

APPENDIX L

Errata to the Rio Vista Airport Land Use Compatibility Plan

Errata to the Rio Vista Airport Land Use Compatibility Plan

The errata correct errors or omissions that were identified after the printing of the Draft ALUCP in October 2017. These changes are reflected in the Final ALUCP and are provided here for ease of reference.

Changes in text and tables are indicated with ~~strikeout type~~ where the text is removed and replaced. New text is indicated with ***bold italic type*** where text is added.

Changes to the Text

On Page 1, Section 1.1, last paragraph, the text is revised as follows:

This document contains policies directly associated with assessment of land use compatibility (Chapters 3, 4, and 5). The Rio Vista ALUCP incorporates and updates the review procedures from the Solano County Airport Land Use Compatibility Review Procedures and supersedes that document. Chapter 6 of the Rio Vista ALUCP establishes the review procedures to be followed by the Commission and affected local land use jurisdictions with respect to the Airport ~~and other airports in Solano County.~~

On Page 5, Section 2.1, third paragraph, the text is revised as follows:

Affected Land Use Jurisdictions — The County of Solano and City of Rio Vista, both located within the Rio Vista AIA, and the County of Sacramento ***and City of Isleton***,² which ***are*** ~~is~~ partially located within the AIA inside the Wildlife Hazard Analysis (WHA) five-mile boundary, as defined herein, shall utilize these policies as the basis for:

- Modifying their respective general plans, zoning ordinances, and other local land use policies to assure that future land use development will be compatible with aircraft operations.
- Making planning decisions regarding specific development proposals involving the lands impacted by aircraft activity.

On Page 5, footnote 2, the text is revised as follows:

2. Because Sacramento County is outside the jurisdiction of the Solano County ALUC, the plan is only advisory as applied to the portions of the County of Sacramento ***and City of Isleton*** located within the AIA.

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On Page 9, Table 1, the following changes are made to the text:

TABLE 1
LAND USE COMPATIBILITY CRITERIA

Compatibility Area	Locations	Maximum Densities/Intensities ¹			Additional Criteria	
		Residential Density Allowed	Other Uses (people/ac) ²			
			Maximum Nonresidential Intensity (people per acre) ³	Maximum Single Acre Intensity – Clustered Development (people per acre)	Prohibited Uses ⁴	Other Development Conditions ⁵
Safety Zone 2	Inner Approach/Departure Zone	1 du per 10 ac	40	80	<ul style="list-style-type: none">Children's schools,⁷ day care centers⁸Theaters, meeting halls, and other assembly usesOffice buildings > three stories in heightLabor-intensive industrial usesStadiums, group recreational usesHospitals, nursing homesHighly noise-sensitive uses (e.g. outdoor theaters)Aboveground bulk storage of hazardous materialsHazards to flight⁶	<ul style="list-style-type: none">Locate structures at a maximum distance from extended runway centerline.Maximum interior noise level of CNEL 45 dB in buildings with noise-sensitive uses (see Policy NP-4).ALUC review required for objects ≥ 35 feet AGL.⁹Avigation easement dedication.See Policy RE-1 pertaining to all proposed wind turbines.All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review (see Policy RE-2).Within the Inner WHA Boundary, reviewing agencies shall prepare a WHA for projects that have the potential to attract wildlife that could cause bird strikes. Based on the findings of the WHA, all reasonably feasible mitigation measures must be incorporated into the planned land use (see Policy WH-1).Refer to the Compatibility Zone D standards found in the Travis AFB LUCP.
Safety Zone 3	Inner Turning Zone	1 du per 2 ac	70	210	<ul style="list-style-type: none">Children's schools,⁷ day care centers⁸Stadiums, group recreational usesHospitals, nursing homesMajor shopping centers, theaters, meeting halls, and other assembly usesHighly noise-sensitive uses (e.g. outdoor theaters)Hazards to flight⁶	<ul style="list-style-type: none">Maximum interior noise level of CNEL 45 dB in residences (including mobile homes) and buildings with noise-sensitive uses (see Policy NP-4).ALUC review required for objects ≥ 50 feet AGL.Avigation easement dedication.See Policy RE-1 pertaining to all proposed wind turbines.All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review (see Policy RE-2).Within the Inner WHA Boundary, reviewing agencies shall prepare a WHA for projects that have the potential to attract wildlife that could cause bird strikes. Based on the findings of the WHA, all reasonably feasible mitigation measures must be incorporated into the planned land use (see Policy WH-1).Refer to the Compatibility Zone D standards found in the Travis AFB LUCP.
Safety Zone 4	Outer Approach/Departure Surface	1 du per 2 ac	100	300	<ul style="list-style-type: none">Children's schools,⁷ day care centers⁸Stadiums, group recreational usesHospitals, nursing homesHighly noise-sensitive uses (e.g. outdoor theaters)Hazards to flight⁶	<ul style="list-style-type: none">Maximum interior noise level of CNEL 45 dB in residences (including mobile homes) and buildings with noise-sensitive uses (see Policy NP-4)ALUC review required for objects ≥ 100 feet AGL (see Policy H-2).See Policy RE-1 pertaining to all proposed wind turbines.All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review (see Policy RE-2).All new or expanded meteorological towers > 100 feet AGL, whether temporary or permanent, require ALUC review (see Policy H-1).Within the Inner WHA Boundary, reviewing agencies shall prepare a WHA for projects that have the potential to attract wildlife that could cause bird strikes. Based on the findings of the WHA, all reasonably feasible mitigation measures must be incorporated into the planned land use (see Policy WH-1).Refer to the Compatibility Zone D standards found in the Travis AFB LUCP.

On Page 10, Table 1, the following changes are made to the text:

TABLE 1
LAND USE COMPATIBILITY CRITERIA

Compatibility Area	Locations	Maximum Densities/Intensities ¹				
		Residential Density Allowed	Other Uses (people/ac) ²			
			Maximum Nonresidential Intensity (people per acre) ³	Maximum Single Acre Intensity – Clustered Development (people per acre)	Prohibited Uses ⁴	Additional Criteria
Safety Zone 5	Sideline Zone	1 du per 1 ac	70	210	<ul style="list-style-type: none">Highly noise-sensitive uses (e.g. outdoor theaters)Hazards to flight⁶Children's schools, large daycare centersStadiums, group recreational usesHospitals, nursing homes	<ul style="list-style-type: none">Maximum interior noise level of CNEL 45 dB in residences (including mobile homes) and buildings with noise-sensitive uses (see Policy NP-4)ALUC review required for objects ≥ 200 feet AGL (see Policy H-2).See Policy RE-1 pertaining to all proposed wind turbines.All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review (see Policy RE-2).All new or expanded meteorological towers ≥ 200 feet AGL, whether temporary or permanent, require ALUC review (see Policy H-1).Within the Inner WHA Boundary, reviewing agencies shall prepare a WHA for projects that have the potential to attract wildlife that could cause bird strikes. Based on the findings of the WHA, all reasonably feasible mitigation measures must be incorporated into the planned land use (see Policy WH-1).Refer to the Compatibility Zone D standards found in the Travis AFB LUCP.
Safety Zone 6	Traffic Pattern Zone	No Limit – consider noise and overflight standards	200 ¹²	800	<ul style="list-style-type: none">Hazards to flight^{6,10}	<ul style="list-style-type: none">Maximum interior noise level of CNEL 45 dB in residences (including mobile homes) and buildings with noise-sensitive uses (see Policy NP-4)ALUC review required for objects ≥ 200 feet AGL (see Policy H-2).See Policy RE-1 pertaining to all proposed wind turbines.All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review (see Policy RE-2).All new or expanded meteorological towers ≥ 200 feet AGL, whether temporary or permanent, require ALUC review (see Policy H-1).Within the Inner WHA Boundary, reviewing agencies shall prepare a WHA for projects that have the potential to attract wildlife that could cause bird strikes. Based on the findings of the WHA, all reasonably feasible mitigation measures must be incorporated into the planned land use (see Policy WH-1).Refer to the Compatibility Zone D standards found in the Travis AFB LUCP.
7	Area Between Inner and Outer WHA Boundary				<ul style="list-style-type: none">Wildlife hazard attractants¹⁰	<ul style="list-style-type: none">For areas outside of the Inner WHA Boundary but within the Outer WHA Boundary, any new or expanded land use that has the potential to attract the movement of wildlife that could cause bird strikes are required to prepare a WHA (see Policy WH-2).All discretionary projects located within the Inner WHA Boundary and Outer WHA Boundary are required to consider the potential for the project to attract hazardous wildlife, wildlife movement, or bird strike hazards as part of environmental review process required by the California Environmental Quality Act (CEQA) (see Policy WH-3).ALUC review required for objects ≥ 200 feet AGL (see Policy H-2).See Policy RE-1 pertaining to all proposed wind turbines.All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review (see Policy RE-2).All new or expanded meteorological towers ≥ 200 feet AGL, whether temporary or permanent, require ALUC review (see Policy H-1).

On Page 15, Section 4.2.1, last sentence, the text is revised as follows:

4.2.1. General Standards — The general standards applicable to the review of proposed land use actions in the vicinity of Rio Vista Airport are set forth in **Table 1**. No new residential development is permitted. In terms of non-residential use, no assemblages of people ~~are~~ **is** allowed.

On Page 15, Section 4.2.4, the following addition is made to the text:

4.2.4. Airspace Protection Criteria — The 14 CFR Part 77 surfaces that form the basis for this review are depicted in **Figure 6**. No hazards to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, and land uses that may attract birds to increase in the area shall be permitted. *As a condition for development approval, the owner of any property proposed for development within Safety Zone 1 shall be required to dedicate an aviation easement to the County of Solano or the City of Rio Vista. FAA notification is required for all new buildings. For a description of the 14 CFR Part 77 surfaces, see Policy AP-2.*

On Page 15, the following addition is made to the text:

4.2.5. Aviation Easement Dedication — *As a condition for development approval, the owner of any property proposed for development within Safety Zone 1 shall be required to dedicate an aviation easement to the County of Solano or the City of Rio Vista. The aviation easement (see Appendix B of this document for an example) shall, to the maximum extent permitted by law:*

- (a) *Provide the right of flight in the airspace above the property;*
- (b) *Allow the generation of noise and other impacts associated with aircraft overflight, including but not limited to noise, vibrations, turbulence, odors, vapors, fumes, fuel particle emissions, exhaust, smoke, and dust;*
- (c) *Restrict the height of structures, trees, and other objects;*
- (d) *Permit access to the property for the removal or aeronautical marking and lighting of objects exceeding the established height limit; and*
- (e) *Prohibit from being created on the property electrical and electronic interference, glint, glare, and other conditions that would impair the vision of pilots, high-velocity exhaust plumes, and other interference with radio, radar, microwave, or means of aircraft communication, and uses or features that make it difficult for pilots to distinguish between airfield navigation lights and visual aids and other lights, and other potential hazards to flight.*

On Page 35, Section 5.4, Policy AP-2, Paragraph 4, the text is revised as follows:

- 4. All height requirements shall be measured in AGL in all ~~other~~ locations.

On Page 39, Section 5.7, Policy H-2, first and second paragraphs, the text is revised as follows:

1. All proposed new or expanded objects 100 feet in height AGL or greater in Safety Zone 4, or 200 feet AGL or greater in Safety Zones 5 and 6, **and Zone 7**, whether temporary or permanent, shall require ALUC review and shall be subject to the height requirements stated elsewhere in this ALUCP. This includes wind turbine facilities (which are also subject to the policies of the Travis AFB LUCP). Proponents of proposed wind turbines in the Rio Vista AIA should first ascertain whether they meet the requirements of the Travis AFB LUCP and if so, further determine whether they meet the height restrictions included in this ALUCP and the requirements of 14 CFR Part 77.
2. All proposed new or expanded objects 100 feet in height AGL or greater in Safety Zone 4, or 200 feet AGL or greater in Safety Zones 5 and 6, **and Zone 7**, whether temporary or permanent, shall be marked and lighted for safety. Unless otherwise specified by the ALUC, each new or expanded structure under this Policy must, at a minimum, conform to the FAA's marking and lighting specifications set forth in the FAA's final determination of "no hazard" and the associated FAA study for that particular structure. For purposes of this Policy, any specifications, standards, and general requirements set forth by the FAA in the structure's determination of "no hazard" and the associated FAA study are mandatory, and project applicants shall be bound to implement those specifications through appropriate project approvals and entitlements. Additionally, each structure under this Policy must be marked and lighted in accordance with any marking and lighting requirements prescribed by the ALUC. The requirements of this paragraph 5.7.2(b) apply to meteorological towers and to other objects greater than 100 feet AGL in height.

On Page 45, Section 6.1.4(b)(2)(i)(a), the following addition is made to the text:

- (a) For the Rio Vista AIA, ALUC review is requested for actions that concern locations within Safety Zone 1, 2, 3, 4, 5, and 6, as well as objects 200 feet AGL or greater in height in the rest of the AIA. ***All proposed new or expansion of existing commercial-scale solar facilities and all proposed*** ~~Proposed~~ projects within the Inner or Outer WHA Boundary that have the potential to cause a significant adverse impact under Policies WH-1 or WH-2, with or without mitigation, shall also be reviewed by the ALUC (including but not limited to projects requiring an environmental impact report, mitigated negative declaration, or equivalent document).

In Appendix B, *Sample Implementation Documents* on Page B-3, the following changes are made to the text:

The responsibility for implementation of the compatibility criteria set forth in the compatibility plan for ***Rio Vista Airport*** ~~Travis Air Force Base~~ rests largely with the affected local jurisdictions. Modification of general plans and applicable specific plans for consistency with applicable compatibility plans is the major step in this process. However, not all of the detailed policies necessary for achieving full general plan consistency are necessarily included in general plans

and specific plans — many can be established through other documents. This appendix contains examples of three types of implementation documents.

- **Airport Combining Zone Ordinance** — One local option for compatibility criteria implementation is adoption of an airport combining zone ordinance. An airport combining zone ordinance is a way of collecting various airport-related development conditions into one local policy document. Adoption of a combining zone is not required, but is suggested as an option. Appendix **B1 D1** describes some of the potential components of an airport combining zone ordinance.
- **Avigation Easement** — Avigation easements transfer certain property rights from the owner of the underlying property to the owner of an airport or, in the case of military airports, to a local government agency on behalf of the federal government. ALUCs may require avigation easement dedication as a condition for approval of development on property subject to high noise levels or a need to restrict heights of structures and trees to less than might ordinarily occur on the property. Also, airports may require avigation easements in conjunction with programs for noise insulation of existing structures in the airport vicinity. A sample of a standard avigation easement is included in Appendix **B2 D2**.
- **Recorded Deed Notice** — Deed notices are a form of buyer awareness measure whose objective is to ensure that prospective buyers of airport area property, particularly residential property, are informed about the airport's impact on the property. Unlike easements, deed notices do not convey property rights from the property owner to the airport and do not restrict the height of objects. They only document the existence of certain conditions which affect the property — such as the proximity of the airport and common occurrence of aircraft overflights at or below the airport traffic pattern altitude. Recording of deed notices is a requirement for project approval within portions of the areas of influence of the airports in Solano County where avigation easements are not essential. Appendix **B3 D3** contains a sample of a deed notice.

In Appendix I, *Glossary*, on Page 1-9, the following revisions is made to the text:

Infill: Development which takes place on vacant property largely surrounded by existing development, especially development which is similar in character. See Section **6.2.4(c)(1) 3.2.4(3)** for criteria used to identify infill areas for compatibility planning purposes.

In Appendix I, *Glossary*, on Page I-10, the following revisions is made to the text:

Major Land Use Action: Actions related to proposed land uses for which compatibility with airport activity is a particular concern, but for which ALUC review is not always mandatory under state law. These types of actions are listed in Policy **6.1.4(C) 3.1.5(3)**.

In Appendix K, *Development Displacement Technical Report*, Page 1-3, Section 1.2, fifth bullet point, the text is revised as follows:

- There were portions of two vacant parcels observed within Safety Zone 5. However, Safety Zone 5 limits residential density to a maximum of 1 du/ac and non-residential intensity to 70 people per acre. This is more restrictive than the residential density limit of 6 du/ac and unlimited intensity in Compatibility Zone E in the 1988 ALUCP. ***Notwithstanding this, this land is currently, as well as for land designated for agricultural use in the Solano County General Plan, which gives a more restrictive designation for these parcels that the proposed ALUCP.***

In Appendix K, *Development Displacement Technical Report*, Page 1-8, Section 1.3, first paragraph, the text is revised as follows:

Housing Elements from the City of Rio Vista and Solano County general plans were reviewed and compared to safety maps, policies, and criteria included in the updated ALUCP to determine the potential for the displacement of residential land uses within Safety Zones 2, 3, and 4 of the AIA for Rio Vista Airport. Excluding Airport Road, which traverses Safety Zone 1 off the Runway 7 and Runway 33 ends, all ~~of~~ Safety Zone 1 ~~is are~~ located entirely on Airport property and are not available for development of residential uses. Similarly, with the exception of a portion of Safety Zone 5 north of Runway 7-25, all Safety Zones 5 are also limited to Airport property. The portion of Safety Zone 5 that extends beyond Airport property; however, is located on an isolated parcel designated for agricultural use with a more restrictive residential density limit under the Solano County General Plan than in the draft ALUCP. Finally, compatibility criteria for Safety Zone 6 does not constrain residential densities, thus there is no potential for displacement of residential uses in Zone 6. Other areas within the AIA yet outside the six safety zones and noise contours are not subject to the noise and safety compatibility criteria included in the updated ALUCP and were also excluded from further analysis.

In Appendix K, *Development Displacement Technical Report*, Page 3-1, Section 3.2, first paragraph, the text is revised as follows:

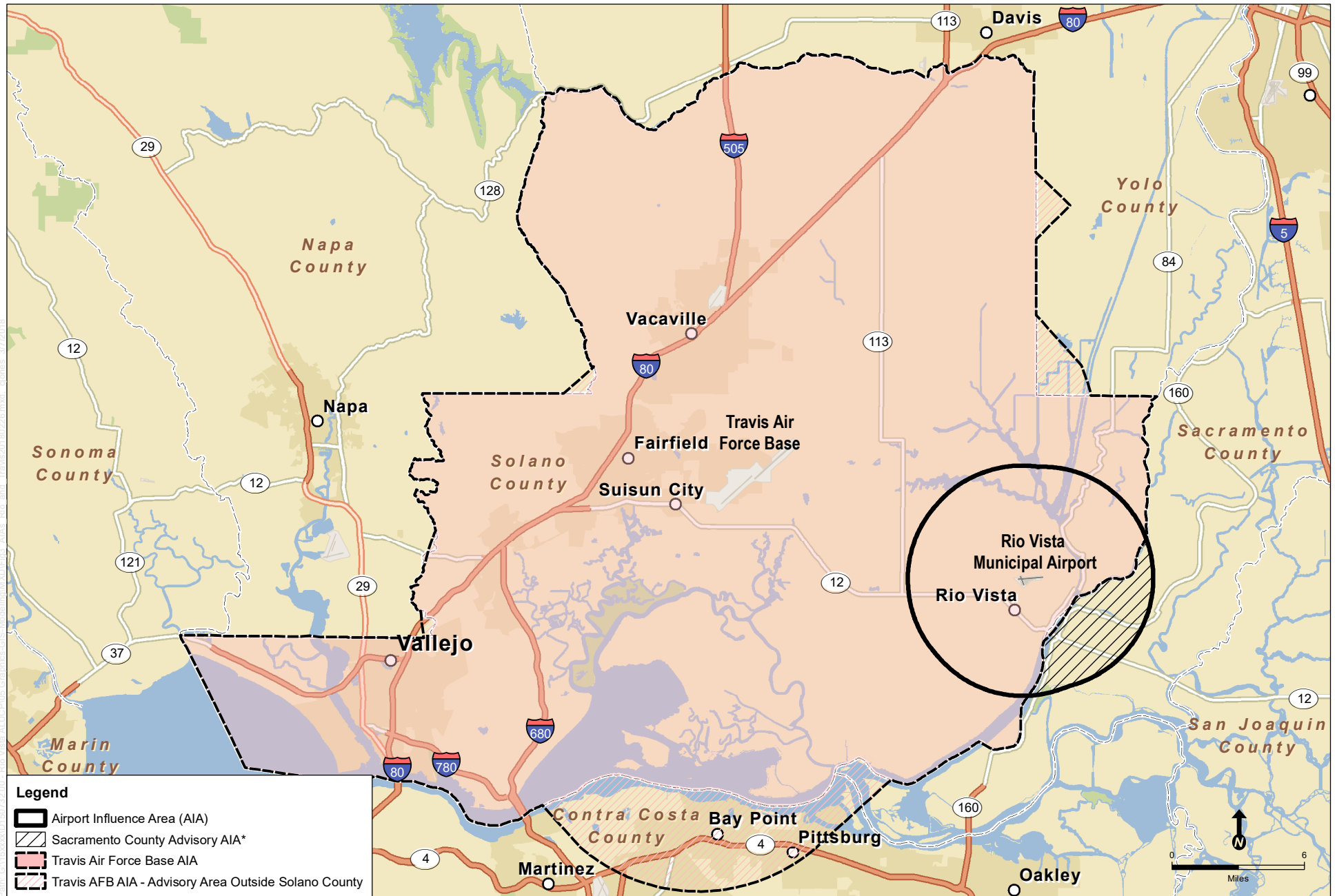
Policies related to the development of solar facilities, wind turbine facilities, and other objects greater than 100 feet in height AGL were updated in the ALUCP. As regards ~~solar facilities and~~ wind turbines, the updated ALUCP defers to the policies included in the Travis AFB ALUCP. These policies have been in effect since adoption of the Travis AFB ALUCP in October 2015. Accordingly, no displacement of ~~solar facilities or~~ wind turbines would occur as a result of the updated Rio Vista Airport ALUCP.

As regards solar facilities, developers of solar facilities are now required to provide a glint and glare study based on the Solar Glare Hazard Analysis Tool (SGHAT) model to demonstrate that the proposed or expanded facility would not pose a glint or glare risk. As long as proposed facilities do not cause glint or glare and are below the height limits associated with each compatibility zone, these future facilities could be located throughout Rio Vista and Solano County, in surrounding counties, and in other areas of the state or country. The outcome of an unfavorable SGHAT analysis typically results in adjustment to the planned tilt or orientation of a proposed array in order to reduce glint and glare, not relocation of a proposed array to a different site. Therefore, displacement of solar facilities is not anticipated to occur.

Changes to the Figures

On Page 8, Figure 3 has been revised to more accurately present the AIA for Travis Air Force Base.

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SOURCE: California Airport Land Use Planning Handbook, October 2011; ESA, 2016; ESRI Mapping Services

*NOTE: Crosshatched areas are in Contra Costa, Napa, Sacramento, and Yolo Counties, outside the jurisdiction of the Solano County Airport Land Use Commission. The TRavis AFB and Rio Vista ALUCPs are advisory only in these areas

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