

## 3.9 Land Use

This section addresses the potential impacts of the Proposed Project on existing and planned land uses in the vicinity of the Proposed Project site. This land use analysis considers the compatibility of the Proposed Project with applicable local and regional policies and regulations, as well as with the compatibility of the Proposed Project with adjacent land uses.

### 3.9.1 Environmental Setting

#### Regional Setting

The Proposed Project is located in the City of Vacaville, which is situated in northwestern Solano County. The City of Vacaville is located approximately 54 miles northeast of the City of San Francisco and 34 miles southwest of the City of Sacramento. Solano County covers 909.4 square miles, including 84.2 square miles of water area and 675.4 square miles of rural area. With a population of approximately 414,509, Solano County is the 21<sup>st</sup> largest county in the State. Solano County has a total of seven incorporated cities, in which 95 percent of County's population lives. The City of Vacaville, with a population of 93,011, is Solano County's third largest city (Solano County, 2012).

#### Local Setting

Though owned by Solano County, Nut Tree Airport is located entirely within the northeastern portion of the City of Vacaville. The Airport is bound to the east by I-505 and East Monte Vista Avenue, to the south by the Nut Tree Ranch shopping center, to the west by open space and Putah South Canal, and to the north by Piper Drive. General land uses in the vicinity of the Proposed Project site consist of commercial uses to the south, open space to the west, industrial land uses to the north, and office uses to the east. The City of Vacaville oversees several policy plan areas in the vicinity of Nut Tree Airport; including the Nut Tree Policy Plan area immediately south of the Airport, the Golden Hills Business Park Policy area to the west of the Airport, the North Village Specific Plan area to the north, and the Airport Business Area Policy Plan to the east of the Airport.

### 3.9.2 Regulatory Setting

#### Federal

##### ***Federal Aviation Administration***

The Federal Aviation Administration's (FAA's) primary role is to promote aviation safety and control the use of airspace. The FAA enforces safety standards and investigates and corrects violations as appropriate. Federal regulations applicable to compatible land use include Federal Aviation Regulation (FAR) Part 77: *Safe, Efficient Use, and Preservation of the Navigable Airspace*, and 14 CFR Part 150 *Airport Noise Compatibility Planning*.

## State

### ***California Department of Transportation***

In addition to its role in planning and operating certain key parts of the roadway system serving SBP, the California Department of Transportation (Caltrans) is involved in state aviation system planning and research through its Division of Aeronautics and its Office of Research and New Technology. Caltrans prepares and regularly updates the *California Aviation System Plan (CASP)*, the vehicle by which Caltrans conducts continuous aviation system planning and guides aviation infrastructure investment priorities (Caltrans, 2003). Caltrans also reviews and has approval authority over changes in ground access to the Airport from I-80.

## Local

### ***Solano County General Plan***

The *Solano County General Plan* is the guide for both land development and conservation in the unincorporated portions of the county. Solano County designates Nut Tree Airport as “Public/Quasi-Public.” The Solano County General Plan defines land uses under the Public/Quasi-Public designation as follows:

- **Public/Quasi-Public.** “Provides for airports, schools, solid waste facilities, hazardous waste facilities, and other public and quasi-public facilities.”

### **Land Use Element**

The following policy from the *Solano County General Plan’s* Land Use Element is applicable to the Proposed Project to the extent that relevant areas fall within the County’s jurisdiction and outside the City of Vacaville’s planning area:

**Policy LU.P-31:** Require that all development within the airport land use compatibility areas/safety zones of the airports complies with the Airport Land Use Commission compatibility polices and criteria as set forth in the airports’ land use compatibility plans.

### ***Nut Tree Airport / Land Use Compatibility Plan***

California state law (Public Utilities Code (PUC) Sections 21670 – 21678) establishes the requirement for each county to form an airport land use commission, whose purpose is to assist local agencies in ensuring the development of compatible land uses in the vicinity of any public-use airport within its jurisdiction. As a part of this mandate, airport land use commissions review plans, regulations, and other actions of local agencies and airport operators (PUC Section 21675). In order to assist in this process, airport land use commissions are also required to develop an airport land use compatibility plan; a guidance document intended to minimize noise and safety impacts for both those living and working on the ground, as well as air travelers, by establishing land use compatibility criteria.

The Solano County Airport Land Use Commission (ALUC) adopted *the Nut Tree Airport / Land Use Compatibility Plan (ALUCP)* in 1988. The ALUCP sets forth a variety of compatibility

policies with respect to noise, safety, airspace protection, and overflight. Noise policies are based on the Airport's community noise equivalent level (CNEL) contours (see **Figure 3.9-1**), and are intended to prevent the development of noise-sensitive land uses in areas exposed to high levels of aircraft noise. ALUCP safety policies are set forth through the depiction of six safety zones that represent a progressive degree of safety from an aircraft accident the farther an aircraft is from a runway and extended runway centerline (see **Figure 3.9-2**). Safety policies are intended to limit the risks associated with a potential aircraft accident, by generally restricting the intensity (persons/acre) of land uses in areas statistically exposed to higher number of aircraft accidents. Airspace protection policies are based on Nut Tree Airport's imaginary surfaces<sup>1</sup>, and are intended to preserve the Airport's navigable airspace by limiting the height of objects in areas where aircraft operate (see **Figure 3.9-3**). Lastly, ALUCP overflight policies are intended to address potential noise issues in areas outside of the Airport's CNEL contours through the issuance of easements and real estate disclosure.

The following ALUCP noise policies are applicable to the Proposed Project:

**TABLE 3.9-1  
NUT TREE AIRPORT / LAND USE COMPATIBILITY PLAN NOISE POLICIES<sup>1</sup>**

Land Use Category	CNEL or Ldn, DBA				
	50-55	55-60	60-65	65-70	70-75
Transportation, parking	++	++	++	+	o
Offices, retail trade	++	+	o	o	-
Service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o

Legend:

- ++ Clearly Acceptable
- + Normally Acceptable
- o Marginally Acceptable
- Normally Unacceptable

<sup>1</sup> This table is an excerpt of the noise compatibility table of the Airport/Land Use Noise Compatibility Criteria found in Appendix B of the ALUCP.

SOURCE: *Nut Tree Airport / Land Use Compatibility Plan*, Appendix B, Solano County, 1988.

The following ALUCP safety policies are applicable to the Proposed Project:

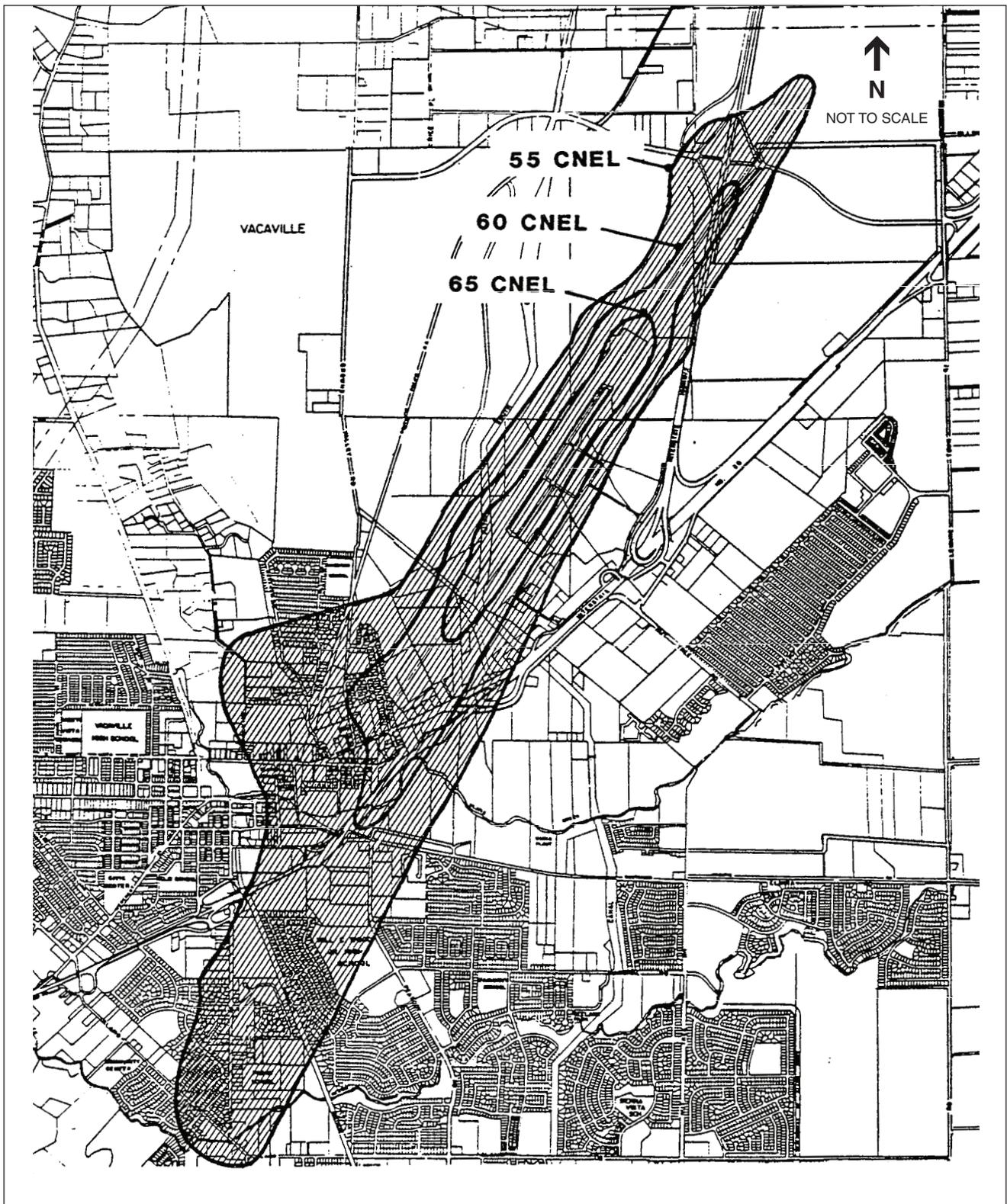
<sup>1</sup> Nut Tree Airport's imaginary surfaces are established via guidelines set forth in FAR Part 77: *Safe, Efficient Use, and Preservation of Navigable Airspace*.

**TABLE 3.9-2  
NUT TREE AIRPORT / LAND USE COMPATIBILITY PLAN SAFETY POLICIES<sup>1</sup>**

Safety Zone	Non-Residential Uses (people/acre)		Required Open Land	Prohibited Uses	Normally Acceptable Uses
	In Structures	Total In and Out of Structures			
A	10	15	65%	<ul style="list-style-type: none"> <li>Any assemblage of people</li> <li>New structures exceeding FAR Part 77 height limits</li> <li>Any noise sensitive uses</li> </ul>	<ul style="list-style-type: none"> <li>Pastures, open space</li> <li>Parks with very low intensity uses</li> <li>Aircraft tiedowns</li> <li>Auto parking</li> <li>Nurseries</li> <li>Outside Storage</li> </ul>
B	20	40	50%	<ul style="list-style-type: none"> <li>Any noise sensitive uses</li> <li>Schools, libraries, hospitals, nursing homes</li> <li>Uses involving substantial amounts of highly flammable or explosive materials</li> </ul>	<ul style="list-style-type: none"> <li>All uses from Zone A</li> <li>Warehouses</li> <li>Light industrial uses (one story maximum)</li> <li>Heavy industrial uses</li> </ul>
C	50	75	15%	<ul style="list-style-type: none"> <li>Schools, libraries, hospitals, nursing homes</li> <li>Noise sensitive outdoor uses</li> </ul>	<ul style="list-style-type: none"> <li>All uses from Zone B</li> <li>Retail uses (one story maximum)</li> <li>Office and financial uses (one story maximum)</li> <li>Auto dealerships</li> </ul>
D	100	150	10%	<ul style="list-style-type: none"> <li>Noise sensitive outdoor uses</li> </ul>	<ul style="list-style-type: none"> <li>All uses from Zone C</li> <li>Restaurants (one story maximum)</li> <li>Retail uses (two story maximum)</li> <li>Office and financial uses (two story maximum)</li> <li>Motels (two story maximum)</li> </ul>
E	-	-	-	<ul style="list-style-type: none"> <li>Highly noise sensitive outdoor activities (e.g. amphitheaters)</li> </ul>	<ul style="list-style-type: none"> <li>Most non-residential uses</li> </ul>
F	-	-	-	-	<ul style="list-style-type: none"> <li>Most uses</li> </ul>

1. This table is an excerpt of the Compatibility Criteria Table found in the *Nut Tree Airport / Land Use Noise Compatibility Plan* (pgs. 10-11).

SOURCE: *Nut Tree Airport / Land Use Compatibility Plan*, Appendix B, Solano County, 1988.



SOURCE: Solano County ALUCP, 1988; and ESA, 2012

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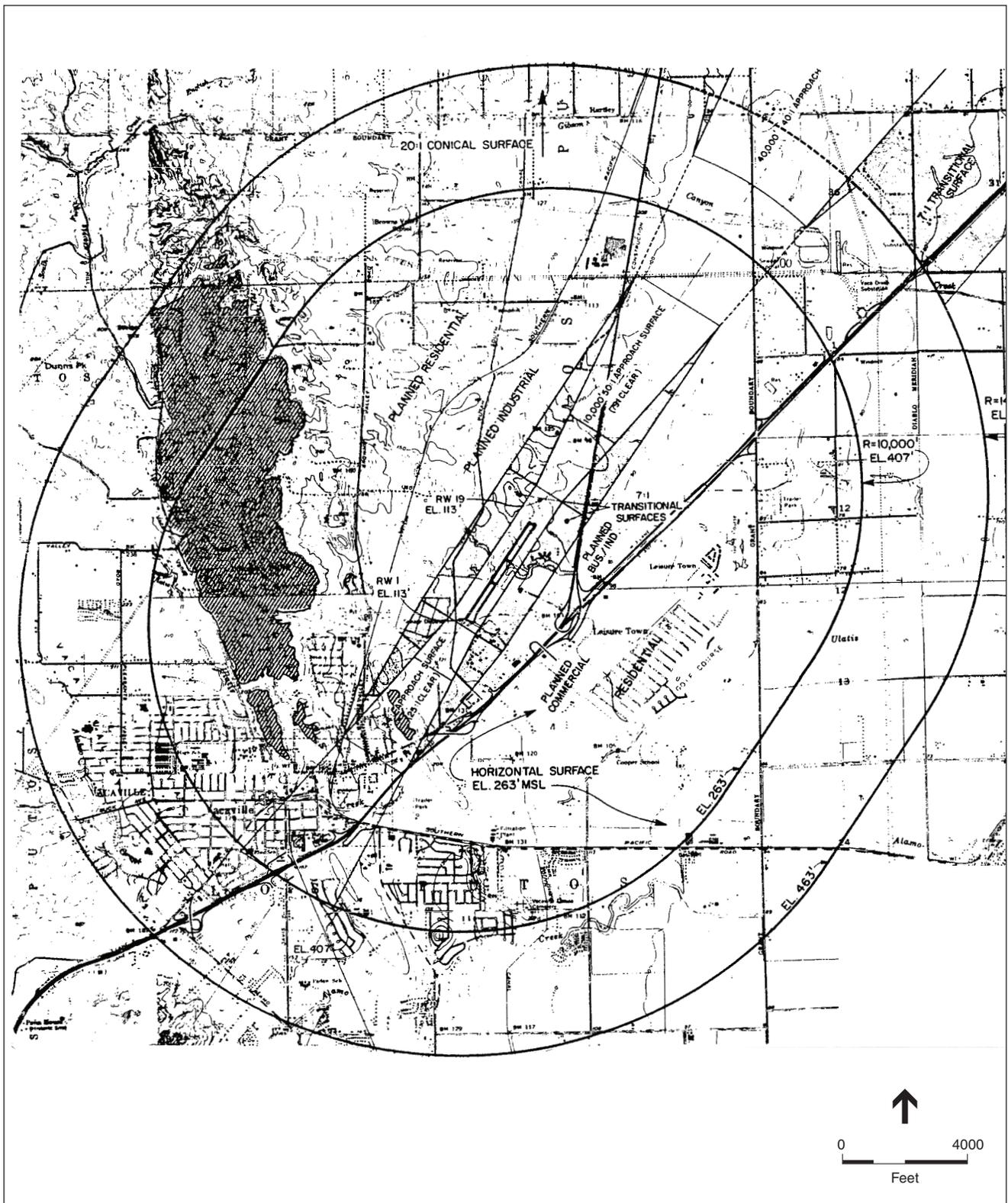
**Figure 3.9-1**  
ALUCP Noise Contours



SOURCE: Solano County ALUCP, 1988; and ESA, 2012

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**Figure 3.9-2**  
ALUCP Safety Zones



SOURCE: Solano County ALUCP, 1988; and ESA, 2012

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**Figure 3.9-3**  
ALUCP Airspace Plan

### **Travis Air Force Base Land Use Compatibility Plan**

**The Travis Air Force Base Land Use Compatibility Plan (TAFBLUCP) establishes land use compatibility policies for future development within the airport influence area (AIA) of TAFB. Nut Tree Airport is located within TAFB's AIA, and more specifically, within Safety Zone D, as defined by the TAFBLUCP. Therefore, the Proposed Project is subject to review for consistency with the TAFBLUCP by the Solano County ALUC.**

### ***Solano Multispecies Habitat Conservation Plan***

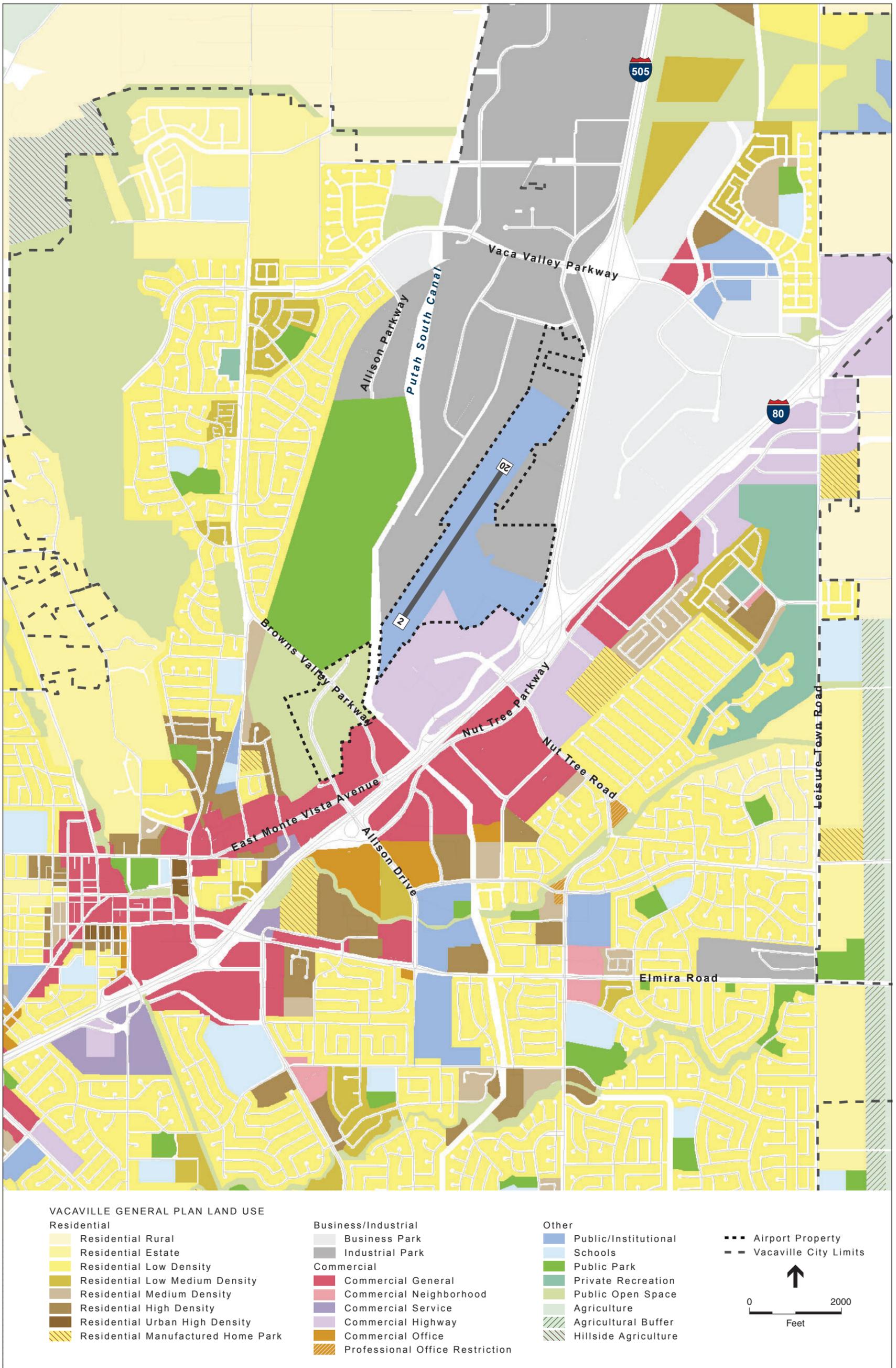
The study area is located within Zone 1 (Urban Zone) of the proposed Solano Multispecies Habitat Conservation Plan (SMHCP). The SMHCP establishes a framework for complying with state and federal endangered species regulations while accommodating future urban growth, infrastructure development, and ongoing activities related to flood control, irrigation facilities, and other public infrastructure undertaken by or under the permitting of the Plan Participants within Solano County over the next 30 years.

As of August 2009, the SMHCP is currently in the form of a final administrative draft. For more information on the SMHCP, please see Section 3.3, Biological Resources.

### ***City of Vacaville General Plan***

The 2007 *City of Vacaville General Plan* (General Plan) sets forth policies for land use, circulation, community facilities, and environmental resource management. The land use map and the associated Land Use Element constitute the framework of the General Plan. The following land use designations, as defined in the General Plan Land Use Element, are located in the vicinity of Nut Tree Airport (see **Figure 3.9-4**):

- **Industrial Park.** “This designation provides sites for industrial uses that require locations on major transportation lines, and large areas for structures, truck loading and parking, and space for storage of products, equipment, and materials.”
- **Business Park.** “This designation applies to sites in a landscaped setting for office centers, research-and-development facilities, and, under appropriate conditions, medical institutional uses. Secondary uses may include limited industrial activities and small-scale warehousing and distribution operations and limited retail sales accessory to these areas.”
- **General Commercial.** “This designation provides for a full-range of uses, including retail stores, food and drug stores, auto sales, businesses selling home furnishings, apparel, durable goods, and specialty items. Support facilities, such as entertainment and eating-and-drinking establishments, would also be permitted.”
- **High Density Residential.** This designation provides for “higher density multiple residential uses, including townhouses, condominiums, and apartments (14.1-24 units/acre).”
- **Medium Density Residential.** This designation provides for “multiple residential uses, including duplexes, townhouses, multi-dwelling structures, or cluster housing with landscaped open space for residents (8.1-14.0 units/acre).”
- **Low Density Residential.** This designation provides for “single-family residential use in neighborhoods on lots ranging in size from 6,000 to 10,000 square feet (3.1-5 units/acre).”



SOURCE: Barnard Dunkelberg & Company, Solano County, 1988; City of Vacaville, 2008; ESRI, 2012; and ESA, 2012

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**Figure 3.9-4**  
General Plan Land Use Designations in the Vicinity of the Proposed Project

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- **Public/Institutional.** “This designation would include the Civic Center, Cultural Center, California Medical Facility, California State Prison, Solano, Vaca Valley Hospital and related medical facilities, other public facilities, large institutions, and utilities.”
- **Public Open Space.** “Public open space consists of lands that are owned or controlled by the City, other public entity, or by a non-profit entity, as well as lands that are designated for future acquisition by the City, and which are to be preserved as permanent open space. This category includes lands such as creekways, hillsides, ridgelines, transmission line corridors, and the hillside areas of the California Medical Facility (CMF).”
- **Public Park.** “This designation includes existing and proposed public park sites.”

### **Airport Business Area Policy Plan**

The 1999 *Airport Business Area Policy Plan* planning area encompasses 220 acres, and is located adjacent to East Monte Vista Avenue and I-505, which make up its eastern boundary. The planning area is bound on the west and north by the Vacaville-Golden Hills Policy Plan Area and on the south by the Nut Tree Ranch Policy Area.

The *Airport Business Area Policy Plan* is broken up into four planning areas. Land uses allowable within these planning areas include offices, research-and-development, manufacturing, aviation-related services, and public facilities (City of Vacaville, 1999).

### **Golden Hills Business Park Policy Plan**

The 2005 *Golden Hills Business Park Policy Plan* planning area, which encompasses approximately 640 acres, is located north of Nut Tree Airport, west of I-505, south of Vaca Valley Parkway, and east of the western boundary of the abandoned Southern Pacific Railroad right of way.

The *Golden Hills Business Park Policy Plan* is broken up into three planning areas. Land use designations in these planning areas include office and commercial uses, and the area is zoned Industrial Park.

### **North Village Specific Plan**

The 1995 *North Village Specific Plan* planning area, which encompasses 882 acres, is located to the northeast of the Airport. It is bound by I-505 to the west, open space, agriculture, and residential uses to the north and east, and business park to the south. The planning area consists of a mix of low-to-high density residential, commercial, business park, and school uses.

### **Nut Tree Ranch Policy Plan**

**The Nut Tree Ranch Policy Plan area encompasses approximately 560 acres, and is located adjacent to East Monte Vista Avenue and I-80 and I-505 freeways, which comprise its southeastern boundary. The area is bordered to the west by the Browns Valley and Markham areas, while to the north and east the boundaries are shared with the Nut Tree Airport and the Vacaville-Golden Hills Commerce Park (City of Vacaville, 2008). The planning area is divided into five subareas. Subarea “A” constitutes the Nut Tree Core area, which allows for restaurants, retail, residential, hotels, commercial uses, and outdoor recreation. Subarea “B” allows for general commercial uses. Subarea “C” allows for**

**restaurants, retail, commercial, and outdoor recreation uses. Lastly, subareas “D1” and “D2” allow for park and recreation facilities such as soccer fields and a golf course.**

### 3.9.3 Analysis, Impacts, and Mitigation

#### Significance Criteria

For the purposes of this EIR, implementation of the Proposed Project would be considered to result in significant land use and planning impacts if it would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted to avoid or mitigate a significant environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

#### Methodology and Assumptions

The land use analysis is qualitative and evaluates the consistency of the Proposed Project with various planning documents that apply to the Proposed Project. Potential physical land use conflicts or incompatibility with adjacent areas are usually the result of environmental effects such as the generation of noise or objectionable odors. However, this analysis shall consider potential conflicts with the current ALUCP for Nut Tree Airport, and how that may or may not affect land uses in the vicinity of the Airport. Noise, traffic, and air quality effects of the Proposed Project to nearby areas are discussed in detail in other relevant sections of the EIR. Consistency with the local air quality plans are discussed in Section 3.2, Air Quality and Section 3.6, Greenhouse Gases.

#### Impacts and Mitigation Measures

**Impact 3.9-1: Could implementation of the Proposed Project physically divide an established community? (*No Impact*)**

##### ***Phase I Projects and Project Build-out***

Construction and operation of all three phases of development associated with the Proposed Project would occur on Nut Tree Airport property. The Proposed Project would not require the creation of additional roads or structures between the Airport and adjacent off-site land uses. Phase III of the Proposed Project does include the acquisition of several parcels of land totaling approximately 90 acres. These parcels are contiguous to existing Airport property boundaries, and do not contain any residential development; nor are these parcels currently planned for residential development by the City of Vacaville. Given that the Proposed Project’s various development components remain entirely on Airport property, and that parcels identified for acquisition in Phase III would include only parcels contiguous to Nut Tree Airport’s property line and do not contain residential

development, implementation of the Proposed Project would not divide an established neighborhood or community. There is no impact.

**Mitigation Measures:** None required.

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**Impact 3.9-2: Could implementation of the Proposed Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project? (Potentially Significant)**

***Phase I Projects and Project Build-out***

**Nut Tree Airport / Land Use Compatibility Plan**

Given that the Proposed Project is located within the influence area associated with Nut Tree Airport's 1988 ALUCP, implementation of all three phases of development would be required to comply with the compatibility criteria set forth in that document. As described in the Regulatory Setting discussion above, the ALUCP establishes a variety of compatibility standards related to noise, safety, airspace protection, and overflight<sup>2</sup>.

As shown in **Figure 3.9-1**, noise contours depicted in the ALUCP breakdown to the 65, 60, and 55 decibel (dB) CNEL contours. A majority of the Proposed Project would be located in the 65 dB CNEL contour. These project components would largely entail improvements/alterations to the runway and taxiway system and associated improvements (e.g., lighting, markings, fencing, etc.), and would not result in any conflicts with ALUCP noise criteria. Proposed non-aviation development of a light industrial facility northwest of Runway 20 would be located within the 65 dB CNEL contour. According to ALUCP noise criteria, light industrial land uses are considered "marginally acceptable" within the 65-70 dB CNEL range (see **Table 3.9-1**). Therefore, this would not conflict with ALUCP noise policies.

Project components located within the 60 dB CNEL contour include the proposed hangars, multi-use facility, and non-aviation commercial uses. As shown in Table X, the proposed hangars, which could fall under either the category of transportation and parking or warehousing, would be considered "clearly acceptable" or "normally acceptable" within the 60-55 dB CNEL range, and would therefore not conflict with ALUCP policies. Similarly, the proposed multi-use facility and the non-aviation commercial uses, are considered "marginally acceptable", and would therefore also comply with the ALUCP.

Proposed Project components located within the 55 dB CNEL contour includes the non-aviation commercial land use, which is considered "clearly acceptable" within the 55-50 dB CNEL range. Therefore, none of the Proposed Projects would conflict with ALUCP noise policies.

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<sup>2</sup> Because overflight policies in the ALUCP primarily affect residential uses, which is not an element of the Proposed Project, this analysis shall only consider policies associated with noise, safety, and airspace protection.

With respect to ALUCP safety policies, a majority of the development associated with all three phases of the Proposed Project, including changes and improvements to the runway and taxiway system, lighting replacement, runway markings, apron expansion, installation of shade hangars, and airport fencing would occur within Safety Zone A (as depicted in **Figure 3.9-2**). Other elements of the Proposed Project, including the proposed hangars, multi-use facility, and non-aviation uses, would occur within Safety Zone C. Lastly, the proposed non-aviation development to the north of Runway 20 would be located partially within Safety Zones C and D, while the non-aviation uses proposed to be located just west of East Monte Vista Avenue would be located within Safety Zone E. **Table 3.9-3** provides a breakdown of each project component and its location within the Nut Tree Airport's safety zones.

**TABLE 3.9-3  
LOCATION OF PROPOSED PROJECT IN 1988 ALUCP SAFETY ZONES\***

Safety Zone	Project	Phase
A	Stabilize Runway 20 safety area	Phase I
	Shift Runway 2/20	Phase I
	Install new Precision Approach Path Indicators (PAPIs)	Phase I
	Relocate the Automated Surface Observing System/Automated Weather Observing System (ASOS/AWOS)	Phase I
	Relocate fencing, light poles, and other obstructions	Phase I
	Runway 20 Taxilane	Phase I
	Airfield perimeter fencing and gates	Phase I
	Airfield Lights Replacement	Phase I
	Solarized shade hangars	Phase I
	South apron expansion	Phase I
	Taxilane and Taxiway Rehabilitation	Phase I
	Airfield pavement rehabilitation	Phase II, III
	Extend Runway 20 to 5,300 feet	Phase III
B	Non-aviation development (partial)	Phase I
C	South corporate hangar	Phase I
	Hangars 1-9 refurbishment	Phase I
	Non-aviation development	Phase I
	Non-aviation development (partial)	Phase I
	North T-hangar development	Phase II
	East corporate hangars	Phase II
	Expand the multi-use arrival/departure facility	Phase II
	East hangar expansion	Phase III
E	Non-aviation development (5.5 acres)	Phase I

\* Land acquisition associated with Phase III of the Proposed Project is not reflected in this table as it does not involve the development of land.

As shown in **Table 3.9-3**, Proposed Project components that would be located within Safety Zone A do not include the types of uses that would result in the intensification of persons in exceedance of safety standards depicted in **Table 3.9-2**, but rather, constitute physical improvements to the runway and taxiway system that would have no conflict with compatibility standards for Safety

Zone A. Similarly, the proposed south apron expansion is consistent, as the ALUCP considers aircraft tiedowns to be “normally acceptable” within this zone (Solano County, 1988; pg. 11).

The proposed 2.75-acre, non-aviation light industrial facility located northwest of Runway 20 would be located partially within Safety Zones ~~B and C~~ **and D**. ALUCP guidelines indicate that light industrial uses are compatible within Safety Zones ~~B and C~~ **and D, provided they meet the specified intensity standards** (see **Table 3.9-2**). ~~While~~ **It is assumed that the proposed light industrial facility will adhere to the guidelines of either the County’s Limited Manufacturing (M-L) or General Manufacturing (M-G) designation, which has a maximum allowable floor area ratio (FAR) of 0.3** specific details of this proposed non-aviation facility were unknown at the time this EIR was drafted. **Utilizing an approximate ratio of one employee per 450 square feet of commercial development<sup>3</sup>, the proposed use would potentially yield up to approximately 79 employees. Per ALUCP standards, the maximum allowable intensity for non-residential uses within Zone C is 50 people per acre (indoors), or 75 people per acre (indoors and outdoors), while Zone D is 100 and 150 people per acre, respectively. Given that the proposed use would likely generate a maximum of 79 employees (or approximately 29 people per acre), the proposed use would be consistent with the ALUCP safety criteria for these zones. However, because the specifics of this proposed non-aviation, light industrial facility are not known, it is appropriate to refer this use to the ALUC when additional project details are known.** ~~it is impossible to determine whether the use would comply with other safety policies associated with these safety zones.~~ Therefore, implementation of Mitigation Measure 3.9-1a, which requires ALUC review prior to approval of proposed non-aviation development, will ensure that these uses are consistent with the compatibility policies set forth in the ALUCP. With this measure, potential impacts associated with conflicts with the ALUCP would be less than significant.

Development of the Proposed Project within Safety Zone C largely consists of aircraft storage hangars. Aircraft storage is an allowable use within this zone, and given their purpose, the proposed hangars would not exceed allowable intensities specified for this safety zone (see **Table 3.9-2**). Similar to the non-aviation, light industrial/commercial land use partially located in both Safety Zones ~~B and C~~ **and D** northwest of Runway 20, the proposed 1.3-acre, non-aviation ~~commercial~~ **office** use located east of the runway (entirely within Zone ~~C~~ **E**) would be considered a “compatible” land use within this zone. **Assuming a maximum FAR of 0.5<sup>4</sup>, the proposed use would accommodate approximately 63 employees; however, in Zone E, there are no intensity standards for non-aviation uses. Therefore, the proposed use would be consistent with the ALUCP.** However, because the extent of this proposed use was not known at the drafting of this EIR, implementation of Mitigation Measure 3.9-1a is required to ensure that the non-aviation, ~~light industrial/commercial~~ **office** development proposed within this zone is consistent with the ALUCP.

The proposed remodel and expansion of the Airport’s multi-use arrival and departure facility would be located within Safety Zone ~~C~~ **E**. Containing airport administration offices, meeting space, offices, retail, and a restaurant, this proposed use would be considered acceptable within

<sup>3</sup> **Based on an employment generation model from the Association of Bay Area Government’s Working Paper 95-3 (ABAG, 1995).**

<sup>4</sup> **0.5 is the maximum FAR for Solano County’s “Urban Commercial” designation, which allows for business and professional office uses.**

Safety Zone E; however, because this proposed development occurs in Phase II of the Proposed Project, project details (e.g., how many people the structure will accommodate) are not known at this time. **Safety Zone E has few restrictions, including no intensity standards for non aviation uses. As such, the proposed use is considered consistent with the ALUCP. However, given that this is a Phase II project, and therefore not forecasted to occur for at least 5 years, it is appropriate to provide the ALUC the opportunity to review this use when its development becomes ripe for consideration.** Therefore, implementation of Mitigation Measure 3.9-1b which requires ALUC review prior to approval of the proposed remodel and expansion of the Airport's multi-use arrival and departure facility, will ensure that this use is consistent with the compatibility policies set forth in the ALUCP. With this measure, potential impacts associated with conflicts with the ALUCP would be less than significant.

**Lastly, ¶** the Proposed Project also includes the development of a 5.5-acre non-aviation, light industrial/commercial land use within Safety Zone E. **Assuming a maximum FAR of 0.3, the proposed use could accommodate approximately 160 employees. However,** Safety Zone E has few limitations with respect to the types of land uses that are allowed, and there are no intensity standards for non-residential land uses. **Therefore, the proposed light industrial/commercial land use would be consistent with the safety standards set forth in the ALUCP.** Nevertheless, given that the specific details pertaining to the type and nature of proposed non-aviation, light industrial/commercial land use are not known at this time, implementation of Mitigation Measure 3.9-1a will be required to ensure that the proposed use does not conflict with any applicable compatibility policies set forth in the ALUCP.

Airspace protection policies set forth in the ALUCP are based on the standards established in FAA's FAR Part 77. These standards dictate the allowable height of objects relative to their location within an airport's navigable airspace<sup>5</sup>. **Figure 3.9-3** depicts the current airspace plan for Nut Tree Airport. The Proposed Project would be located partially within the Airport's primary, approach, and transitional surfaces<sup>6</sup>. Project components located within the primary surface consist of runway and taxiway system improvements and alternations. The proposed non-aviation, light industrial/commercial development located northwest of Runway 20 would be located within the approach surface. Lastly, the remaining project components, including the proposed hangars, multi-use facility, and non-aviation development would be located within the transitional surface east of Runway 02/20.

Because specific details regarding the height and location points of proposed structures was not known at the time this EIR was prepared, it was not possible to determine whether any of the Proposed Project's various components would penetrate Nut Tree Airport's imaginary surfaces (as depicted in **Figure 3.9-3**). However, on-airport development automatically triggers a review by the FAA via their 7460-1 (Obstruction Evaluation) process. During this evaluation, FAA will review the height of all proposed objects associated with the Proposed Project, and in doing so,

<sup>5</sup> An airport's "navigable airspace" or airspace plan is depicted by a series of imaginary (Part 77) surfaces that rise up and away from all sides of a runway in a conical pattern. Objects that "penetrate" these imaginary surfaces are in potential violation of FAR Part 77 standards.

<sup>6</sup> The elevation of any point of an airport's "primary" surface is the same elevation as the elevation of the nearest point on the runway centerline. For Nut Tree Airport, the "approach" surface for Runway 20 extends outwards and upwards from the runway ends for 10,000 feet, at a slope of 50:1, and 25:1 for Runway 2. The "transitional" surface extends upwards and outwards from the primary surface at a 7:1 slope (Solano County, 1988).

will ensure that all phases of development will not interfere with the Airport's navigable airspace and remain consistent with FAR Part 77 standards.

Finally, as specified in the 1988 ALUCP, a proposed update to the Master Plan must be evaluated to determine what (if any) affect the update would have on the location or magnitude of the Airport's noise, safety, overflight, or air space protection requirements (Solano County, 1988). Should the Proposed Project result in changes to the Airport that render the compatibility maps and/or policies of the 1988 ALUCP inadequate, this may trigger a need to update the current ALUCP. As a result, indirect impacts to land use patterns and future development in the vicinity of Nut Tree Airport could occur because of changes made to existing airport land use compatibility criteria.

The 1988 ALUCP's policies and corresponding compatibility maps were based on a variety of operational factors; including: an ultimate runway length of 4,700 feet; a Precision Instrument Landing System with an approach surface of 50:1 (shallow, low, and long) for Runway 20; a 20-year forecast of 242,500 aircraft operations by the year 2000; and a traffic pattern that primarily remained on the west side of the Runway.

Implementation of the Proposed Project would result in several changes to the Airport that would have the potential to affect the noise, safety, overflight, and airspace protection elements of the current ALUCP. Specifically, the Proposed Project would result in two alterations to the runway. In Phase I, the Runway would shift 200 feet to the northeast by removing 200 feet on the Runway 02 end, and adding 200 feet to the Runway 20 end. In Phase III, the Proposed Project would add an additional 600 feet to the Runway 20 end for a total length of 5,300 feet (a net change of 600 feet from the current length of 4,700). In addition, Runway 20 will continue to have a non-precision approach surface of 34:1 under the Proposed Project. Additionally, operations are forecasted to grow under the Proposed Project to 127,329 by 2031.

Noise contours in the 1988 ALUCP were based on a forecast of 242,500 aircraft operations per year by 2000. The 1988 ALUCP also assumed a runway length of 4,700 feet, a precision approach on the Runway 20 end, and a traffic pattern that was predominately to the west of the runway. Noise contours associated with the Proposed Project (as depicted in **Figure 3.10-7**) are based on forecasted operations reaching 127,329 by 2031, an ultimate runway length of 5,300 (with Runway 20 remaining non-precision), and a traffic pattern that remains predominately to the west of the runway. As shown in **Figure 3.10-7**, though they are different in overall shape, noise contours associated with the Proposed Project would be smaller than the contours currently depicted in the 1988 ALUCP (as shown in **Figure 3.9-1**). Despite the difference in shape, however, contours associated with the Proposed Project would not expose new sensitive receptors to noise levels deemed incompatible by local standards. Given that future noise contours associated with the Proposed Project are smaller than the contours utilized in the current ALUCP, implementation of the Proposed Project would not render the 1988 ALUCP inadequate for the purpose of establishing effective noise compatibility criteria.

The 1988 ALUCP's safety zones, as depicted in **Figure 3.9-2**, are based on a runway length of 4,700 feet, Runway 20 having a precision approach, and a traffic pattern that predominately remains on the west side of the runway. As described previously, implementation of the Proposed Project would increase the runway length to 5,300 feet, maintain a non-precision approach on

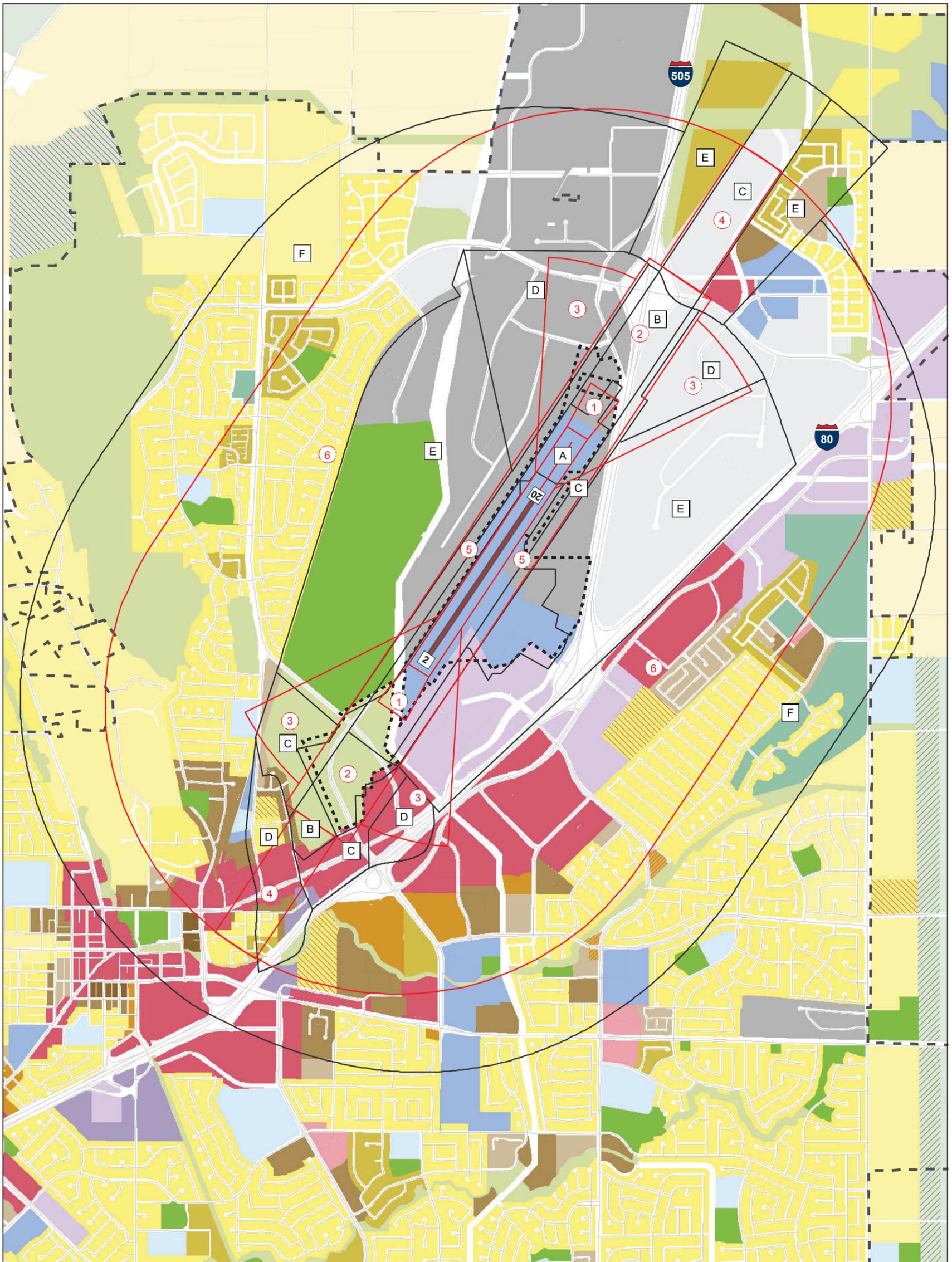
Runway 20, and would maintain a westerly traffic pattern. In order to assess what affects the Proposed Project may have on the adequacy of the existing ALUCP, a comparison of the existing safety zones to current standards set forth in the California Department of Transportation's Division of Aeronautics (Caltrans') *California Airport Land Use Planning Handbook* (*Handbook*) is necessary<sup>7</sup>.

Utilizing standards for a "medium general aviation runway" (Example 2 in the *Handbook's* Figure 3A: Safety Compatibility Zone Examples – General Aviation Runways; pg. 3-17), **Figure 3.9-5** overlays generic safety zones on top of the ALUCP's current safety zones. Assuming the ALUC followed the example provided in the *Handbook*, future generic safety zones for Nut Tree Airport would cover a slightly smaller area than the current zones do. The generic zones would remain largely within the city limits of Vacaville, with only a small portion of Safety Zone 6 (per the *Handbook*) extending into unincorporated County land. In general, however, potential generic safety zones based on the Proposed Project would cover an equal or smaller planning area within the City of Vacaville and Solano County. Therefore, the operating characteristics of the Proposed Project would not render the current safety zones inadequate or less protective of planned land uses.

Having determined that the overall size of the current safety zones is adequate compared to the generic zones that would be associated with the Proposed Project (using *Handbook* guidance), our analysis then focuses on the most sensitive zones related to runway changes: the runway protection zone (RPZ) and the inner approach/departure zone. The runway protection zone is identified as Zone A in the current ALUCP, and Zone 1 in the *Handbook*. The RPZ is the only zone whose geometry is based on an FAA standard (further discussed below in terms of airspace protection), and the RPZ is identified in the proposed Airport Layout Plan for the Nut Tree Airport Master Plan. The inner approach/departure zone is identified as Zone B in the current ALUCP and Zone 2 in the *Handbook*. As shown in **Figure 3.9-5**, a smaller future RPZ is proposed. At the northeast end, Runway 20, the geometrics are somewhat more complicated. The combination of runway shift and future extension would create generic safety zones 1 and 2 that are substantially contained within current Zones A and B. Due to the removal of the planned precision approach, the extended center of current Zone A would be reduced. At the same time, the "corners" of Zone A do not quite encompass the future RPZ. However, the overall area of Zone A is larger than what the planned RPZ shows. The small area that would have to be added to Zone A to conform to the RPZ is on-airport property and does not currently, and is not proposed to, contain incompatible structures or uses. As a result, the potential change to the RPZ (and any associated change with the inner approach/departure zone) is compatible and consistent with the current ALUCP.

Furthermore, based on *Handbook* recommendations for density and intensity standards for residential and non-residential development, respectively, **Table 3.9-4** compares current safety compatibility criteria to those recommended in the 2011 *Handbook*.

<sup>7</sup> Pursuant to PUC Section 21674.7(a), in preparing or updating an ALUCP, an ALUC "...shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation." However, state law provides ALUCs with the flexibility to shape their ALUCPs in ways that best suit an airport and the way it operates.



VACAVILLE GENERAL PLAN LAND USE

- Residential**
- Residential Rural
  - Residential Estate
  - Residential Low Density
  - Residential Low Medium Density
  - Residential Medium Density
  - Residential High Density
  - Residential Urban High Density
  - Residential Manufactured Home Park

- Business/Industrial**
- Business Park
  - Industrial Park
- Commercial**
- Commercial General
  - Commercial Neighborhood
  - Commercial Service
  - Commercial Highway
  - Commercial Office
  - Professional Office Restriction

- Other**
- Public/Institutional
  - Schools
  - Public Park
  - Private Recreation
  - Public Open Space
  - Agriculture
  - Agricultural Buffer
  - Hillside Agriculture

- Generic Safety Zones (#)
  - Existing Safety Zones (#)
  - Airport Property
  - Vacaville City Limits
- 0 2000  
Feet

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**TABLE 3.9-4  
COMPARISON OF CURRENT AND GENERIC SAFETY COMPATIBILITY CRITERIA**

	Safety Zones <sup>1</sup>		Residential Density (d.u./ac.) <sup>2</sup>		Non-Residential Intensity (people/ac.)	
	Current	Future	Current	Future <sup>3</sup>	Current	Future <sup>3</sup>
A	1		0	0	15	0
B	2		0.3	0	40	60-80
C	4/5		1	Infill/ Infill <sup>4</sup>	75	100-150/ 100-150
D	3		4	Infill <sup>4</sup>	150	100-150
E/F	6		6/No limit	No Limit	No limit/ No limit	No limit

1. "Generic" safety zones have been paired with the current safety zones that best match the general location that each zone overlays. Given the differences between the current zones and the future safety zones, not all zones match up one-for-one.

2. d.u./ac. = dwelling unit per acre

3. "Generic" safety compatibility criteria based on guidelines for "urban" areas, as specified in Figures 4B-G in the 2011 *Handbook*.

4. Allow infill at up to the average of surrounding residential area.

SOURCE: *Nut Tree Airport / Land Use Compatibility Plan*, Solano County, 1988; *California Airport Land Use Planning Handbook*, Caltrans Division of Aeronautics, 2011.

As shown in the table above, current safety policies are generally just as restrictive, or in some cases more restrictive, than the generic safety policies recommended in the 2011 *Handbook*. Given the marginal changes that could theoretically be made to safety zones and policies in order to accommodate the proposed runway extension, implementation of the Proposed Project would not result in a significant change to the Airport, such that updates to the ALUCP's current safety zones or policies would be warranted or required.

Similar to noise contours and policies, overflight policies<sup>8</sup> are largely based upon the number of operations at an airport, and how and where those operations occur. As described previously in this discussion, implementation of the Proposed Project would initially shift the threshold for Runway 20 by 200 feet and ultimately lengthen the existing runway by 600 feet; however, overall forecasted operations would be significantly reduced from those assumed by the 1988 ALUCP. Similarly, under the Proposed Project, the Airport shall continue to operate with a traffic pattern that is predominately concentrated and designated for the west of the runway. The City of Vacaville has established General Plan land use patterns in conformance with the compatibility criteria set forth in the current ALUCP; with open space and industrial uses planned for those areas closest to the western side of the Airport, while residential land uses and other noise-sensitive uses have been kept further away from the Airport and areas where aircraft operate. Given that the various factors that comprise overflight concerns (i.e., frequency and location of aircraft operations) shall remain largely the same or contract from ALUCP conditions, and that City land use patterns have generally followed what has been prescribed in the 1988 ALUCP, implementation of the Proposed Project would not result in a significant alteration to the way Nut Tree Airport operates, and revisions to overflight policies would not be warranted or required.

<sup>8</sup> Overflight policies are generally intended to inform land use owners of the presence of an airport in areas beyond the identified noise contours.

Lastly, the current ALUCP's airspace protection policies are based on an airspace plan designed for a 4,700-foot runway with a precision instrument approach on the Runway 20 end. This airspace plan is based on Federal design guidelines set forth in Federal Aviation Regulations (FAR) Part 77, and is designed to prevent obstructions (i.e., buildings, trees, or other structures) from entering an airport's navigable airspace. The most critical areas for the control of obstructions are at the sides (the "transitional surface") and ends (the "approach surface") of a runway. Areas where aircraft turn at low altitudes are also of concern. The most notable difference between the 1988 ALUCP and the Proposed Project is the change to the approach surface for Runway 20 from a 50:1 approach surface (shallow/low) to a 34:1 approach surface (steeper/high). This change is attributed to the fact that under the Proposed Project, Runway 20 will remain as a non-precision approach runway, as opposed to conditions under the 1988 ALUCP, which assumed Runway 20 would have a precision instrument approach.

It is worth noting that land uses north of the Airport would experience less restrictive height standards as a result of the shift from a 50:1 approach surface to a 34:1 approach surface. Furthermore, the runway protection zone (RPZ)<sup>9</sup>, under the Proposed Project, would remain on Airport property, unlike the RPZ used in the 1988 ALUCP. Given that the Proposed Project would not drastically alter the existing airspace plan for Nut Tree Airport, and actually result in less restrictive height standards within the approach surface for Runway 20, implementation of Proposed Project would not require significant changes to airspace protection policies, such that an update to the current ALUCP is required.

In summary, all three phases of the Proposed Project would be consistent with applicable noise policies set forth in the ALUCP. Similarly, proposed land uses in all three phases of the Proposed Project are compatible with the ALUCP's safety guidelines. However, given that specific project details were not available at the time that this EIR was prepared to determine if the Proposed Project is consistent with other safety policies (e.g., population intensity standards), implementation of Mitigation Measures 3.9-1a and 3.9-1b is required. FAA review of the height of various project components (via the 7460-1 process) will also ensure that no components of the Proposed Project will conflict with ALUCP airspace protection policies. As such, with adherence to the mitigation measures described above, potential conflicts between the Proposed Project and land use compatibility policies set forth in the ALUCP are considered less than significant.

Additionally, though implementation of the Proposed Project would result in changes to the runway length and level of operations (i.e., there is a forecasted reduction in operations) that were assumed in the 1988 ALUCP, these changes would not result in significant changes to the location or magnitude of Nut Tree Airport's noise, safety, overflight, and airspace protection impacts beyond what is currently identified in the ALUCP. In some cases, such as noise contours and safety zones, the Airport would see a minor contraction of these areas under the Proposed Project (based on forecasted operation levels for noise and generic safety zone dimensions described in the Caltrans *Handbook*). As a result, the current ALUCP would not need to be updated in order to account for significant changes to these compatibility concerns, as the current ALUCP would remain as or more restrictive than current airport land use compatibility planning

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<sup>9</sup> The RPZ is an FAA-defined area that should remain clear of all objects.

standards, even after implementation of the Proposed Project. Furthermore, given that an update to the ALUCP would not be automatically required as a result of the Proposed Project, indirect impacts to surrounding land uses in the City of Vacaville through a possible change to current compatibility policies would not occur. Therefore, potential direct and indirect impacts associated with a potential update to the current ALUCP would not occur as a result of the Proposed Project.

#### **Travis Air Force Base Land Use Compatibility Plan**

**As described under Section 3.9.2, Regulatory Setting, the Proposed Project is located within the AIA for TAFB. Specifically, the Proposed Project is situated within Safety Zone D, as defined by the TAFBLUCP, which does not place limits on the intensity of non-residential uses within Zone D. Therefore, land uses associated with the Proposed Project would not conflict with the safety policies of the TAFBLUCP.**

**With respect to airspace protection policies, the Proposed Project does not involve the construction of any structures that would interfere with height standards established by FAR Part 77 or Terminal Instrument Procedures (TERPS) for TAFB.**

**It is also important to note that forecasted operations for Nut Tree Airport would not interfere with current operations or aircraft traffic patterns at TAFB. Military aircraft that operate in the vicinity of Nut Tree Airport are typically between an altitude of 3,000 feet mean sea level (MSL) to 5,000 feet or higher MSL (also see Figure 3B of the TAFBLUCP). The established traffic pattern altitude for aircraft at Nut Tree Airport is currently 1,100 feet MSL, and the established overflight altitude for itinerant aircraft is 1,600 feet MSL. Implementation of the Proposed Project would not result in changes to the altitude of traffic patterns or overflight operations at Nut Tree Airport; therefore, the proposed Master Plan update would not affect current operations out of TAFB.**

**Given the above considerations, the Proposed Project is considered consistent with the compatibility guidelines set forth by the TAFBLUCP.**

#### **Solano County General Plan**

As a County project, implementation of all phases of the Proposed Project must comply with Solano County land use policies and compatibility criteria applicable to the project site. As described in the Regulatory Setting discussion above, the County designates the Airport as Public/Quasi-Public. Allowable land uses under this designation include airports and airport-related uses (Solano County, 2008; pg. LU-19). Implementation of Phase I of the Proposed Project would include the construction of airport-related facilities such as hangars, aircraft parking apron, runway and taxiway alignment changes, and installation of new lights, fencing, and other ancillary improvements. Phases II and III of the Proposed Project would involve similar types of development, with the construction of additional hangar space, a multi-use, Airport administration building that would include a restaurant accessible to the public, and a runway extension. As airport-related facilities, these uses are compatible with *Solano County General Plan* guidelines for uses under the Public/Quasi-Public land use designation. Similarly, implementation of Phase I would also result in the development and creation of several non-aviation related businesses on Airport property;

including light industrial and commercial uses. County code does not preclude the development of non-aviation uses on Airport property (Solano County Code, Chapter 2.4, Airports and Aircraft). Provided that these uses are consistent with other compatibility criteria, the development of non-aviation uses on Airport property would not conflict with Solano County land use regulations, as set forth in the General Plan and Zoning Code.

As described in the discussion of the Proposed Project's consistency with the Solano County ALUCP above, while the various components of each phase of the Proposed Project are land use types that are generally compatible with ALUCP policies, it is not possible to sufficiently assess specific details to determine consistency with all of Solano County's land use compatibility policies. Therefore, implementation of Mitigation Measures 3.9-1a and 1b is required to ensure that the Proposed Project is entirely consistent with the ALUCP. In doing so, the Proposed Project will also be consistent with Policy LU.P-31 of the *Solano County General Plan*. Therefore, no impacts associated with a conflict between the Proposed Project and the *Solano County General Plan* would occur.

### **City of Vacaville General Plan**

As described in the Environmental Setting discussion at the beginning of this section, while the Proposed Project is located on County property, the Airport is entirely bound within the city limits of Vacaville. Although the County is not subject to the jurisdiction of the City with regards to land use decisions for Airport property, a consistency analysis of the Proposed Project with the City General Plan is provided here to identify potential land use conflicts (including safety and nuisance issues) and to provide information relevant to City-County consultations required under Section 65402 of the Government Code. The *City of Vacaville General Plan* sets forth a variety of goals and policies related to the protection of environmental resources and conditions, and while not all these policies would be relevant to the Proposed Project, City policies related to certain environmental topics such as noise, would be applicable. The project's consistency with these policies is described in the Section 3.10, Noise.

The only project element that would have a potential direct affect on the City of Vacaville's land use goals is the proposed long-term acquisition of several parcels of land located adjacent to the Airport. The parcels proposed for acquisition include a 6.5-acre parcel and 1.7-acre parcel located north of Runway 20; and an 81.6-acre area made up of several parcels located west of Runway 02/20. All parcels identified for acquisition are designated as "Industrial Park" by the *City of Vacaville General Plan*. Of the parcels identified for acquisition, the 6.5-acre parcel north of Runway 20 is presently occupied by businesses. **Furthermore, approximately 38 acres of the 81.6 acres of land west of the Airport identified for acquisition is presently owned by the City of Vacaville. This area owned by the City is located within the Nut Tree Ranch and Vacaville-Golden Hills Business Park Policy Plan areas, and is currently utilized as a Swainson's Hawk foraging habitat mitigation area.**

As previously described in the Regulatory Setting discussion above, the City of Vacaville designates "Industrial Park" land uses "for industrial uses that require locations on major transportation lines, and large areas for structures, truck loading and parking, and space for storage of products, equipment, and materials." The purpose of acquiring the designated parcels is to ensure that land

uses—particularly those located within Runway 02/20’s approach/departure path—remain compatible with Airport operations. Though the Proposed Project does not define future development in any of these areas, any development that occurs on acquired parcels would result in Airport-serving land uses (e.g., aircraft storage hangars, FBO offices, etc.) or non-aviation light industrial/commercial uses. These kinds of land uses, which are similar to the allowable land uses within the “Industrial Park” designation, would not conflict with the purpose and intent of the City of Vacaville’s designated industrial area in which Nut Tree Airport is located. Therefore, direct impacts to the City of Vacaville’s land use goals and designations as a result of the Proposed Project and the acquisition of the three parcels are considered less than significant.

**As previously mentioned, the City of Vacaville is currently in the process of updating its General Plan. According to the City’s current preferred alternative land use map<sup>10</sup>, the primary difference between the preferred alternative and the planned land uses associated with the current General Plan within the general vicinity of Nut Tree Airport is the designation of Commercial Office uses along Vaca Valley Parkway northwest of the Nut Tree Airport that were originally designated for Industrial Park. The proposed Master Plan has no direct influence over the land uses of the City of Vacaville, and therefore would not conflict with proposed changes to future land uses as identified in the preferred land use alternative for the City’s General Plan update. Therefore, potential impacts associated with conflicts between the Proposed Project and future planning efforts related to the City of Vacaville’s General Plan update are considered less than significant.**

### Summary

As described above, implementation of the Proposed Project is required to comply with all Solano County land use guidelines applicable to the project area. Construction and operation of the various project components would require adherence to the various safety compatibility criteria set forth in the current ALUCP for Nut Tree Airport, and while the general uses described in the Proposed Project would be consistent, there are certain aspects of the project that, due to the lack of specific details at this time, cannot be adequately assessed to determine compliance with the ALUCP. Therefore, implementation of Mitigation Measures 3.9-1a and 1b will ensure that these elements of the Proposed Project are evaluated by the ALUC when ripe for consideration. In doing so, compliance with ALUCP compatibility criteria will be ensured through a formal review process by the ALUC. Thus, any potential conflicts with applicable land use compatibility policies are mitigated to less-than-significant levels.

Furthermore, given the Proposed Project’s proximity to the City of Vacaville, compliance with applicable City policies must also be considered. From a land use perspective, the Proposed Project would result in the future acquisition of a number of parcels currently within the City of Vacaville’s jurisdiction. As described above, this would not result in the creation of land uses that would conflict with the City’s overall development goals within the areas bordering Nut Tree Airport. Though a review of the proposed acquisition by the City of Vacaville’s City Council is

<sup>10</sup> **The City’s preferred land use alternative map can be accessed at [http://www.vacavillegeneralplan.org/wp-content/uploads/2012/01/PLUA\\_Citywide\\_11X17.pdf](http://www.vacavillegeneralplan.org/wp-content/uploads/2012/01/PLUA_Citywide_11X17.pdf).**

required (pursuant to Government Code Section 65402(b)), direct impacts to the City's land use and development goals are considered to be less than significant.

### **Mitigation Measures**

**Measure 3.9-1a: ALUC Review of Non-Aviation Uses.** Prior to construction of non-aviation development on Nut Tree Airport property, project details shall be submitted to the ALUC for consistency review. Unless the lead agency overrules the ALUC's determination, only upon issuance of a consistency determination by the ALUC shall the development of proposed non-aviation land uses be allowed.

**Impact Significance After Mitigation:** Submission of project details to the ALUC prior to project approval will ensure that all applicable compatibility criteria have been met prior to the development of non-aviation land uses on Nut Tree Airport property. Implementation of this measure will ensure that potential impacts from conflicts with Solano County land use compatibility policies are less than significant.

**Measure 3.9-1b: ALUC Review of Multi-Use Arrival/Departure Facility.** Prior to construction of the remodel and expansion of Nut Tree Airport's multi-use arrival and departure facility, project details shall be submitted to the ALUC for consistency review. Unless the lead agency overrules the ALUC's determination, only upon issuance of a consistency determination by the ALUC shall the remodel and expansion of the multi-use facility be allowed.

**Impact Significance after Mitigation:** Submission of project details to the ALUC prior to project approval will ensure that all applicable compatibility criteria have been met prior to the expansion of the Airport's multi-use arrival and departure facility. Implementation of this measure will ensure that potential impacts from conflicts with Solano County land use compatibility policies are less than significant.

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**Impact 3.9-3: Could implementation of the Proposed Project conflict with any applicable habitat conservation plan or natural community conservation plan? (*No Impact*)**

### ***Phase I Projects and Project Build-out***

As previously described under the Regulatory Setting discussion, the SMHCP establishes a framework for complying with state and federal endangered species regulations while covering activities associated with planned urban development, operation and maintenance of flood control and irrigation channels, pipelines, and associated facilities owned and operated by various water and irrigation agencies, and implementation of HCP conservation measures. The Proposed Project is located in Zone 1, the Urban Zone of the SMHCP Plan Area. As more fully described in Section 3.3, Biological Resources (Impact 3.3-6), implementation of the Proposed Project would not result in impact related to conflicts with the SMHCP.

**Mitigation Measures:** None required.

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## Cumulative Impacts

### **Impact 3.9-4: Could implementation of the Proposed Project result in a cumulatively considerable impact to the land use goals and policies of Solano County and surrounding jurisdictions? (*Less Than Significant*)**

Implementation of the Proposed Project is consistent with the goals and policies set forth in the *Solano County General Plan*, and would therefore not result in a cumulative impact related to inconsistencies with County land use policies. The Proposed Project could result in the re-designation (of the City General Plan classification) of several parcels from Industrial to Public/Quasi-Public. However, these actual land uses proposed are consistent with the current Industrial designation, and a change to Public/Quasi-Public would not introduce new land uses that would be inconsistent with the other planned development in the City. Other past, present, and reasonably foreseeable future projects identified in **Table 2-7** would all occur within the City of Vacaville's jurisdiction. These projects are consistent with the land use designations set forth in the *City of Vacaville General Plan*, or the applicable specific plans in which they are located. As described under Impact 3.9-2, implementation of the Proposed Project would potentially result in direct and indirect impacts to the land use goals of the City of Vacaville; however, these impacts are considered to be less than significant. Therefore, given general compliance with City land use goals of not only the Proposed Project, but other past, present, and reasonably foreseeable future projects, potential cumulative impacts to the land use goals of the City of Vacaville are considered less than significant.

Lastly, the Proposed Project is required to comply with all applicable compatibility criteria set forth in the current ALUCP for Nut Tree Airport. Similarly, past and present projects identified in **Table 2-7** will have been reviewed by the ALUC for consistency, and reasonably foreseeable future projects will eventually be reviewed. As explained in Impact 3.9-2, given a lack of sufficient details for thorough analysis, implementation of Mitigation Measures 3.9-1a and 1b is required to ensure that all phases of the Proposed Project comply with current ALUCP criteria. However, given the nature of the proposed development as a phased improvement to the Airport necessary for accommodating forecasted operations and required to adhere to all applicable development standards set forth by the County and FAA, the Proposed Project would not result in a cumulative impact related to inconsistency with the ALUCP.

Overall impacts to the land use goals and policies of Solano County and the City of Vacaville as a result of the Proposed Project are considered less than significant.

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## 3.9.4 References

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