



November 21, 2025

*Sent via email*

David Fish  
Legacy Builders  
4021 Port Chicago Highway  
Concord, CA 94520

Subject: Airport Land Use Compatibility Review – North Village Business Park Master Plan

Dear Mr. Fish:

This letter documents Mead & Hunt, Inc.'s Airport Compatibility Review of the proposed North Village Business Park Master Plan (the Project). The Project is located less than one mile northeast of Nut Tree Airport (Airport), which is owned and operated by the County of Solano (the County). The Project is located north of Vaca Valley Parkway, between Interstate 505 and North Village Parkway. This evaluation compares the Project proposal against the airport land use compatibility criteria included in the 1988 Solano County Airport Land Use Commission *Nut Tree Airport / Land Use Compatibility Plan* (ALUCP).

**As detailed below, Mead & Hunt finds that the planned uses are consistent with the ALUC criteria.**

## Project Overview

The Project is proposed for a 93.3-acre site, with 78.3 acres falling in Compatibility Zone C and 15 acres within Zones E and F. The Project includes residential areas, open land / recreation, RV / self-storage (including office space), mercantile and mercantile storage, exercise rooms, and pools. **Attachment 1** presents the proposed site plan. A list of major facilities and their proposed sizes and locations is included in **Table 1** below.

**Table 1. Major Facilities and Proposed Occupancy**

Facility	Land Use Type	Dwelling Units / Building Square Footage
Residential	Residential	8 Single Family Detached (Zone C) 84 Single Family Detached (Zone E)
Commercial	Business	134,000 Sq. Ft. (Zone C)
RV / Self-Storage	Self-Storage	3,000 Sq. Ft. (Zone C)
Restaurant (2), Café (2), Brewery (1), Grocery Store (1)	Mercantile	66,000 Sq. Ft. (Zone C)
Storage	Mercantile Storage	10,000 Sq. Ft. (Zone C)
Swimming Pool	Swimming Pool	8,000 Sq. Ft. (Zone C)
Exercise Room	Exercise Room	16,700 Sq. Ft. (Zone C)
Recreational	Assembly w/o fixed seats	10.5 Acres (Site Acreage) (Zone C)

## 1988 Solano County Nut Tree ALUCP Criteria

The 1988 ALUCP is a guidance document for the regulation of land uses around the Airport. The ALUCP establishes policies and criteria by which to assess the compatibility of land use development proposals with Airport operations. The 1988 ALUCP defines Airport compatibility zones with specific compatibility criteria. The Project falls within Zones C, E, and F. Zone F is not considered in this analysis due to the small area it covers and there being no development proposed in that area.

The ALUCP policies address four types of airport land use compatibility concerns:

- Noise – Locations exposed to potentially disruptive levels of aircraft noise.
- Safety – Areas where the risk of an aircraft accident poses heightened safety concerns for people and property on the ground.
- Airspace Protection – Places where height and certain other land use characteristics need to be restricted to protect the safe and efficient use of navigable airspace.
- Overflights – Locations where aircraft overflights can be intrusive and annoying to many people.

As shown in **Attachment 2**, the Project is located northeast of the Airport, within the following 1988 ALUCP zones:

- Safety: Compatibility Zones C, E, and F (Zone F not included in analysis)
- Noise: 55-60 CNEL noise contours
- Airspace Protection: Part 77 approach and transitional surfaces
- Overflight: Required avigation easement in Zones B and C, overflight easement required for Zones D, E, and F

**Tables 2 and 3** include the compatibility zone criteria for Zones C and E from the 1988 ALUCP:

**Table 2. 1988 Solano ALUCP Compatibility Criteria**

Zone	Location	Impact Elements	Maximum Densities / Intensities			Required Open Land
			<u>Residential*</u>	<u>Other Uses</u>	<u>(people / ac)</u>	
			Du / ac	In structures	Total in-and-Out of Structures	
C	Outer Approach/Departure Zone or Adjacent to Runway	<ul style="list-style-type: none"> <li>• Substantial noise</li> <li>• Moderate risk</li> </ul>	1	50	75	15%
E	Adjacent to Runway or Final Approach	<ul style="list-style-type: none"> <li>• Minor to significant sideline noise</li> <li>• Limited risk</li> </ul>	6	_*	_*	_*

Source: Solano County Airport/Land Use Compatibility Plan, Nut Tree Airport, May 1988

Note: \* Footnote 1 from the 1988 Solano ALUCP (clustering allowance): "The residential development should not contain more than the indicated number of dwelling units per gross acre. Units can be clustered to meet open land criteria. Maximum net density in any area should not exceed three times the acceptable gross density."

**Table 3. 1988 Solano ALUCP - Additional Compatibility Criteria**

Zone	Additional Criteria		Examples	
	Prohibited Uses	Other Development Conditions	Normally Acceptable Uses	Not Normally Acceptable Uses
C	<ul style="list-style-type: none"> <li>Schools, libraries, hospitals, nursing homes</li> <li>Noise sensitive outdoor activities</li> </ul>	<ul style="list-style-type: none"> <li>Residential structures, especially mobile homes, to have a minimum noise level reduction of 20 dBA</li> <li>Clustering of development is encouraged</li> <li>No uses hazardous to flight</li> <li>Avigation easement</li> </ul>	<ul style="list-style-type: none"> <li>All uses from Zone B</li> <li>Retail uses (one story max.)</li> <li>Office and Financial uses (one story max.)</li> <li>Auto dealerships</li> </ul>	<ul style="list-style-type: none"> <li>Residential densities greater than 1 du/ac</li> <li>Multi-story retail buildings</li> <li>Motels</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>Residential uses should have limited outdoor living area and should be oriented away from noise sources; clustering is encouraged</li> <li>No uses hazardous to flight</li> <li>Overflight easement required</li> </ul>	<ul style="list-style-type: none"> <li>Most non-residential uses</li> </ul>	<ul style="list-style-type: none"> <li>Residential densities greater than 6 du/ac</li> </ul>

Source: Solano County Airport/Land Use Compatibility Plan, Nut Tree Airport, May 1988

The 1988 ALUCP requires the dedication of an avigation (overflight) easement on any new construction within 1.5 miles of the Airport. As a condition of approval for any development within Compatibility Zones A, B, or C, a height limit easement is required. An avigation easement on the Project property has already been dedicated to Solano County.

## Compatibility Assessment and Findings

The Project is primarily evaluated here against the applicable criteria in the 1988 ALUCP. However, for some aspects of the analysis, additional guidance provided in the Caltrans 2011 *Airport Land Use Planning Handbook* (Handbook), as well as approaches used by other ALUCs have been considered.

Our analysis examines each of the four compatibility factors noted above. Of these, the factor for which the analysis is most complex is safety with respect to both residential and non-residential uses and the requirement for prescribed amounts of open land.

## Safety Compatibility

As itemized above, the proposed land uses within Zone C include a variety of non-residential uses, a small amount of residential uses and an extensive area of open land. Within Zone E, the only proposed development is residential.

**Non-Residential Uses**

All of the non-residential uses identified for Zone C appear to be indoor uses or ones with confined outdoor usage (e.g. the swimming pool). The ALUCP's criterion that limits indoor uses to 50 persons per acre is more applicable than the 75 persons per acre standard for both indoor and outdoor uses. Two issues arise with determining compliance with this criterion: how to estimate the number of occupants; and how to calculate the acreage for these uses, particularly in this instance where there is also some residential usage proposed for this zone.

The most conservative approach to estimating the number of occupants potentially associated with each of the proposed uses is to use the occupancy levels (square feet per occupant) set within the California Building Code (CBC). It should be recognized, however, that this approach results in a higher estimated number of occupants than most uses will typically have. **Table 4** shows these calculations.

**Table 4. Non-Residential Occupancy Load (Zone C)**

Land Use	Proposed Building Square Footage	CBC sq. ft. per occupant	Estimated Total Occupants (100% of CBC)
Business	134,000	100	1,340
Self-Storage (w / office)	3,000	300	10
Mercantile	66,000	60	1,100
Mercantile Storage	10,000	300	33
Swimming Pool and Exercise Room	24,700	50	494
<i>Total Occupants</i>			<i>2,977</i>

The acreage to be utilized by these uses is not defined in the Project. However, except for the residential area which occupies approximately 2.7 acres, the remainder of the 78.3 acres of the Project site within Zone C could be considered as associated with the non-residential uses; that is 75.6 acres. This results in an average acre intensity of 39.4 people / acre which is within the 50 people per acre ALUCP limit for this zone.

In reality, only 59.5 acres (2,977 total occupants and 50 occupants per acre) need to be considered as non-residential to still meet the criterion. Furthermore, the actual number of non-residential occupants will no doubt be much less than 2,977 total occupants. The Caltrans Handbook suggests assuming 50% of the CBC occupancy levels for most uses. Still being conservative, using 75% of the CBC occupancy levels would reduce the total occupants to 2,233 meaning that only 44.7 acres need to be allocated to non-residential uses. This aspect of the proposal is a factor in the residential density analysis that follows.

**Residential Uses**

For the purposes of this analysis, the proposed residential uses and applicable safety criteria for each zone are first examined separately.

Within Compatibility Zone C, eight (8) dwelling units are proposed on 2.7 acres of the site. Examined alone, this density does not meet the 1.0 dwelling unit per acre (du / ac) criterion for Zone C. However, if just 5.3 acres of the Zone C acreage not allocated to non-residential uses are considered to be part of the residential area, then the eight (8) units on eight (8) acres meets the 1.0 du / ac criterion.

For Compatibility Zone E, 84 dwelling units are proposed on approximately 10.6 net acres. According to Applicant's Project Description for entitlement through the City of Vacaville, the Project has a gross area of 14.6 acres over which Applicant has real property interest; however, a net area of 10.6 acres is used for purposes of airport land use compatibility analysis. This results in a density of 7.9 du / ac, a level that is above the ALUCP's limit of six (6) du / ac. No additional acreage is available within this zone that could be allocated to the residential density calculation as done above for Zone C. However, the proposed Project is consistent with the ALUCP as further explained below.

Here, though, an approach used by many ALUCs is worth considering even though not stated in the Nut Tree ALUCP. Specifically, when a project is situated within two compatibility zones as this Project is, it is better to concentrate the development in the less impacted zone than in the more restricted zone. In effect, the unutilized allowable development in the more restricted zone can be transferred to the less restricted zone. The approach of concentrating development is used by other nearby airports (Napa County, Sacramento International, etc.) and is consistent with Nut Tree ALUCP's encouragement for "clustering" to maximize contiguous open land. Looking at the overall Project in this manner produces these results:

Acreage in Zone C	78.3
Zone C acreage required for non-residential uses (at 75% of CBC)	– 44.7
Zone C 15% open land acreage requirement	– 11.7
Zone C allocated to residential uses	– 8.0
Zone C No Build Easement	– 3.5
Remaining Zone C acreage unallocated	10.4

Transferring the No Build Easement acreage to the residential acreage (10.6 acres) in Zone E produces a theoretical site of 14.1 acres and a resulting density of 5.9 du / ac which is within the 6.0 du / ac Zone E criterion.

### ***Safety Compatibility Findings***

By focusing on the Project as a whole and taking into account residential density and non-residential intensity calculation methodologies described in the Caltrans Handbook and common among other ALUCs, the Project complies with the intent of the 1988 Nut Tree ALUCP criteria.

### ***Airspace Protection (Hazards to Flight)***

The intent of this compatibility factor is to protect aircraft from physical, visual, or electronic hazards while operating to, from, or around the Airport. Part 77 of Federal Aviation Regulations (FAR), as implemented by state law, limits the height of structures near airports in order to protect airport airspace from hazards to flight. The majority of the Project lies under the approach surface, with a small portion in the southeast quadrant within the transitional surface.

### **Airspace Protection Findings**

Five points across the proposed site were submitted to the Federal Aviation Administration (FAA) for an airspace determination on May 5, 2025. Approval and determination of 'No Hazard' for each point was provided by the FAA on June 5, 2025. The FAA determination confirms that the Project is consistent with airspace criteria and does not affect airspace or cause any hazards to flight, as all surfaces are clear of the Part 77 surfaces.

### **Overflight**

The adopted ALUCP only contains overflight policies that require aviation easements for all uses within Zones B and C, and overflight easements for all uses within Zones D, E, and F. So long as the North Village Business Park is agreeable to aviation and overflight easements (Zone C, E and F) on the affected lands, no overflight inconsistency is anticipated.

### **Overflight Findings**

The Project will not affect overflight so long as aviation and overflight easements are implemented on affected areas.

### **Noise**

The southern portion of the North Village Business Park is located within the 55-60 CNEL contour (see **Attachment 2**). The ALUCP specifies the following noise compatibility criteria that are applicable to the Project:

#### **Within the 55-60 CNEL contour:**

- Offices and retail trade are normally acceptable.
- Service commercial, wholesale trade, warehousing, light industrial, general manufacturing, utilities, and extractive industry are clearly acceptable.

#### **Appendix B of the 1988 Solano ALUCP contains the following interpretation/conditions:**

- **“Clearly Acceptable:** *The activities associated with the specified land use can be carried out with essentially no interferences from the noise exposure.*
- **Normally Acceptable:** *Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusion upon indoor activities.”*

### **Noise Findings**

The portion of the development which would be located in the 55-60 CNEL contour is the retail area. This use is considered normally acceptable to encounter aviation noise. The residential development located in Zone C, but outside the 55-60 CNEL contour, is also required to have a minimum Noise Level Reduction (NLR) of 20 dBA (i.e. the attenuation of sound level from outside to inside provided by the structure).

## Findings and Conclusions

Mead & Hunt finds the proposed Project to be consistent with the compatibility criteria included within the adopted 1988 ALUCP. However, given the Project's proximity to the Nut Tree Airport, Mead & Hunt recommends the following actions:

1. Maintain existing aviation easement for the entirety of the site (required within the 1988 Solano County ALUC for Zone C).
2. The residential development located in Zone C should have a minimum noise level reduction of 20 dBA.

If you have any questions or require additional information, please contact Krista at (971) 256-5199 or Marieke at (916) 993-4627.

Sincerely,

MEAD & HUNT, Inc.



Krista Wellnitz  
Senior Aviation Planner



Marieke Armstrong  
Senior Planner

### Attachments:

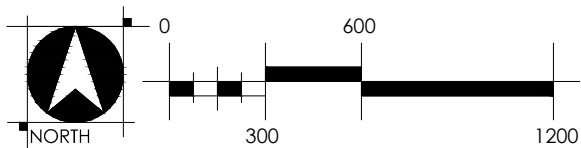
*Attachment 1 - Proposed Site Plan with No Build Easement*

*Attachment 2 - Legal Description of North Village No Build Easement*

*Attachment 3 - Compatibility Zone Maps*

*Attachment 4 - FAA No Hazards Determinations*







KBR  
273200  
11-21-2025

## EXHIBIT "A"

### DESCRIPTION OF NORTH VILLAGE NO BUILD EASEMENT

A portion of that certain real property situated in the City of Vacaville, County of Solano, State of California, also being a portion of Lot G as shown on and so designated on that certain Subdivision Map entitled (NORTH VILLAGE, UNIT NO. 6) filed for recorded February 20, 2015, in Book 89 of Subdivision Maps, Page 19, Official Records of Solano County, being further described as follows:

**Commencing** at the northeast corner of Lot I as shown on said Subdivision Map; thence leaving said northeast corner of said Lot I, South 62°27'10" East a distance of 258.72 feet to the True Point of Beginning; thence from said **TRUE POINT OF BEGINNING** the following four (4) courses, and distances:

1. South 56°14'16" East a distance of 325.00 feet;
2. South 33°45'44" West a distance of 472.00 feet;
3. North 56°14'16" West a distance of 325.00 feet; and
4. North 33°45'44" East a distance of 472.00 feet to the said True Point of Beginning

Containing 3.52 acres of land, more or less.

See Exhibit "B", plat to accompany description, attached hereto and made a part hereof.

  
Craig E. Spiess P.L.S. 7944

Expires: December 31, 2027

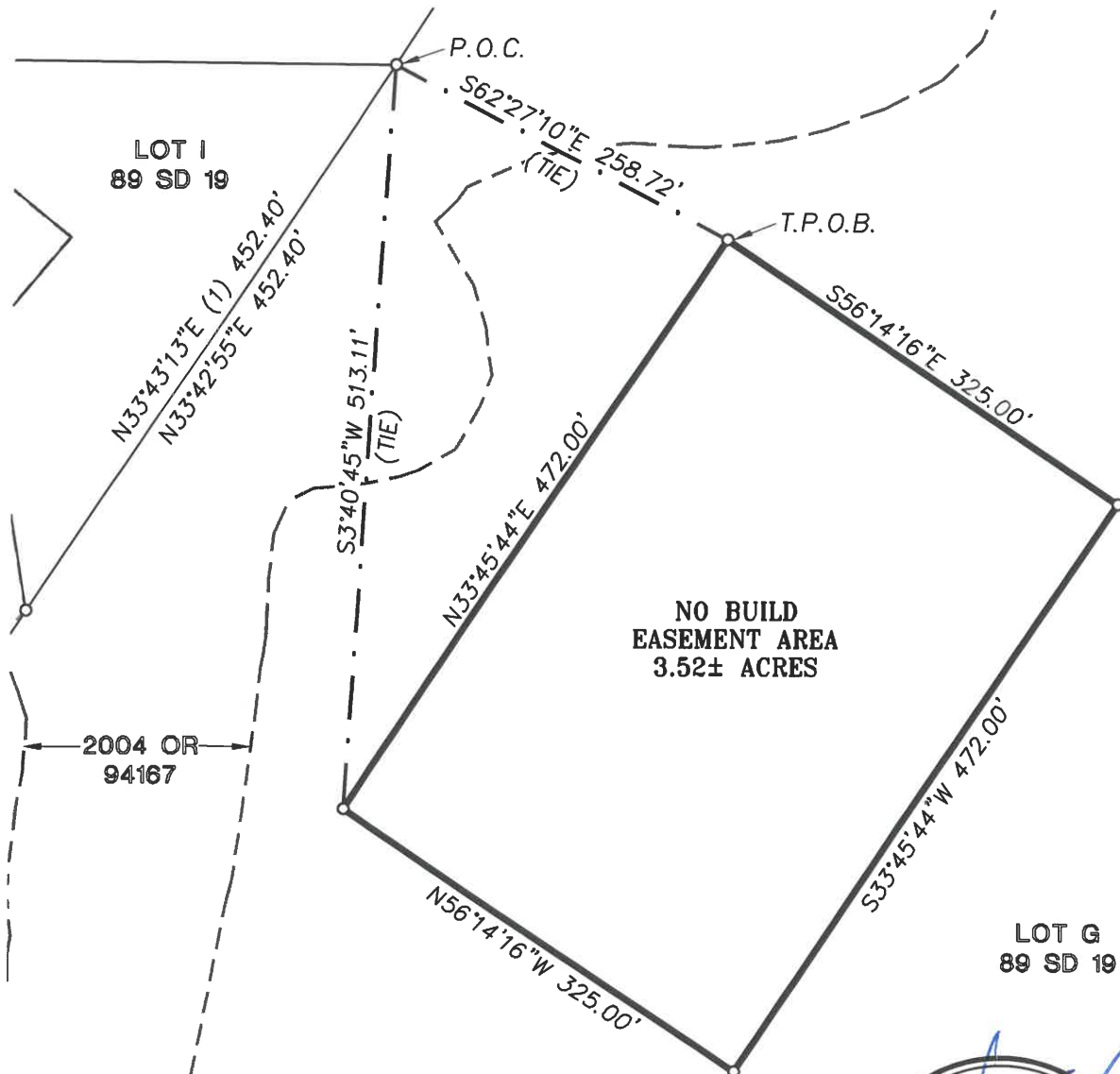
Date: 11/21/25



WOOD RODGERS, INC.  
SACRAMENTO, CALIFORNIA

**EXHIBIT 'B'**  
PLAT TO ACCOMPANY  
DESCRIPTION

**NORTH VILLAGE NO BUILD EASEMENT**  
CITY OF VACAVILLE, COUNTY OF SOLANO,  
STATE OF CALIFORNIA



SCALE: 1" = 120'

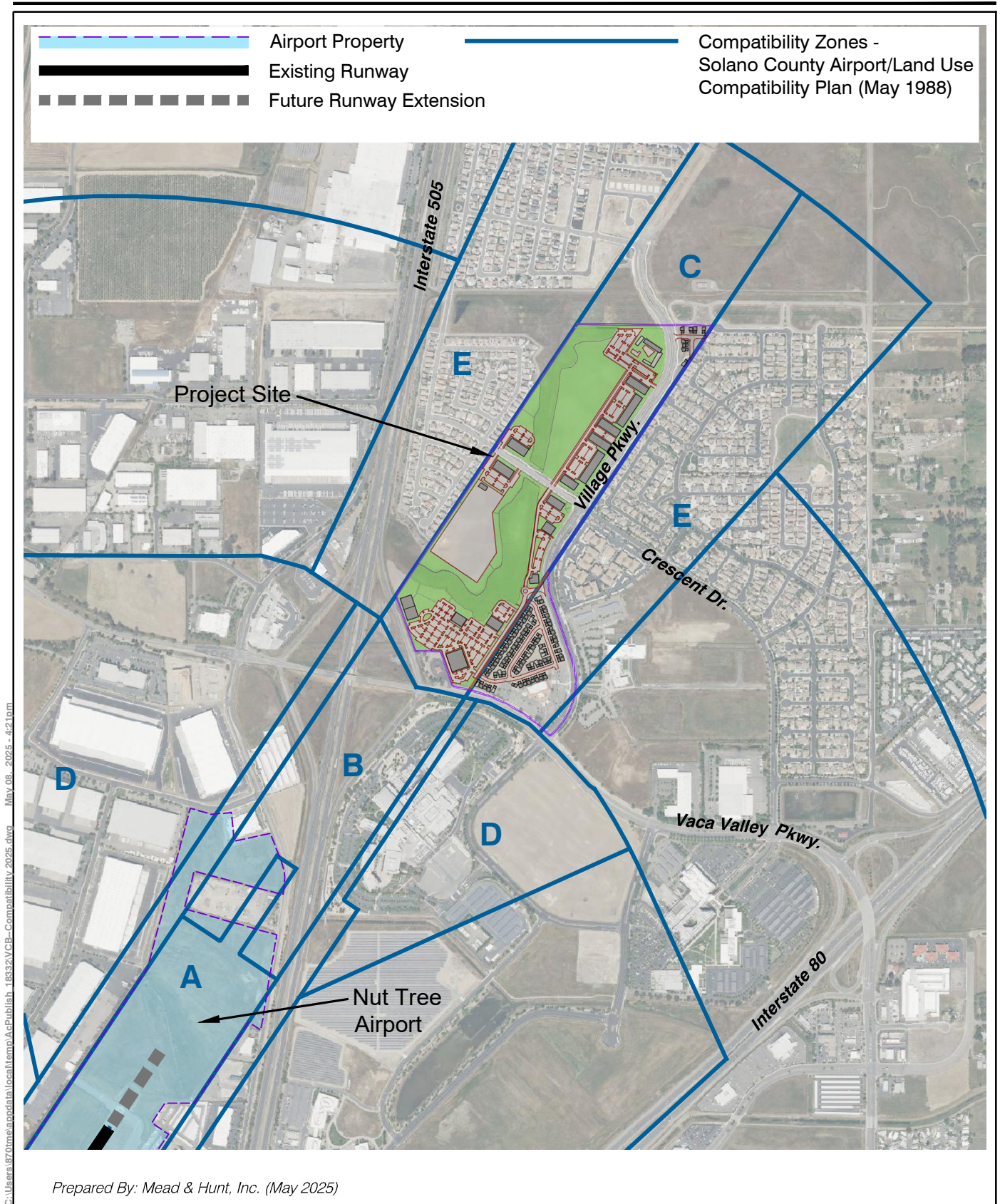
**LEGEND:**

- |          |                         |
|----------|-------------------------|
| SD       | SUBDIVISION MAP         |
| T.P.O.B. | TRUE POINT OF BEGINNING |
| P.O.C.   | POINT OF COMMENCEMENT   |
| OR       | OFFICIAL RECORD         |
| (1)      | 89 SD 21                |
| o        | DIMENSION POINT         |



**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME  
3301 O ST., BLDG. 100-B TEL 916.341.7760  
SACRAMENTO, CA 95816 FAX 916.341.7767  
NOVEMBER, 2025 2732.00

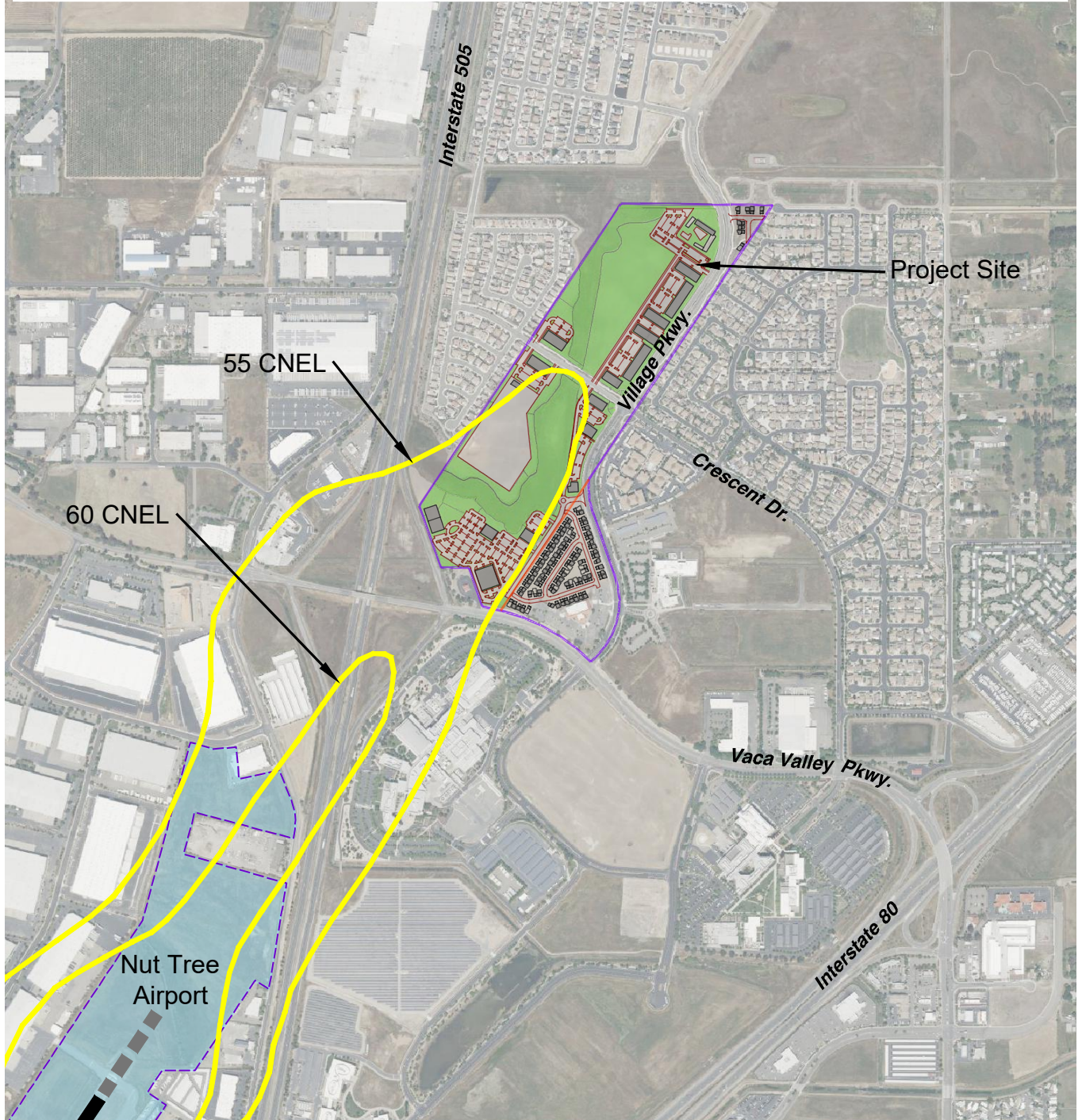
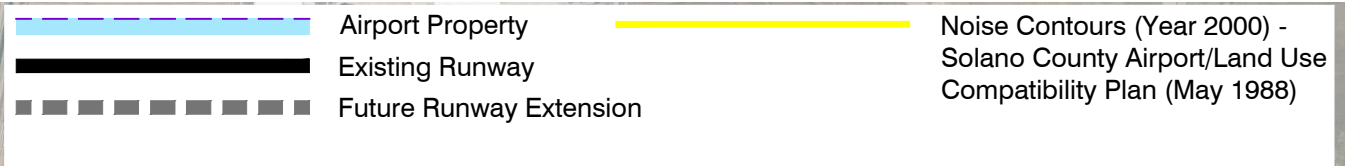




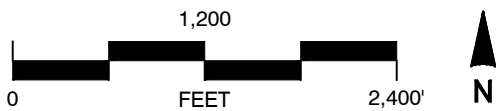
## COMPATIBILITY ZONES

**North Village**  
 Legacy, Inc.





Prepared By: Mead & Hunt, Inc. (May 2025)

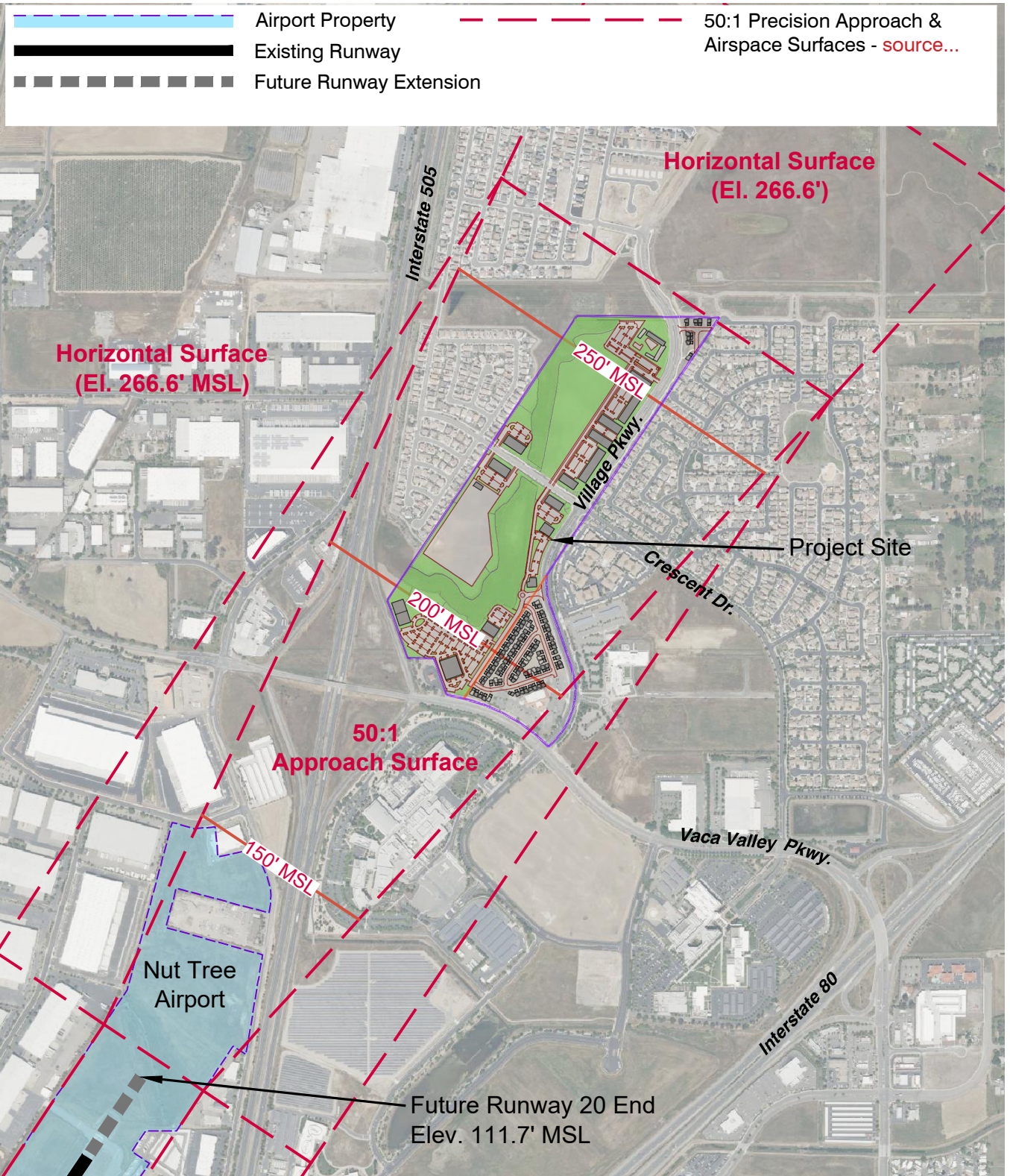


**NOISE**  
**North Village**  
 Legacy, Inc.

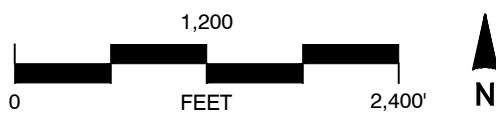
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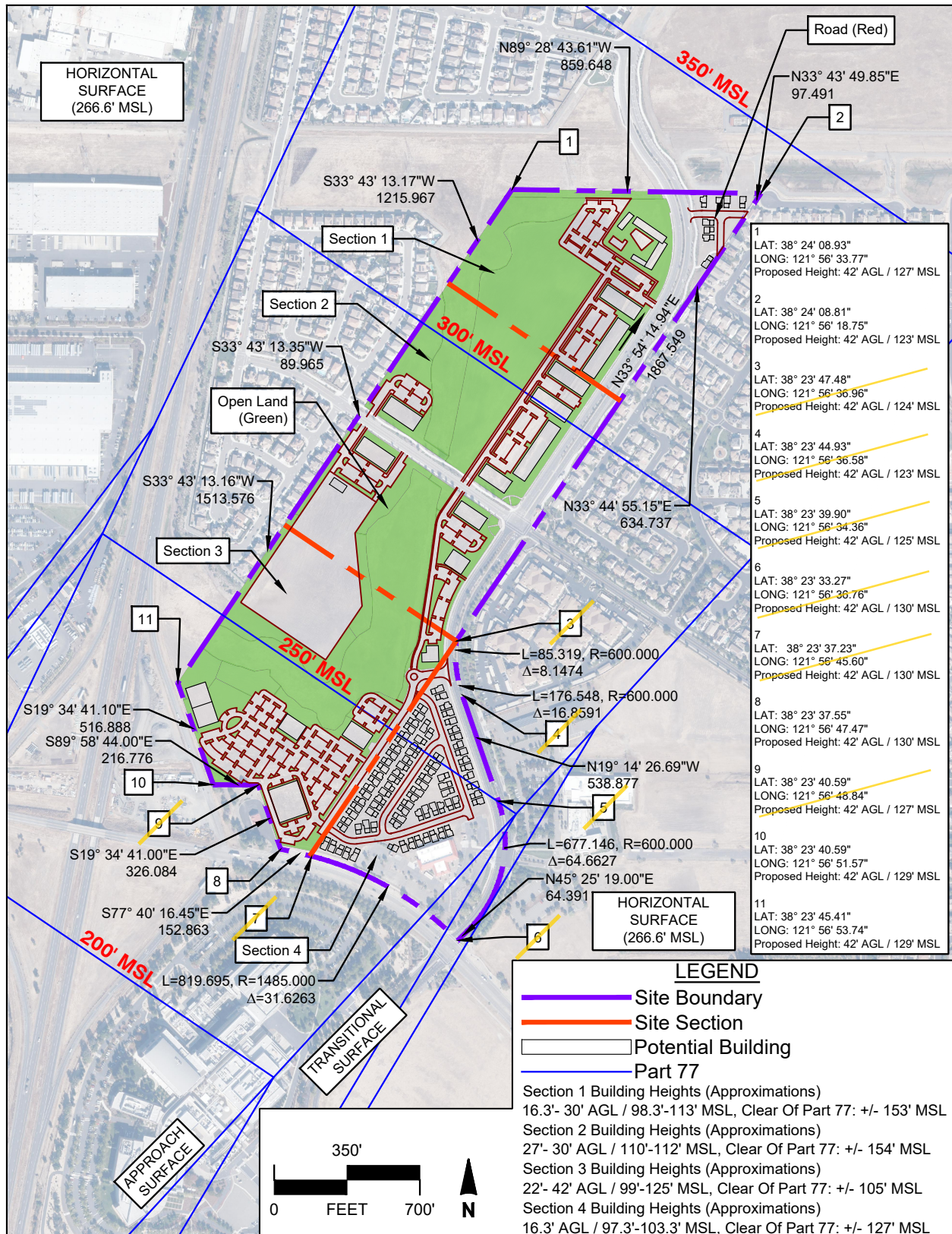
Prepared By: Mead & Hunt, Inc. (May 2025)



**AIRSPACE**  
**North Village**  
Legacy, Inc.



# FAA Form 7460 Submittal - Legacy Builders North Village Business Park





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No. 2025-AWP-7138-OE  
Attachment D  
File # AC 26-005

Issued Date: 06/05/2025

LEGACY BUILDERS, INC  
DAVID FISH  
4021 Port Chicago Hwy  
Concord, CA 94520

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: **Building Site Boundary Point 1**  
County, State: Solano, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
Site Boundary Point 1	38-24-08.93N	121-56-33.77W	85 Ft	42 Ft	127 Ft

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)  
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 12/05/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No. 2025-AWP-7139-OE  
Attachment D  
File # AC 26-005

Issued Date: 06/05/2025

LEGACY BUILDERS, INC  
DAVID FISH  
4021 Port Chicago Hwy  
Concord, CA 94520

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: **Building Site Boundary Point 2**  
County, State: Solano, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
Site Boundary Point 2	38-24-08.81N	121-56-18.75W	81 Ft	42 Ft	123 Ft

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)  
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

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- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No. 2025-AWP-7140-OE  
Attachment D  
File # AC 26-005

Issued Date: 05/09/2025

David Fish  
Legacy Builders, INC  
4021 Port Chicago Hwy  
Concord, CA 94520

**\*\* TERMINATION \*\***

The aeronautical study concerning the following project has been terminated:

Structure:	Building Site Boundary Point 3
Location:	Vacaville, CA
Latitude:	38-23-47.48N NAD 83
Longitude:	121-56-36.96W
Heights:	82 feet site elevation (SE) 42 feet above ground level (AGL) 124 feet above mean sea level (AMSL)

This aeronautical study is terminated because:

**Studies for the site boundaries is not required.** Therefore, I have terminated these studies.

If you need to reactivate the study, it will be necessary for you to re-file notice using the electronic filing system available on our website [oeaaa.faa.gov](https://oeaaa.faa.gov).

If we can be of further assistance, please contact our office at (816) 329-2525, or [natalie.schmalbeck@faa.gov](mailto:natalie.schmalbeck@faa.gov).  
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-7140-OE.

**Signature Control No: 658424283-658995456**  
Natalie Schmalbeck  
Technician

( TER )



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Attachment D  
Aeronautical Study No. AC 26-005  
2025-AWP-7141-OE

Issued Date: 05/09/2025

David Fish  
Legacy Builders, INC  
4021 Port Chicago Hwy  
Concord, CA 94520

**\*\* TERMINATION \*\***

The aeronautical study concerning the following project has been terminated:

Structure:	Building Site Boundary Point 4
Location:	Vacaville, CA
Latitude:	38-23-44.93N NAD 83
Longitude:	121-56-36.58W
Heights:	81 feet site elevation (SE) 42 feet above ground level (AGL) 123 feet above mean sea level (AMSL)

This aeronautical study is terminated because:

Studies for the site boundaries is not required. Therefore, I have terminated these studies.

If you need to reactivate the study, it will be necessary for you to re-file notice using the electronic filing system available on our website [oeaaa.faa.gov](https://oeaaa.faa.gov).

If we can be of further assistance, please contact our office at (816) 329-2525, or [natalie.schmalbeck@faa.gov](mailto:natalie.schmalbeck@faa.gov).  
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-7141-OE.

**Signature Control No: 658424284-658995452**  
Natalie Schmalbeck  
Technician

( TER )





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No. 2025-AWP-7142-OE  
Attachment D  
File # AC 26-005

Issued Date: 05/09/2025

David Fish  
Legacy Builders, INC  
4021 Port Chicago Hwy  
Concord, CA 94520

**\*\* TERMINATION \*\***

The aeronautical study concerning the following project has been terminated:

Structure:	Building Site Boundary Point 5
Location:	Vacaville, CA
Latitude:	38-23-39.90N NAD 83
Longitude:	121-56-34.36W
Heights:	83 feet site elevation (SE) 42 feet above ground level (AGL) 125 feet above mean sea level (AMSL)

This aeronautical study is terminated because:

Studies for the site boundaries is not required. Therefore, I have terminated these studies.

If you need to reactivate the study, it will be necessary for you to re-file notice using the electronic filing system available on our website [oeaaa.faa.gov](https://oeaaa.faa.gov).

If we can be of further assistance, please contact our office at (816) 329-2525, or [natalie.schmalbeck@faa.gov](mailto:natalie.schmalbeck@faa.gov).  
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-7142-OE.

**Signature Control No: 658424285-658995455**  
Natalie Schmalbeck  
Technician

( TER )



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No. 2025-AWP-7143-OE  
Attachment D  
File # AC 26-005

Issued Date: 05/09/2025

David Fish  
Legacy Builders, INC  
4021 Port Chicago Hwy  
Concord, CA 94520

**\*\* TERMINATION \*\***

The aeronautical study concerning the following project has been terminated:

Structure:	Building Site Boundary Point 6
Location:	Vacaville, CA
Latitude:	38-23-33.27N NAD 83
Longitude:	121-56-36.76W
Heights:	88 feet site elevation (SE) 42 feet above ground level (AGL) 130 feet above mean sea level (AMSL)

This aeronautical study is terminated because:

Studies for the site boundaries is not required. Therefore, I have terminated these studies.

If you need to reactivate the study, it will be necessary for you to re-file notice using the electronic filing system available on our website [oeaaa.faa.gov](https://oeaaa.faa.gov).

If we can be of further assistance, please contact our office at (816) 329-2525, or [natalie.schmalbeck@faa.gov](mailto:natalie.schmalbeck@faa.gov).  
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-7143-OE.

**Signature Control No: 658424286-658995453**  
Natalie Schmalbeck  
Technician

( TER )



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Aeronautical Study No. 2025-AWP-7144-OE  
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Issued Date: 05/09/2025

David Fish  
Legacy Builders, INC  
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Concord, CA 94520

**\*\* TERMINATION \*\***

The aeronautical study concerning the following project has been terminated:

Structure:	Building Site Boundary Point 7
Location:	Vacaville, CA
Latitude:	38-23-37.23N NAD 83
Longitude:	121-56-45.60W
Heights:	88 feet site elevation (SE) 42 feet above ground level (AGL) 130 feet above mean sea level (AMSL)

This aeronautical study is terminated because:

Studies for the site boundaries is not required. Therefore, I have terminated these studies.

If you need to reactivate the study, it will be necessary for you to re-file notice using the electronic filing system available on our website [oeaaa.faa.gov](https://oeaaa.faa.gov).

If we can be of further assistance, please contact our office at (816) 329-2525, or [natalie.schmalbeck@faa.gov](mailto:natalie.schmalbeck@faa.gov).  
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-7144-OE.

**Signature Control No: 658424289-658995451**  
Natalie Schmalbeck  
Technician

( TER )



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Aeronautical Study No. 2025-AWP-7145-OE  
Attachment D  
File # AC 26-005

Issued Date: 06/05/2025

LEGACY BUILDERS, INC  
DAVID FISH  
4021 Port Chicago Hwy  
Concord, CA 94520

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: **Building Site Boundary Point 8**  
County, State: Solano, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
Site Boundary Point 8	38-23-37.55N	121-56-47.47W	88 Ft	42 Ft	130 Ft

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)  
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 12/05/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.



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Attachment D  
Aeronautical Study No. AC 26-005  
2025-AWP-7146-OE

Issued Date: 05/09/2025

David Fish  
Legacy Builders, INC  
4021 Port Chicago Hwy  
Concord, CA 94520

**\*\* TERMINATION \*\***

The aeronautical study concerning the following project has been terminated:

Structure:	Building Site Boundary Point 9
Location:	Vacaville, CA
Latitude:	38-23-40.59N NAD 83
Longitude:	121-56-48.84W
Heights:	85 feet site elevation (SE) 42 feet above ground level (AGL) 127 feet above mean sea level (AMSL)

This aeronautical study is terminated because:

**Studies for the site boundaries is not required.** Therefore, I have terminated these studies.

If you need to reactivate the study, it will be necessary for you to re-file notice using the electronic filing system available on our website [oeaaa.faa.gov](https://oeaaa.faa.gov).

If we can be of further assistance, please contact our office at (816) 329-2525, or [natalie.schmalbeck@faa.gov](mailto:natalie.schmalbeck@faa.gov).  
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-7146-OE.

**Signature Control No: 658424291-658995454**  
Natalie Schmalbeck  
Technician

( TER )





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Southwest Regional Office  
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Aeronautical Study No. 2025-AWP-7147-OE  
Attachment D  
File # AC 26-005

Issued Date: 06/05/2025

LEGACY BUILDERS, INC  
DAVID FISH  
4021 Port Chicago Hwy  
Concord, CA 94520

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: **Building Site Boundary Point 10**  
County, State: Solano, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
Site Boundary Point 10	38-23-40.59N	121-56-51.57W	87 Ft	42 Ft	129 Ft

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)  
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 12/05/2026 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.



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Aeronautical Study No. 2025-AWP-7148-OE  
Attachment D  
File # AC 26-005

Issued Date: 06/05/2025

LEGACY BUILDERS, INC  
DAVID FISH  
4021 Port Chicago Hwy  
Concord, CA 94520

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: **Building Site Boundary Point 11**  
County, State: Solano, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
Site Boundary Point 11	38-23-45.41N	121-56-53.74W	87 Ft	42 Ft	129 Ft

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)  
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 12/05/2026 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.