

..title

ALUC-22-01 Greentree Project

Public hearing to consider the consistency of Application No. ALUC-22-01, (Greentree Project), with the Travis Air Force Base (AFB) Land Use Compatibility Plan (LUCP) and the Nut Tree Airport Land Use Compatibility Plan (ALUCP) (City of Vacaville).

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RECOMMENDATION:

Determine that Application No. ALUC-22-01 (Greentree Project) is conditionally consistent with the Travis AFB LUCP and the Nut Tree ALUCP pending incorporation of the following recommendations in the Greentree Specific Plan:

- Incorporate the Federal Aviation Administration Advisory Circular (FAA AC) 150/5200-33C design considerations regarding off-airport stormwater basins included in Paragraph 2.3.2.
- Add mention of the deed notification requirement applicable to all new development in Travis AFB Compatibility Zone D.

The consistency review ascertained that a significant system of stormwater basins were proposed throughout the Greentree Project Specific Plan area which could potentially attract wildlife hazards. However, 22.6-acre stormwater basins are a necessary component of large land development projects, and these features can be designed in a manner that diminishes wildlife attractants. Measures include construction of detention ponds for maximum of 48-hour detention period after a storm, maintain dry ponds between storms and use of steep sided, riprap or concrete lines, narrow, linear – shaped water detention basins. A copy of FAA AC 150/5200-33C paragraph 2.3.2 is included in Attachment G.

Review of the draft Greentree Project Specific Plan found no mention of the deed notification requirement applicable to residential development in Compatibility Zone D of the Travis AFB LUCP. Although the applicability of the criteria for Compatibility Zone D are established generally by the draft Greentree Project Specific Plan, specific reference to the deed notice requirement would enhance consistency with the Travis AFB LUCP. Therefore, the draft Greentree Project Specific Plan has been found conditionally consistent pending incorporation of FAA guidance regarding design of off-airport stormwater detention basins and reference to the deed notification requirement for new residential development in Compatibility Zone D of the Travis AFB LUCP.

ALUC staff will be discussing the specific recommendations with City of Vacaville staff and the developer, and will provide an update at the public hearing.

INTRODUCTION:

The City of Vacaville has referred the draft Greentree Project Specific Plan (please see Attachment B) to the Solano County Airport Land Use Commission (ALUC) for a consistency review in compliance with the requirements of Chapter 14.09.134.040 of the Vacaville Land Use and Development Code. The property owner is the Greentree Development Group.

The draft Greentree Project Specific Plan is applicable in a portion of the City of Vacaville which is located in Compatibility Zone D of the Travis AFB LUCP (see Figure 1, Attachment D) and Compatibility Zone F of the Nut Tree ALUCP (see Figure 2, Attachment E).

Approximately 172 of the total 181 net acres of project area is situated within Compatibility Zone F for Nut Tree Airport, and the entirety of the draft Greentree Project Specific Plan area is within Compatibility Zone D for Travis AFB.

DISCUSSION:

Greentree Specific Plan Project Description

The draft Greentree Project Specific Plan establishes both land use policies and development regulations for a project site comprised of approximately 185 gross acres including roads and right-of-way on the site of the former Greentree Golf Course. The Specific Plan area is located east of Nut Tree Airport adjacent to Leisure Town Road. A location map is included as Attachment C.

The draft Greentree Project Specific Plan proposes a variety of land uses on the site, including single-family residential at varying densities, multi-family residential, commercial, community parks, open space, and public infrastructure uses such as well sites and a sewer pump station. Approximately 1,350 residential dwelling units may be developed in the Specific Plan area, most of which would be located north of Sequoia Drive. The Specific Plan area is also anticipated to accommodate up to 299,345 square feet of commercial space. A summary of the land use area allotments is presented in Table 2-1 of the draft Greentree Project Specific Plan.

Building and development regulations are established in Appendix A of the draft Greentree Project Specific Plan and include minimum lot sizes, maximum lot coverage, maximum building heights, required setbacks, prescribed densities, and parking standards.

The draft Greentree Project Specific Plan includes land use policies and development standards. Therefore, the consistency tests for a general plan as well as a zoning or other land use policy document is appropriate.

A. Specific Plan Consistency Factors

The State Department of Transportation Division of Aeronautics has published the 2011 California Airport Land Use Planning Handbook as a guide for Airport Land Use Commissions in the preparation and implementation of Land Use Compatibility Plans and Procedure Documents. The Solano Countywide Airport Land Use Review Procedures also require the review of all amendments to a local agency's general plan and specific plan, consistent with the State law. The following are the applicable analysis:

Specifically Address Compatibility Planning Issues

Section 1.4 of the draft Greentree Project Specific Plan describes the document's legal context. The Travis AFB LUCP and Nut Tree ALUCP are both specifically addressed along with the various compatibility criteria applicable in the Specific Plan Area. In both instances, the draft Greentree Project Specific Plan acknowledges that it is subject to ALUC review.

Elimination of Direct Conflicts

The Commission is concerned with eliminating any direct conflicts between the draft Greentree Project Specific Plan and the Travis AFB LUCP and Nut Tree ALUCP. Potential conflicts for each plan are reviewed below.

Travis Plan Compatibility Zone D

There are no density limitations on residential uses or intensity limitations on non-residential uses within this Compatibility Zone. There are "Other Development Conditions" listed in Compatibility Zone D, which are provided below along with a discussion of how the draft Greentree Project Specific Plan achieves consistency.

1. ALUC review required for objects > 200 feet AGL.

The draft Greentree Project Specific Plan does not permit any structures in excess of 60 feet in height.

2. All proposed wind turbines in excess of 100 feet in height must meet line-of-sight criteria in Policy 3.4.4

The draft Greentree Project Specific Plan does not propose wind turbines.

3. All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review

The draft Greentree Project Specific Plan does not permit commercial-scale solar facilities.

4. All new or expanded meteorological towers > 200 feet AGL, whether temporary or permanent, require ALUC review.

No new or expanded meteorological towers are proposed in the draft Greentree Project Specific Plan.

5. For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a WHA for discretionary 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.

The draft Greentree Project Specific Plan is not within the Bird Strike Hazard Zone.

6. For areas outside of the Bird Strike Hazard Zone but within the Outer Perimeter, any new or expanded land use involving discretionary review that has the potential to attract the movement of wildlife that could cause bird strikes are required to prepare a WHA.

The draft Greentree Project Specific Plan is not within the Outer Perimeter of the Wildlife Hazard Area.

Nut Tree Plan Compatibility Zone F

1. Within Compatibility Zone F of the Nut Tree ALUCP there is a requirement for review of projects for compliance with FAA height restrictions under Part 77.

The maximum height permitted is 60 feet for the Mixed-Use Apartment Housing development planned along the south side of Village Way. This height is well under the FAA Part 77 limitations for this area.

2. Most land uses are acceptable with large assemblages of people or captive group facilities requiring further review.

The draft Greentree Project Specific Plan does not propose any land uses which would result in large assemblages of people.

Analysis Finding

Based on the discussion above, staff recommends that the Commission find that the proposal meets these tests for consistency for a general plan/specific plan.

B. Zoning Change Consistency Factors

The draft Greentree Project Specific Plan includes development standards which require ALUC review for consistency with the Travis AFB LUCP and the Nut Tree Airport ALUCP. The Caltrans Handbook lists the applicable topics for consideration when reviewing zoning or other policy documents.

Each of the ALUCPs is analyzed against these categories below:

1. Intensity Limitations on Nonresidential Uses

Travis AFB LUCP

There are no intensity limits on new uses in Compatibility Zone D. Therefore, intensity limits are not applicable to the draft Greentree Project Specific Plan.

Nut Tree ALUCP

There are no intensity limits on new uses in Compatibility Zone F. However, there is a stipulation that states, “[u]nder flight tracks captive groups should not exceed 100 persons/structure; large assemblages should not exceed 300 persons where grouped in close proximity, i.e., theaters, auditoriums, conference facilities, etc.”¹ No large assembly uses are proposed as part of the draft Greentree Project Specific Plan. Therefore, intensity limits are not applicable to the draft Greentree Project Specific Plan.

2. Identification of Prohibited Uses

Travis AFB LUCP

Land uses with potential for visual or electromagnetic interference and wildlife attractants are prohibited in Compatibility Zone D.² The draft Greentree Project Specific Plan does not include

¹ Solano County Airport Land Use Commission, *Airport/Land Use Compatibility Plan*. May 1988. p. 12, Note 9.

² County of Solano, Department of Resource Management. *Travis Air Force Base Land Use Compatibility Plan*. October 8, 2015. Section 4.6, p. 23.

land uses that include visual or electromagnetic interference. However, the site plan for the draft Greentree Project Specific Plan indicates parks and open space uses are proposed including 22.6 acres of stormwater detention basins. Paragraph 2.3.2 of Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*, provides the following guidance concerning off-airport stormwater detention basins:

- Stormwater detention ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and to remain completely dry between storms.
- To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap or concrete lined, narrow, linear-shaped water detention basins.

The proposed stormwater basins represent a necessary element of stormwater conveyance and a best management practice. The 22.6 acres of detention basins proposed by the draft Greentree Project Specific Plan are dispersed throughout the Specific Plan area into nine separate detention basins of varying sizes, the largest of which would be 4.6 acres. If design considerations prescribed by the FAA to minimize the attractiveness of stormwater detention basins to wildlife hazardous to aircraft are incorporated, then there should be no inconsistency with the Travis AFB LUCP airspace protection criteria for Compatibility Zone D. Therefore, the draft Greentree Project Specific Plan would be consistent with the Travis AFB LUCP land use prohibitions.

Nut Tree ALUCP

The airspace protection policies of the Nut Tree ALUCP state, “[I]and uses which may produce hazards to aircraft in flight shall not be permitted in any zone.”³ The detention basins discussed above should be designed to incorporate the FAA prescribed measures described in Paragraph 2.3.2 of FAA AC 150/5200-33C to minimize attractiveness to wildlife hazardous to aircraft. Otherwise, there is no inconsistency with the airspace protection policies of the Nut Tree ALUCP. No other land uses are prohibited in Compatibility Zone F.

3. Open Land Requirements

Travis AFB LUCP

The Travis AFB ALUCP does not require any open lands in Compatibility Zone D. Therefore, open land requirements are not applicable to the draft Greentree Project Specific Plan.

Nut Tree ALUCP

The Nut Tree ALUCP does not require open lands in Compatibility Zone F. Therefore, open land requirements are not applicable to the draft Greentree Project Specific Plan.

4. Infill Development

Travis AFB LUCP

Section 6.2.4(C)(1) of the Travis AFB LUCP allows for infill development in areas with existing nonconforming land uses. The draft Greentree Project Specific Plan area is located on a former

³ Solano County Airport Land Use Commission, *Airport/Land Use Compatibility Plan*. May 1988. p. 16.

golf course and would be considered an urban infill development. The Travis AFB LUCP does not identify prohibited uses in Compatibility Zone D and no uses proposed in the draft Specific Plan would be prohibited. Therefore, there are no existing nonconforming land uses in the draft Greentree Specific Plan area and the infill development consistency test would not be applicable to the draft Greentree Project Specific Plan.

Nut Tree ALUCP

The Nut Tree ALUCP allows for infill with prohibited uses in cases where similar substantial development already exists. The Greentree Project Specific Plan area is located on a former golf course and would be considered an urban infill development. The Nut Tree ALUCP does not identify prohibited uses in Compatibility Zone F and no uses proposed in the draft Specific Plan would be prohibited. Therefore, there are no existing nonconforming land uses in the draft Greentree Specific Plan area and the infill development consistency test would not be applicable to the draft Greentree Project Specific Plan.

5. Height Limitations and Other Hazards to Flight

Travis AFB LUCP

Within Compatibility Zone D the relevant factors for consideration include:

- ALUC review required for objects > 200 feet AGL
- All proposed wind turbines must meet line-of-sight criteria in Policy 5.6.1(b)
- All new or expanded commercial-scale solar facilities must conduct a SGHAT glint and glare study for ALUC review
- All new or expanded meteorological towers > 200 feet AGL, whether temporary or permanent, require ALUC review
- For areas within the Bird Strike Hazard Zone, 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.
- For areas outside of the Bird Strike Hazard Zone but within the Outer Perimeter, 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.

The highest maximum building height allowable in the draft Greentree Project Specific Plan is 60 feet. No wind turbines, solar facilities, or meteorological towers are proposed. The project site is located outside of both the Bird Strike Hazard Zone and the Outer Perimeter. However, in Compatibility Zone D, the Travis AFB LUCP also specifically states, “[n]o 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.”⁴ The draft Greentree Project Specific Plan proposes parks and open space uses including 22.6 acres of stormwater detention basins which could potentially attract wildlife hazardous to aircraft. However, these stormwater basins are dispersed throughout the approximately 185 gross acres of the Specific Plan Area and can be designed to incorporate specific measures to minimize attractiveness to hazardous birds.⁵ Thus, the draft Greentree

⁴ County of Solano, Department of Resource Management. *Travis Air Force Base Land Use Compatibility Plan*. October 8, 2015. Section 4.6, p. 23.

⁵ Federal Aviation Administration. Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*, February 21, 2020. Paragraph 2.3.2.

Project Specific Plan is conditionally consistent with the restrictions on hazards to flight in the Travis AFB LUCP.

Nut Tree ALUCP

The Nut Tree ALUCP height limitations are set in accordance with 14 CFR Part 77 Subpart C. Additionally, land uses which include features that may be hazards to flight are not permitted in any compatibility zone. The Nut Tree ALUCP identifies the following specific characteristics to be avoided:

- Glare or distracting lights which could be mistaken for airport lights
- Sources of smoke
- Sources of electrical interference with aircraft communications or navigation
- Bird attractors, especially landfills and certain agricultural uses

Furthermore, height limits and restrictions on the above land uses will be included as part of overflight easements required as a condition of development approval in Compatibility Zone F.

Excluding proposed stormwater detention basins which have the potential to attract birds, the draft Greentree Project Specific Plan does not propose any of the specific hazards to flight identified in the Nut Tree ALUCP. Dedication of an overflight easement as a condition of development approval would include prohibitions on such hazards. Proposed stormwater detention basins could be designed in accordance with FAA guidance⁶ to minimize attractiveness to wildlife hazardous to aircraft. Therefore, the draft Greentree Project Specific Plan is conditionally consistent with the restrictions on height and other hazards to flight identified in the Nut Tree ALUCP.

6. Buyer Awareness Measures

Travis AFB LUCP

Within Travis AFB Compatibility Zone D, “a notice regarding aircraft operational impacts on the property shall be attached to the property deed.”⁷ The deed notification prescribed by the Travis AFB LUCP is not mentioned in the draft Greentree Project Specific Plan. However, an overflight easement is a requirement for new development in the Nut Tree Airport compatibility zones.⁸ The draft Greentree Project Specific Plan does not specifically address the Travis AFB LUCP overflight easement dedication requirement, but it does acknowledge applicability of Compatibility Zone D generally within the Specific Plan Area.⁹ While this omission does not necessarily represent an inconsistency with the deed notification requirement of the Travis AFB LUCP, revising the specific plan to incorporate this specific requirement would clarify the applicable buyer awareness measures. Therefore, the draft Greentree Project Specific Plan is conditionally consistent with the Travis AFB LUCP. It should be noted that under State law, notice of a property’s location within an airport influence area is required for the sale or lease of newly subdivided lands and sale of certain existing residential property (see Business and Professional Code section 11010 and Civil Code section 1103.4).

⁶ Federal Aviation Administration. Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*, February 21, 2020. Paragraph 2.3.2.

⁷ County of Solano, Department of Resource Management. *Travis Air Force Base Land Use Compatibility Plan*. October 8, 2015. Section 4.6, p. 22.

⁸ Solano County Airport Land Use Commission, *Airport/Land Use Compatibility Plan*. May 1988. p. 16.

⁹ Greentree Development Group, Inc., *Greentree Project Specific Plan*. March 10, 2022. p. 1-11.

Nut Tree ALUCP

The Nut Tree ALUCP requires dedication of an overflight easement “as a condition for approval of a proposed development within the vicinity of an airport.”¹⁰ Page 1-11 of the draft Greentree Project Specific Plan underscores that overflight easements are “required as a condition of new development” and encourages the establishment of “buyer notification statements” as a requirement for the transfer of title of property. Therefore, there is no incompatibility between the Nut Tree ALUCP buyer awareness measures and the draft Greentree Project Specific Plan.

Due to the overlapping compatibility zones of Travis AFB and Nut Tree Airport, two different forms of buyer awareness measures (easements and deed notices) would be required for most of the development in the draft Greentree Project Specific Plan Area. Since publication of the 2011 edition of the Caltrans Handbook, jurisdictions have adopted buyer awareness policies incorporating recorded deed notice requirements rather than overflight easement dedication. This is in keeping with the latest Caltrans guidance. If one buyer awareness policy were to supersede the other, the deed notification requirement of the Travis AFB LUCP should take precedent.

7. Nonconforming Uses and Reconstruction

Travis AFB LUCP

Policy 6.2.4(c)(3) establishes conditions under which reconstruction of nonconforming uses may occur. These conditions include:

- (i) Nonconforming residential uses may be rebuilt provided that the expansion does not result in more dwelling units than existed on the parcel at the time of the damage.
- (ii) A nonconforming nonresidential development may be rebuilt, even if completely destroyed, provided that the reconstruction does not increase the height, size, dimension or area of the previous structure or result in an increased intensity of use (i.e., more people per acre).
- (iii) Reconstruction under Paragraphs (i) or (ii) above must begin within 12 months and be completed within 24 months of the date that the damage occurred. Upon request, the ALUC may grant an extension to these time limits.
- (iv) Nonconforming uses situated within a runway protection zone or clear zone should not be rebuilt regardless of whether they meet the above conditions.
- (v) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.

In Compatibility Zone D for Travis AFB, the only prohibited uses are hazards to flight which include “physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.” There is currently no development on the site that would represent hazards to flight, nor is any included in the development envisioned in the draft Greentree Project Specific Plan. Therefore, reconstruction of nonconforming uses is not applicable to the draft Greentree Project Specific Plan.

¹⁰ Solano County Airport Land Use Commission, Airport/Land Use Compatibility Plan. May 1988. p. 12.

Nut Tree ALUCP

Reconstruction of existing non-conforming uses is allowed in Compatibility Zone F subject to the original intensity of the reconstructed use.

There are no uses specifically prohibited within Compatibility Zone F for Nut Tree Airport. However, there is a stipulation that states, “[u]nder flight tracks captive groups should not exceed 100 persons/structure; large assemblages should not exceed 300 persons where grouped in close proximity, i.e., theaters, auditoriums, conference facilities, etc.”¹¹ No large assembly uses are proposed as part of the draft Greentree Project Specific Plan. Therefore, reconstruction of any prohibited uses would not be anticipated and does not present any potential for incompatibility.

Analysis Finding

Based on the above consistency tests and subject to the recommendations included herein, staff recommends that the Commission find that the draft Greentree Project Specific Plan is consistent with the applicable policies and criteria of the Travis AFB LUCP and Nut Tree ALUCP.

RECOMMENDATION:

Based on the analysis and discussions above, Staff recommends that the Solano County Airport Land Use Commission find as follows:

Determination: That Application No. ALUC-22-01 (Greentree Project) is conditionally consistent with the Travis AFB LUCP and the Nut Tree ALUCP pending incorporation of the following recommendations:

- Incorporate the FAA AC 150/5200-33C design considerations regarding off-airport stormwater basins included in Paragraph 2.3.2.
- Add mention of the deed notification requirement applicable to all new development in Travis AFB Compatibility Zone D.

Attachments:

[Attachment A: Application](#)

[Attachment B: Greentree Project Specific Plan](#)

[Attachment C: Location Map](#)

[Attachment D: Figure 1](#)

[Attachment E: Figure 2](#)

Attachment F: Resolution (To Be Distributed by Separate Cover)

[Attachment G: Stormwater Design Criteria – FAA AC 150/5200-33C](#)

¹¹ Solano County Airport Land Use Commission, *Airport/Land Use Compatibility Plan*. May 1988. p. 12, Note 9.



ESTABLISHED 1850

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RON ROWLETT
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ROY STOCKTON
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GREG RITCHIE
 Councilmember, District 2

MICHAEL SILVA
 Councilmember, District 3

JASON ROBERTS
 Vice-Mayor, District 5

JEANETTE WYLIE
 Councilmember, District 6

April 14, 2022

Community Development Department
 Planning Division

Nedzlene Ferrario
 Solano County Department of Resource Management
 County of Solano
 675 Texas Street, Suite 5500
 Fairfield, CA 94533

SUBJECT: LOCAL AGENCY REFERRAL LETTER – THE GREENTREE PROJECT
West of Leisure Town Road, south of Orange Drive & north of Ulatis Creek
General Plan Amendment, Zone Change, Specific Plan, Tentative
Subdivision Map, Development Agreement, Policy Plan Amendment, and
Planned Development. (File No. 16-289)

Dear Nedzlene:

This letter will serve as the Local Agency Referral Letter acknowledging the submittal of The Greentree Project Land Use Compatibility Determination by the Airport Land Use Commission (ALUC).

The proposed Greentree Project includes residential development at a variety of densities, with a wide range of housing types, including active-adult detached single-family and workforce-oriented housing; commercial retail including neighborhood serving uses; public parks; trails and open space; circulation improvements, and infrastructure facilities. Higher density residential, commercial retail, and a family- oriented neighborhood park are the primary uses planned north of Sequoia Drive. Detached, single-family senior residential development, open space, and a second park are the primary proposed uses south of Sequoia Drive. The proposed project would include approximately 1,149 dwelling units, with approximately 950 units of higher density housing types located north of Sequoia and 199 units of detached, single- family senior housing located south of Sequoia. Commercial building capacity for north of Sequoia is estimated at up to 299,345 square feet. In addition to the proposed residential and commercial uses, the proposed project includes a range of amenities, such as parks, a trail network, open space, and infrastructure features including dedication of additional land for the City's sewer pump station site, dedication of two water well sites, and improvement of storm water detention facilities. Approximately 6.0 acres north of Sequoia are planned to function as a neighborhood park, 4.5 acres south of Sequoia to function as a second smaller park, and 19.8 acres to function as public trail corridor/open space (excluding detention basins). Additional acreage has been dedicated to retention basins that are part of an integrated stormwater management plan that has been designed to accommodate storm water flows from existing development west of the project site and from within the project site.

The project site appears to be located within Zone D of the Travis Air Force Base Airport Land Use Compatibility Plan. The project site is also located within Zone F of the Nut Tree Airport Land Use Compatibility Plan. The applicant has compiled the materials listed in the County's instructions for preparing an application. Pursuant to CEQA Section 21080(d) and CEQA Guidelines Section 15063, the City determined that the proposed project could result in potentially significant environmental impacts and that an EIR would be required. In compliance with CEQA Section 21080.4, the City circulated the Notice of Preparation (NOP) of an EIR for the proposed project to the Office of Planning and Research State Clearinghouse. Staff is expecting the Draft Environmental Impact Report (DEIR) to be published on April 15, 2022. Staff will follow up with a link to the DEIR after publication.

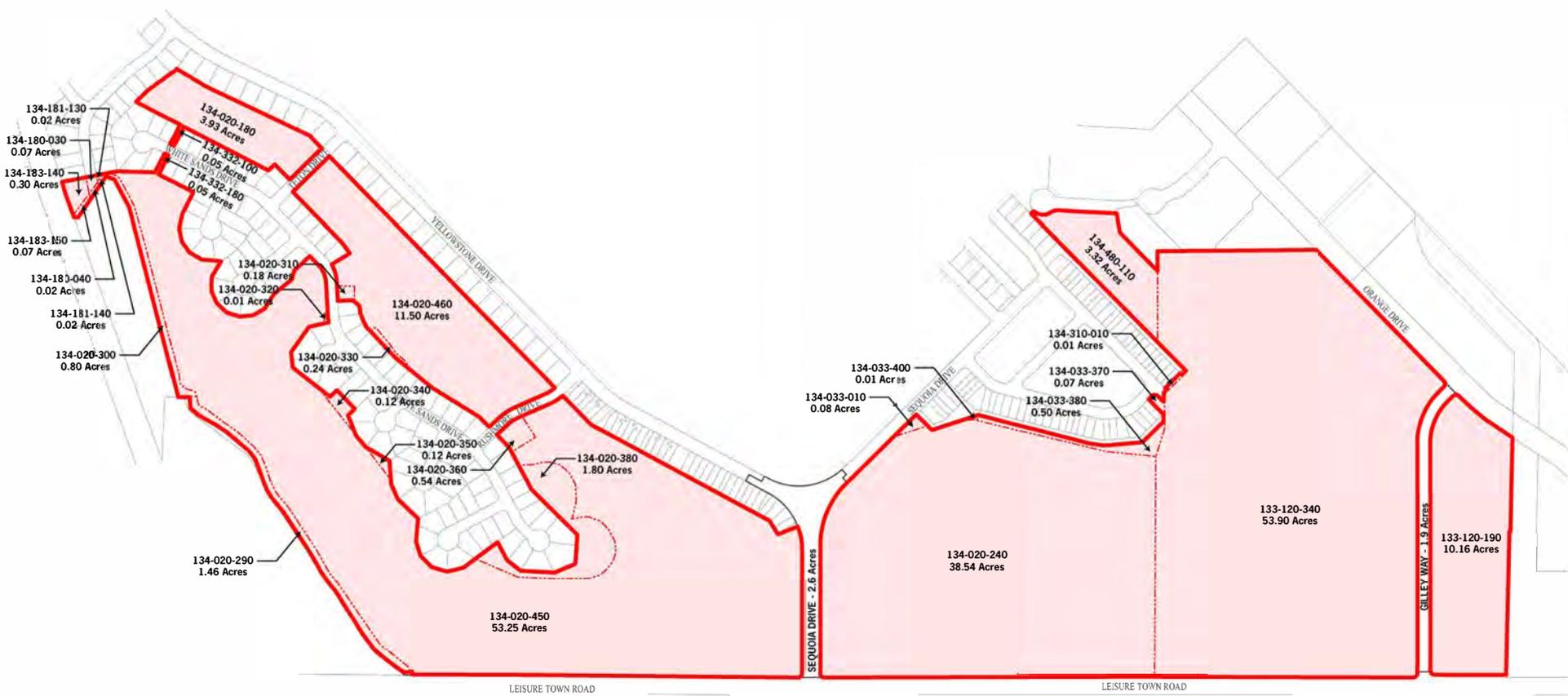
Please let me know if you see anything missing that is either required for the review or that would be helpful for the County staff or for the ALUC members as part of the consistency review. If you have any questions, please feel free to contact me by phone at (707) 449-5140 or by email at peyman.behvand@cityofvacaville.com.

Sincerely,



PEYMAN BEHVAND,
Planning Manager

GREEN TREE DEVELOPMENT PROJECT: APN LOCATION MAP



GREEN TREE PROPERTY OWNERSHIP

185.4 ACRES (PROJECT BOUNDARY TOTAL - Includes 2.6 Acres for Sequoia Drive & 1.9 Acres for Gilley Way Quitclaim)

LEGEND

- GREENTREE BOUDANRY
- - - - - ASSESSOR'S PARCEL MAP LINES

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Lower Planning Associates, Inc.
 10000 Wilshire Blvd., Suite 1000
 Beverly Hills, CA 90210
 (310) 279-4850
 www.lpa.com

Green Tree Development Project
 APN Location Map

Scale: 0' 100' 500' 1000'

North Arrow

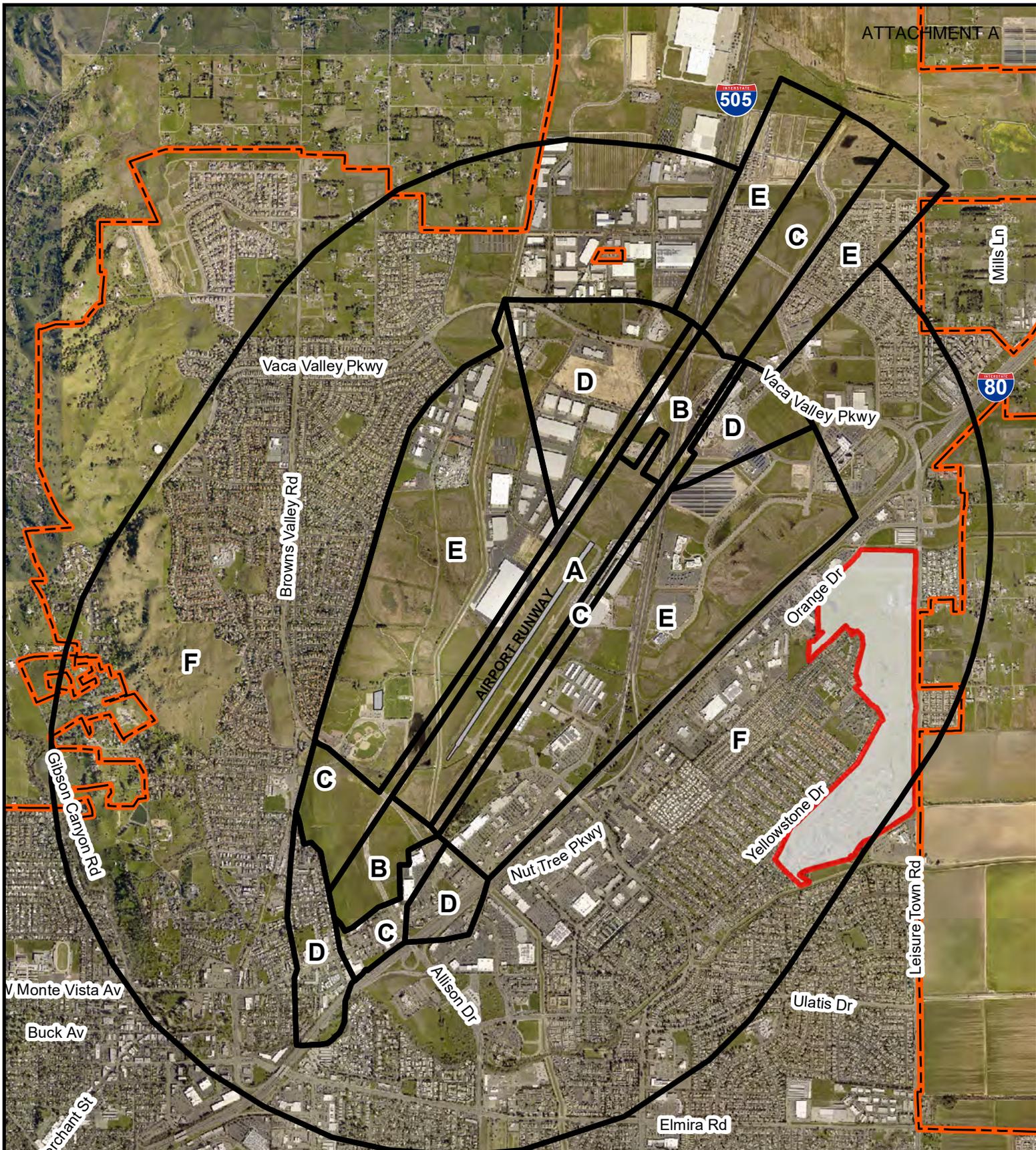
Date: 10/22/21
 Sheet: 1 of 1 Sheets

Greentree Project APN Table

Table 1-1 Assessor Parcel Information

No.	Assessor Parcel	Acreage	No.	Assessor Parcel	Acreage
1	133-120-190	10.16	17	134-020-350	0.12
2	133-120-340	53.90	18	134-020-360	0.54
3	134-020-240	38.54	19	134-020-380	1.80
4	134-033-010	0.08	20	134-020-450	53.25
5	134-033-370	0.07	21	134-020-460	11.50
6	134-033-380	0.50	22	134-180-030	0.07
7	134-033-400	0.01	23	134-180-040	0.02
8	134-310-010	0.01	24	134-181-130	0.02
9	134-480-110	3.32	25	134-181-140	0.02
10	134-020-180	3.93	26	134-183-140	0.30
11	134-020-290	1.46	27	134-183-150	0.07
12	134-020-300	0.80	28	134-332-100	0.05
13	134-020-310	0.18	29	134-332-180	0.05
14	134-020-320	0.01	30	Existing Gilley Road	1.90
15	134-020-330	0.24	31	Sequoia Drive South	2.61
16	134-020-340	0.12			
TOTAL ACREAGE					185.64

SOURCE: CBG 2021



-  COMPATIBILITY ZONES
-  A-F VACAVILLE CITY LIMITS
-  PROJECT SITE



ITEM G - AIRPORT ZONES

THE GREENTREE PROJECT

AIRPORT LAND USE COMMISSION
APPLICATION SUBMITTAL ITEMS

ITEM I

ELEVATIONS
(PROPOSAL DOES NOT INCLUDE SPECIFIC
BUILDING ELEVATIONS, HOWEVER, NO
BUILDINGS WOULD BE OVER 200 FEET; 60-
FOOT MAXIMUM BUILDING HEIGHT)

THE GREENTREE PROJECT

Project Description

Project Description:

With the exception of about 10 acres of the site located north of Gilley Way, the remainder of the project site was formerly in use as the Greentree Golf Course. The golf course was constructed in the 1950's in conjunction with the construction of the Leisure Town senior residential community. The financial viability of the golf course waned in recent years. In February 2016, the golf course was closed. Later in 2016, the golf course owner began planning for its future redevelopment. The proposed project has been designed to create a range of benefits that are aligned with the City's aspiration to facilitate quality development that includes diverse types of housing for its residents, supports the services and commercial needs of those residents, and ensures that new and existing residents have access to expanded park and recreational opportunities. These benefits will be delivered through a combination of a more traditional, single-family, senior residential neighborhood with substantial park and recreation amenities, and a higher density residential neighborhood that includes a neighborhood-oriented commercial district and robust park and recreation amenities. Amenities that include beautiful streets, paths, and public spaces are provided that connect residents to shops, restaurants, and parks, and most importantly, connect residents to each other. The overall Greentree Project vision is to deliver a project that forges a path for unique development design that does not exist elsewhere in Vacaville.

Proposed project uses include residential development at a variety of densities, with a wide range of housing types, including active-adult detached single-family and workforce-oriented housing; commercial retail including neighborhood serving uses; public parks; trails and open space; circulation improvements, and infrastructure facilities. Higher density residential, commercial retail, and a family-oriented neighborhood park are the primary uses planned north of Sequoia Drive. Detached, single-family senior residential development, open space, and a second park are the primary proposed uses south of Sequoia Drive. The proposed project would include approximately 1,149 dwelling units, with approximately 950 units of higher density housing types located north of Sequoia and 199 units of detached, single-family senior housing located south of Sequoia. Commercial building capacity for north of Sequoia is estimated at up to 299,345 square feet.

In addition to the proposed residential and commercial uses, the proposed project includes a range of amenities, such as parks, a trail network, open space, and infrastructure features including dedication of additional land for the City's sewer pump station site, dedication of two water well sites, and improvement of storm water detention facilities. Approximately 6.0 acres north of Sequoia are planned to function as a neighborhood park, 4.5 acres south of Sequoia to function as a second smaller park, and 19.8 acres to function as public trail corridor/open space (excluding detention basins). Additional acreage has been dedicated to retention basins that are part of an integrated stormwater management plan that has been designed to accommodate storm water flows from existing development west of the project site and from within the project site.

Key elements of the project vision include:

- Create a critical opportunity to expand the City's housing stock with a variety of housing types, sizes and styles at a range of affordability, including entry level housing, "missing

middle” housing, and senior housing, with creative design not otherwise found in the City;

- Promote a balance between population and employment growth and facilitate revenue generation by facilitating new, high-quality, attractive commercial development along the planned Village Way corridor;
- Provide an abundance of park and recreation resources including neighborhood parks for active and passive recreation, an expansive trail system, and substantial open space for passive use; and
- Capture the environmental and sustainability benefits of promoting smart growth; reducing public infrastructure and public services needs and costs; avoiding conversion of natural working lands/agricultural land/greenfield land; and reducing vehicle miles traveled, greenhouse gas emissions, and air pollutants, by directing new urban growth to a large, urban infill opportunity site, creating a mix of land uses, and expanding opportunities for walking and biking.

List of APN's:

133-120-190; 133-120-340; 134-020-180; 134-020-240; 134-020-290; 134-020-300; 134-020-310; 134-020-320; 134-020-330; 134-020-340; 134-020-350; 134-020-360; 134-020-380; 134-020-450; 134-020-460; 134-033-010; 134-033-370; 134-033-380; 134-033-400; 134-180-030; 134-180-040; 134-181-130; 134-181-140; 134-183-140; 134-183-150; 134-310-010; 134-332-100; 134-332-180; 134-480-110;

List of Uses:

- 12.9 Acres of Residential Low Housing
- 15.1 Acres of Residential Low-Medium Housing
- 15.8 Acres of Residential Medium Housing
- 22.1 Acres of Residential Medium-High Housing
- 17.9 Acres of Residential High Housing
(83.8 Acres Residential Total)
- 19.8 Acres of Commercial Uses
- 25.8 Acres of Roadways
- 10.5 Acres of Parks (2 Public Parks)
- 42.4 Acres of Open Space
- 1,149 Units Max. / 2,963 Residents

List of Local Actions Required:

- General Plan Amendment
- Specific Plan
- Planned Unit Development
- Site Plan
- Rezone
- Land Division
- Redevelopment
- Greentree Park Policy Plan Amendment

Current Zoning Districts & General Plan Designations:

- General Plan: Commercial Highway (CH), Private Recreation (PR)
- Zoning: General Commercial (CG), Recreation Commercial (CR)

Proposed Zoning Districts & General Plan Designations:

- (See attached Table 2-1)

2.4 Development and Population Capacity

Development Capacity

Table 2-1, Land Use/Zoning and Development Capacity Summary, identifies planned land uses, applicable zoning districts, densities, acreages and development capacity for the proposed project. A maximum of 1,149 dwelling units are planned. Commercial building capacity is estimated at up to 299,345 square feet. A total of 10.5 acres are allocated to public parks and 42.4 acres to open space/trail corridor and detention/water quality feature uses. Public facility sites for water wells and a sewer pump station, and road rights-of-way and roadway dedications constitute the balance of the project site acreage.

Table 2-1 Land Use/Zoning and Development Capacity Summary

General Plan Land Use	Zoning	Net Land Area (Acres)	Dwelling Units	Average Residential Density	Building Square Footage
General Commercial	CG	19.8	---	---	299,345 ¹
Residential Medium	RM	15.8	172	10.9 du/ac	---
Residential Medium High	RMH	22.1	375	17.0 du/ac	---
Residential High	RH	17.9	403	22.5 du/ac	---
Public Park	CF	6.0	---	---	---
Public Open Space ²	OS	11.5	---	---	---
Public ³	CF	1.6	---	---	---
Roadways ⁴		12.8	---	---	---
Subtotal		107.5	950		299,345
Residential Low	RL	12.9	82	6.4 du/ac	---
Residential Low Medium	RLM	15.1	117	7.7 du/ac	---
Public Park	CF	4.5	---	---	---
Public Open Space ^{2,5}	OS	30.9	---	---	---
Public ³	CF	1.5	---	---	---
Roadways ⁴	---	13.0	---	---	---
Subtotal		77.9	199		0
TOTAL		185.4⁶	1,149		299,345

SOURCE: CBG 2022, EMC Planning Group 2022

NOTES:

1. Building square footage based on a floor-to-area ratio of 0.346
2. Open space includes detention/water quality facilities
3. Applies to planned water well sites and sewer pump station site
4. Includes land demand for roadway right-of-way and Leisure Town Road land dedication
5. Includes trail corridors and open space
6. Total acreage differs by 0.24 acres relative to Assessor Parcel data in Table 1-1. Total acreage in Table 2-1 is considered to be the more accurate figure.

AIRPORT LAND USE COMMISSION
APPLICATION SUBMITTAL ITEMS

ITEM M

COMMERCIAL WIND TURBINE PROJECTS

NOT APPLICABLE

AIRPORT LAND USE COMMISSION
APPLICATION SUBMITTAL ITEMS

ITEM N

PROJECTS WITHIN 1000 FEET OF MILITARY
INSTALLATION, LOW-LEVEL FLIGHT PATH, ETC.

NOT APPLICABLE

AIRPORT LAND USE COMMISSION
APPLICATION SUBMITTAL ITEMS

ITEM O

FAA PART 77 PROCESS

NOT APPLICABLE

ATTACHMENT B

Link to Greentree Specific Plan and EIR

[Click Here for Greentree Specific Plan and Draft EIR](#)



ATTACHMENT C



PROJECT SITE
VACAVILLE CITY LIMITS

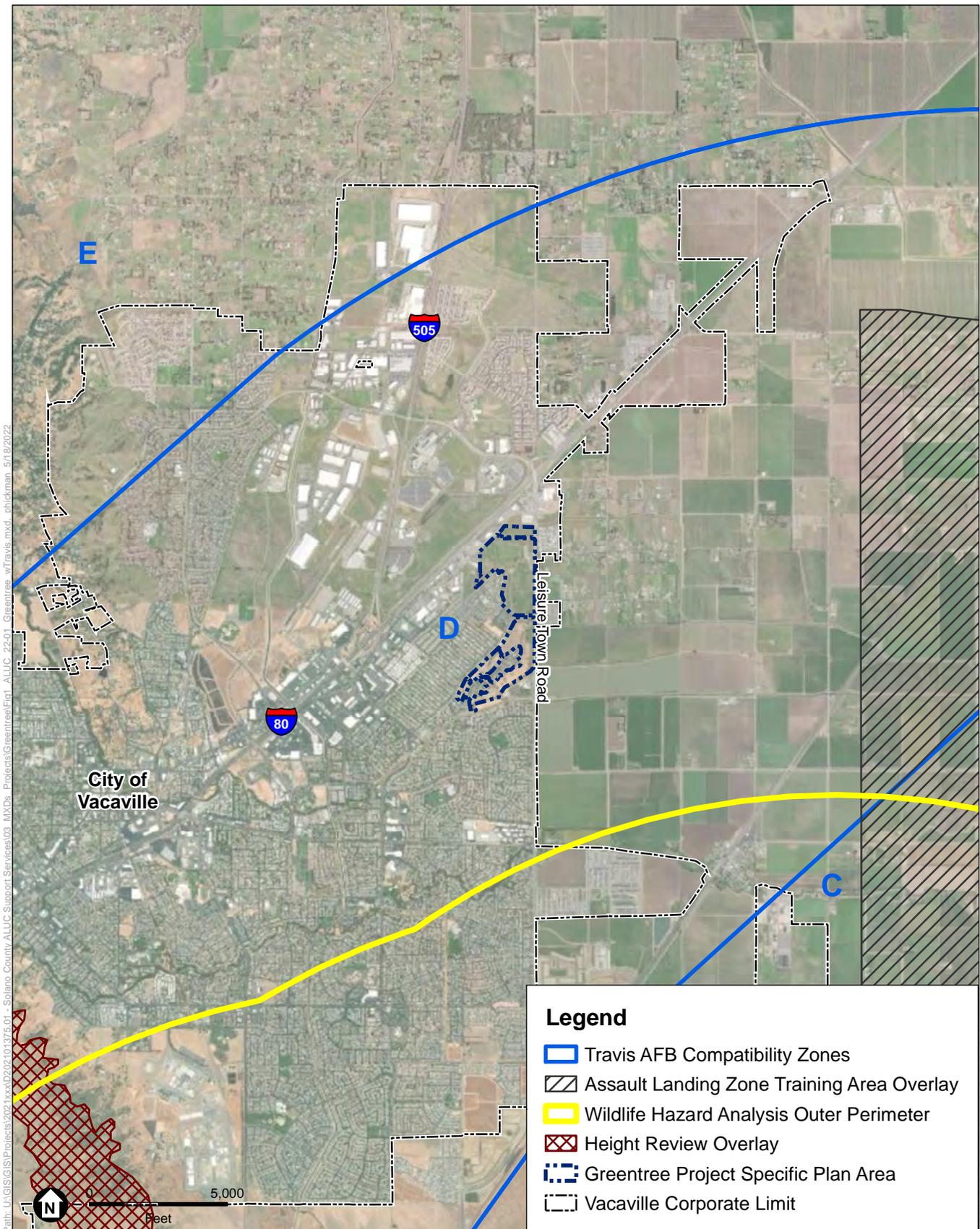


LOCATION MAP

THE GREENTREE PROJECT

FILE NO. 16-289

DATE PLOTTED: 04/13/2022



SOURCE: Solano County, 2022; Maxar, 2021.

ALUC 22-01



Figure 1
Greentree Project Specific Plan Area
with Travis AFB Compatibility Zones



SOURCE: Solano County, 2022; Maxar, 2021.

ALUC 22-01

Figure 2
Greentree Project Specific Plan Area
with Nut Tree Airport Compatibility Zones



ATTACHMENT G

FAA Advisory Circular 150/5200-33C

Para 2.3.2 New Stormwater Management Facilities. The FAA recommends that storm water management systems located within the separations identified in Paragraphs 1.2 through 1.4 be designed and operated so as not to create above-ground standing water. Stormwater detention ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and to remain completely dry between storms. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep sided, riprap or concrete lined, narrow, linear-shaped water detention basins. When it is not possible to place these ponds away from an airport's aircraft operations area (but still on airport property), airport operators may use physical barriers, such as bird balls, wire grids, floating covers, vegetation barriers (bottom liners), or netting, to prevent access of hazardous wildlife to open water and minimize aircraft-wildlife interactions. Caution is advised when nets or wire grids are used for deterring birds from attractants. Mesh size should be < 5 cm (2") to avoid entangling and killing birds and should not be made of a monofilament material. Grids installed above and across water to deter hazardous birds (e.g., waterfowl, cormorants, etc.) are different than using a small mesh covering but also provides an effective deterrent. Grid material, size, pattern and height above water may differ on a case-by-case basis. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, a review by a Qualified Airport Wildlife Biologist should be conducted, prior to approval from the appropriate FAA Regional Airports Division Office. All vegetation in or around detention basins that provide food or cover for hazardous wildlife should be eliminated. If soil conditions and other requirements allow, the FAA encourages the use of underground storm water infiltration systems because they are less attractive to wildlife.