

DEPARTMENT OF RESOURCE MANAGEMENT

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Planning Services Division

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Krystine Ball, Program Manager
Planning Department
One Main Street
Rio Vista, CA 94571

Sent via email: Kball@ci.rio-vista.ca.us

**Re: Brann Ranch Master Planned Community Development Project
Draft Environmental Impact Report Public Comments**

Dear Krystine:

On behalf of the Solano County Airport Land Use Commission (ALUC), the following comments are provided in response to the Brann Ranch Master Planned Community Development Project (“Brann Ranch” or “Project”) Public Draft Environmental Impact Report (“Draft EIR”) issued by the City of Rio Vista (“City”).

The Draft EIR describes the 328-acre master-planned community as located within the Rio Vista Municipal Airport’s Safety Zones 2, 4 and 6, and within the Inner Wildlife Hazard Analysis Boundary, of the Airport Land Use Compatibility Plan (ALUCP). Additionally, the Project is located within Travis Airforce Base’s (“TAFB”) Compatibility Zone D of the TAFB’s Land Use Compatibility Plan (LUCP). The applicable compatibility zones require preparation of a “Wildlife Hazards Analysis” report to address potential wildlife attractants and identify any minimization measures, which was provided in Appendix F, of the Draft EIR.

A. Under Section 3.9-3 – Airport-Related Safety Hazards

The Public Draft EIR included discussion relative to a Wildlife Hazards Analysis (WHA) prepared by Rincon Consultants; however, concluded that the “residential subdivision would not increase or introduce new bird strike hazards to the Rio Vista Municipal Airport.” Therefore, impacts to aviation safety “is less than significant” and did not recommend any mitigation measures.

The Project proposes a range of land use types; however, the impact discussion was limited to residential development and avoided evaluating potential impacts related to the proposed commercial, mixed-use or open space areas including three detention ponds and three crossings at Watson Hollow. Furthermore, according to the prepared WHA, “avian guilds are adapted to succeed in urban environments,” such as “corvids, blackbirds and starlings, columbids and certain passerines [which] are expected to frequent Brann Ranch area following the development of the site.” (Draft EIR, Appen. F, *Wildlife Hazards Analysis*, p. 15.) The WHA included numerous recommended minimization measures for the project (*Id.* at 15-19), which were not included as mitigation measures and may serve to minimize wildlife attraction in the long term for proposed land uses described in the Project such as a stormwater detention basin, above-ground power and communication structures, community parks and public open spaces

and potential crossings of Watson Hollow. In addition, measures were recommended for avian dispersal during construction and post-construction which includes a Wildlife Management Coordination between the City of Rio Vista and Rio Vista Airport through a cooperative agreement, similar to the Cache Slough Mitigation Bank Project, which was recently approved.

The Project as proposed by the project proponent, without the minimization measures would cause a potentially significant environmental impact to human safety in the long term. To minimize the impacts, the minimization measures recommended in the WHA shall be incorporated as mitigation measures into the EIR.

B. Impact 3.11-1 Land Use Planning – conflict with any adopted plan

The Draft EIR failed to analyze the proposed Project against the adopted Rio Vista Airport ALUCP or TAFB's LUCP. The impact discussion provided an evaluation of the Project against the Rio Vista General Plan land use designations; however, failed to discuss the proposed Project with the Safety Zone criteria specified in the Rio Vista Airport ALUCP. Specifically, the Project proposes 2 residential lots within Safety Zone 2, and 29 residential lots within Safety Zone 4. Safety Zones 2 and 4 are designated as approach/departure zones where residential development is restricted to minimize the risk of loss to human life or property. Safety Zone 2 limits residential density to 1 dwelling unit per 10 acres. Safety Zone 4 limits residential density to 1 dwelling unit per 2 acres. Therefore, the Project could cause a significant risk to human life and the environment due to a conflict with the adopted policies contained in the Rio Vista Airport ALUCP. This impact would be potentially significant and may be avoided by redesigning the project to meet the 1 dwelling unit/10 acre, and 1 dwelling unit per 2 acres according to ALUCP Safety Zones 2 and 4, respectively.

I appreciate the opportunity to provide Public Draft EIR comments on the proposed Project and subsequent to the close of the Public Comment period, a City referral to Solano ALUC for consistency determination is required, according to California Aeronautics Act, prior to City Council public hearing.

Please do not hesitate to contact me at nnferrario@solanocounty.gov or 707 784 3170 for the application packet or if you require additional information.

Sincerely,

10/6/2025

 Nedzlene Ferrario

Signed by: Ferrario, Nedzlene N.

Nedzlene Ferrario, AICP
Principal Planner