

RESOLUTION NO. 107

**RESOLUTION OF THE BOARD OF SUPERVISORS OF SOLANO COUNTY
AMENDING THE SOLANO COUNTY GENERAL PLAN
TO REFLECT THE DEVELOPMENT AND OPERATION OF THE
TRAVIS AIR FORCE BASE ASSAULT LANDING ZONE
(G-14-01)**

WHEREAS, the Solano County Planning Commission, after proper notice, conducted a public hearing and made recommendations to the Board of Supervisors relating to County-initiated amendments to the Solano County General Plan to reflect the development and operation of the Assault Landing Zone at Travis Air Force Base; and

WHEREAS, the Board of Supervisors has considered the recommendation of the Planning Commission, the staff report, and all letters, comments, and testimony submitted to the Board in public hearing; and

WHEREAS, the General Plan amendment is exempt from the California Environmental Quality Act under the "commonsense" exemption described in section 15061(b)(3) of the CEQA Guidelines; and

WHEREAS, the Board of Supervisors, after public notice and public hearing, has determined that the Solano County General Plan should be amended as described in Attachments A through D to the staff report.

RESOLVED, that the Solano County Board of Supervisors does hereby amend the Solano County General Plan as described in Exhibit 1, attached hereto:

Passed and adopted by the Solano County Board of Supervisors at its regular meeting on June 10, 2014, by the following vote:

AYES: Supervisors Hannigan, Spering, Thomson

Vasquez and Chair Seifert

NOES: Supervisors None.

EXCUSED: Supervisors None.

Linda J. Seifert, Chair
Solano County Board of Supervisors

ATTEST:

Birgitta E. Corsello, Clerk
Solano County Board of Supervisors

By: Jeanette Bellinder
Jeanette Bellinder, Chief Deputy Clerk

EXHIBIT 1: Attachments to the Board Resolution for G-14-01

ATTACHMENT A

Chapter 2, Page LU-27, Airport Compatible Land Uses

Airport Compatible Land Uses

Solano County contains several locally and regionally important airports. Airports are valuable assets for the movement of people, goods, and for economic development. Along with their benefits, airports have unique land use planning needs. Areas around airports must be developed in a manner that supports continued operation. Airports typically generate noise and light and need airspace for takeoffs and landings. Safety issues around the airport also must be taken into consideration. Airport land use compatibility plans (ALUCPs) help to reduce the potential for land use conflicts between the airports and surrounding uses. State law requires the preparation of ALUCPs that address potential airport and land use conflicts for each public-use and military airport in California. ALUCPs address land use compatibility around airports relative to noise, overflights, safety, and airspace protection. They are not plans for airport development and do not require any changes to current land uses. Rather, state law requires future land use development near airports to be consistent with compatibility criteria included in an ALUCP.

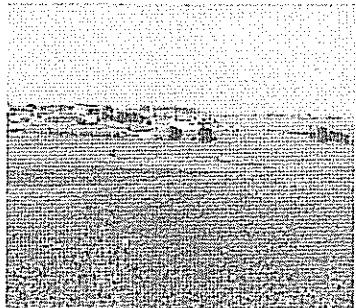
The Solano County Airport Land Use Commission (ALUC) is the agency in Solano County empowered by state law to prepare the ALUCP for airports and heliports in the county. The Solano County ALUC oversees orderly development of airports and adoption of land use measures that minimize public exposure to excessive noise and safety hazards in areas around public and military airports, to the extent that these areas are not already devoted to incompatible uses.

The Solano County ALUC has adopted plans applicable to all current airports in the county as well as to any new airport or heliport (except private-use facilities) that may be proposed in the future. Plans address current airport facilities located throughout the county, including Nut Tree Airport, Rio Vista Municipal Airport, and Travis Air Force Base (AFB).

State law requires local agencies to modify their general plans and any affected specific plans to be consistent with ALUCPs. A general plan must address compatibility planning issues and avoid direct conflicts with compatibility planning criteria. Solano County zoning regulations restrict heights within defined airport flight obstruction areas, which are defined more broadly for military airports than commercial airports in recognition of the mission of Travis AFB.

Travis Air Force Base

Travis Air Force Base



Travis AFB occupies approximately 7,100 acres of land, with two 11,000-foot runways oriented along the northeast-southwest diagonal away from existing housing developments. Travis AFB is home to the world's largest military airlift unit, the 60th Air Mobility Wing, and the wing's reserve counterpart, the 349th Air Mobility Wing. In 1995, the function of the base was expanded by the addition of air refueling assets from March AFB. In 2013, the function of the base was further expanded by the construction of an Assault Landing Zone, a short runway used to train military pilots in low altitude tactical approaches, landings, and departures. The U.S. Department of Defense has been using the site for military operations since the early 1940s.

L a n d U s e C h a p t e r

The public is interested in protecting the viability of Travis AFB, and as a part of that effort, in preventing the introduction of incompatible land uses in the vicinity. This change has arisen largely from two factors. One is a heightened awareness of the economic importance of Travis AFB. Secondly, the large number of military base closures in California in recent years, together with the ongoing program of the federal government to eliminate unneeded military bases throughout the country, has raised community concerns about the future of Travis AFB. In light of these factors, the need to ensure long-term land use compatibility between the base and its environs has become a high community priority.

In June 2002, the Solano County ALUC adopted an updated ALUCP, now called the Travis AFB Land Use Compatibility Plan (Travis LUCP). The Travis LUCP addresses restrictions on residential development using compatibility zones. ~~Figure LU-6 indicates the area in which development must be compatible with the Travis LUCP.~~ Nonresidential development is also addressed by the Travis LUCP according to the number of people per acre and established noise sensitivity of different land uses and activities. In December 2013, the Solano County ALUC amended the Travis LUCP to include an Assault Landing Zone Training Area Overlay, where structures greater than 200 feet in height would be incompatible with operation of the Assault Landing Zone. Figure LU-6 indicates the area in which new development must be compatible with the Travis LUCP.

Please see the Travis LUCP for additional information governing actions in the compatibility zones.

ATTACHMENT B

Chapter 2, Land Use Policy LU.P 31

General Land Use Policies

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- LU.P-31: Require that all development within the airport land-use compatibility-influence areas/safety zones of the public and military airports complies with the Airport Land Use Commission compatibility policies and criteria as set forth in the airports' land use compatibility plans.
 - LU.P-32: Implement land use designations through a compatible zoning ordinance.
 - LU.P-33: Ensure that the County's circulation plan is compatible with the land use plan described in this chapter of the General Plan.
 - LU.P-34: Promote patterns of development that encourage physical activity to reduce obesity, cardiovascular disease, asthma, diabetes, or injury; and that contribute to a "sense of place" and emotional well-being.
 - LU.P-35: Promote land use and design standards that create cleaner air and water and safer streets.
 - LU.P-36: Promote land use decisions that reduce injuries (pedestrian, bicycle, and motor vehicle crashes), and provide access to healthy food choices, including locally grown fresh fruits and vegetables throughout the county.
 - LU.P-37: Encourage land use patterns and development that will result in fewer and shorter motor vehicle trips, and make transportation choices like transit, biking, or walking more viable alternatives.
 - LU.P-38: Assign priority for development countywide to vacant lands where public facilities and services are currently provided.
 - LU.P-39: Promote live-work uses for professionals, artists, craftspeople and other low impact employment opportunities in Traditional Community areas as long as such uses are compatible with existing community character.
 - LU.P-40: Allow solar energy generation projects in open space areas where consistent with other uses and values.

ATTACHMENT C

Chapter 2, Implementation Measure LU.I-2

LU.I-2: Amend the County zoning ordinance to include development standards consistent with the adopted Airport Land Use Compatibility Plans and any subsequent amendments to those plans.

Related Policies: LU.P-31

Agency/Department: Department of Resource Management

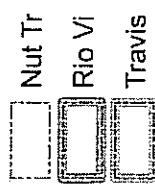
Funding Source: General Fund

Time Frame: 2008 Ongoing

ATTACHMENT D

Chapter 2, Figure LU-6

Airport In



Basemap

