compatibility plan, although conflicts with regard to other policies also may exist.

2. **Delineation of a mechanism or process for ensuring that individual land use development proposals comply with the ALUC's adopted compatibility criteria.**

Elimination of direct conflicts between a county's or a city's general plan and the ALUC's compatibility plan is not enough to guarantee that future land use development will adhere to the compatibility criteria set forth in the compatibility plan. An implementation process must also be defined either directly in the general plan or specific plan or by reference to a separately adopted ordinance, regulation, or other policy document.

There are three facets to the process of ensuring compliance with airport land use compatibility criteria:

a. Delineation of Compatibility Criteria- Airport land use compatibility criteria must be defined either in a policy document adopted by the county or city or through adoption of or reference to the ALUC's compatibility plan itself.

b. Identification of Mechanisms for Compliance- The mechanisms by which applicable compatibility criteria will be tied to an individual development and continue to be enforced must be identified. Conditional use permits or development agreements are two possibilities.

c. Indication of Review and Approval Procedures- Lastly, the procedures for review and approval of individual development proposals must be defined. At what level within a county or a city are compatibility approvals made: staff, planning commission or governing body? The types of actions which are submitted to the ALUC for review and the timing of such submittals relative to internal review and approval process also must be indicated.

Staff has reviewed the City of Vallejo's General Plan Project in light of these tests. Our analysis for both the General Plan component and the Specific Plan Component are presented below.

Project Descriptions

Vallejo General Plan Update Objectives:

From the General Plan EIR-

"The overarching objective of the project is to engage the community in developing a unifying vision for future development and conservation in Vallejo that brings together previous planning initiatives and sets a course for social and economic prosperity throughout the community. Specific objectives established for the project include the following:

Focus future growth to foster a vibrant Downtown/Waterfront area, strong job centers, livable neighborhoods, thriving neighborhood corridors and retail/entertainment clusters that draw visitors from the city and the region.

Preserve and enhance the natural, historic, and scenic resources that make Vallejo special.

Establish Vallejo as an attractive place to live, work, shop, and enjoy time off.

Provide a balance of employment and housing opportunities locally.

Attract and support investment for rehabilitation and new development that builds the tax base and provides fiscal stability to fund municipal services.

Promote infill development, particularly on vacant and underutilized parcels in central areas of Vallejo.

Leverage publicly owned lands and infrastructure investments to catalyze development in key opportunity areas.

Ensure there is land available to accommodate public facilities as growth takes place.

Focus development and redevelopment near existing and planned transit facilities, including the Ferry Terminal and Vallejo Transit Station, to make it easier and more convenient for residents and people who work in Vallejo to use transit.

Strengthen and enhance the connections between neighborhoods and key destinations in Vallejo.

Provide a range of options for getting around Vallejo, including alternatives to the automobile such as biking, walking, and transit.

Foster a strong, stable, and diverse local economy built on local strengths in the manufacturing, health and life sciences, higher education and tourism sectors.

Help build strong connections between residents, businesses, community groups, and City officials and encourage active participation in civic life.

Increase personal safety and emergency preparedness.”

Sonoma Boulevard Specific Plan Objectives

From the General Plan EIR-

“...A multi-faceted roadway that goes through the heart of Vallejo, Sonoma Boulevard is a vital resource to the community. The Boulevard is also strategically positioned within the Bay Area as a link between San Francisco to the south and Napa Valley to the north. Though the corridor is currently underperforming, there is potential to capitalize on Sonoma Boulevard’s location and assets to create an attractive destination for visitors, businesses, and local residents alike. The Sonoma Boulevard Corridor Design Plan builds on this opportunity by providing a planning framework that includes the following objectives:

Catalyze the economic growth of the corridor and surrounding areas.

Create an improved and environmentally sustainable streetscape area.

Implement a cohesive approach to enhance the character and development of the corridor.

Promote economic vitality, pedestrian and bicycle safety, and social and environmental health for the area and entire

city.”

Relevant Issues for the ALUC

The ALUC is concerned with those aspects of the Vallejo General Plan Project that have the potential to be incompatible with of the Travis Plan. The Vallejo General Plan Project covers a geographic area which lies entirely within Compatibility Zone D.

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. There are no restrictions on the types of land uses or the intensity of development.

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 D, 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

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.

In addition to the factors discussed above, the only other compatibility factors within this zone along with the “Other Development Conditions” listed below:

1. ALUC review required for objects > 200 feet AGL
2. All proposed wind turbines must meet line-of-sight criteria in Policy 3.4.4
3. All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review
4. All new or expanded meteorological towers > 200 feet AGL, whether temporary or permanent, require ALUC review

5. 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.
6. 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.

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 are no limits on the types of land uses, densities, or intensities, although large stadiums and similar uses should be avoided in this compatibility zone.

In addition to the factors discussed above, the only other compatibility factors within this zone along with the “Other Development Conditions” listed below:

1. Airspace review required for objects > 200 feet AGL
2. All proposed wind turbines must meet line-of-sight criteria in Policy 3.4.4
3. All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review
4. All new or expanded meteorological towers > 200 feet AGL, whether temporary or permanent, require ALUC review
5. 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.

ANALYSIS OF CONSISTENCY FACTORS

Elimination of Direct Conflict

The Commission is concerned with eliminating any direct conflicts between the Vallejo General Plan Project and the Travis Plan. Both the Vallejo General Plan and the Sonoma Boulevard Specific Plan set forth the location, extent and intensity of residential, commercial and industrial land uses. In addition, each documents addresses development standards and timing/phasing issues for development. Neither of these documents is setting criteria or standards for the deployment of wind or solar projects, nor does either document permit any structures in excess of 100 feet in height above ground level. Subsequent revisions to the zoning regulations may address these issues and will require a consistency determination by the Airport Land Use Commission.

As a result, there are no direct conflicts between the Vallejo General Plan or the Sonoma Boulevard Specific Plan and the Travis Plan.

Assurance of Compliance with Compatibility Criteria

The Commission must determine that there are mechanisms in place at the City of Vallejo to assure compliance with the applicable compatibility plan(s). This is generally done by identifying compatibility criteria

within the general plan, having mechanisms for compliance and having review and approval procedures in place for new development.

Consistency between the Vallejo General Plan Project and the Travis Plan is established by both the elimination of direct conflicts, as discussed above, as well as the provision of mechanisms which assure compliance with the Travis Plan.

Mechanisms for Compliance and Indication of Review and Approval Procedures-

Subsequent development permits will be reviewed by the City Council, Planning Commission, and the Director of Community Development. In the case of legislative actions, ALUC review must occur. For other permits, the Planning Commission and Director of Community Development must make a consistency finding as required by the General Plan and Zoning Code. The current zoning code limits structures to a 100 foot height limit. Before these zoning regulations may be modified, they would require a subsequent consistency determination from the Airport Land Use commission. The combination of these procedural and permitting requirements is the mechanism for assuring compliance with the Travis Plan. Therefore the proposal meets these tests for consistency.

RECOMMENDATION

Based on the analysis and discussions above, staff recommends that the Solano County Airport Land Use Commission find as follows:

Determination: The application ALUC-2016-05, City of Vallejo General Plan Project, is consistent with the Travis AFB Land Use Compatibility Plan (Travis Plan)

The Vallejo General Plan Project lead to some revisions to the City's Zoning Regulations which will require a subsequent ALUC review of the future zoning code revisions for consistency with the Travis Plan.

Attachments:

Attachment A: Vallejo General Plan <http://www.ci.vallejo.ca.us/news/propel_vallejo_general_plan_update/>

Attachment B: Solano Boulevard Specific Plan

<http://www.ci.vallejo.ca.us/news/propel_vallejo_general_plan_update/>

Attachment C: Environmental Impact Report

<http://www.ci.vallejo.ca.us/news/propel_vallejo_general_plan_update/>

Attachment D: Travis Plan Context Map (see next page)

Attachment D: Travis Plan Context Map



