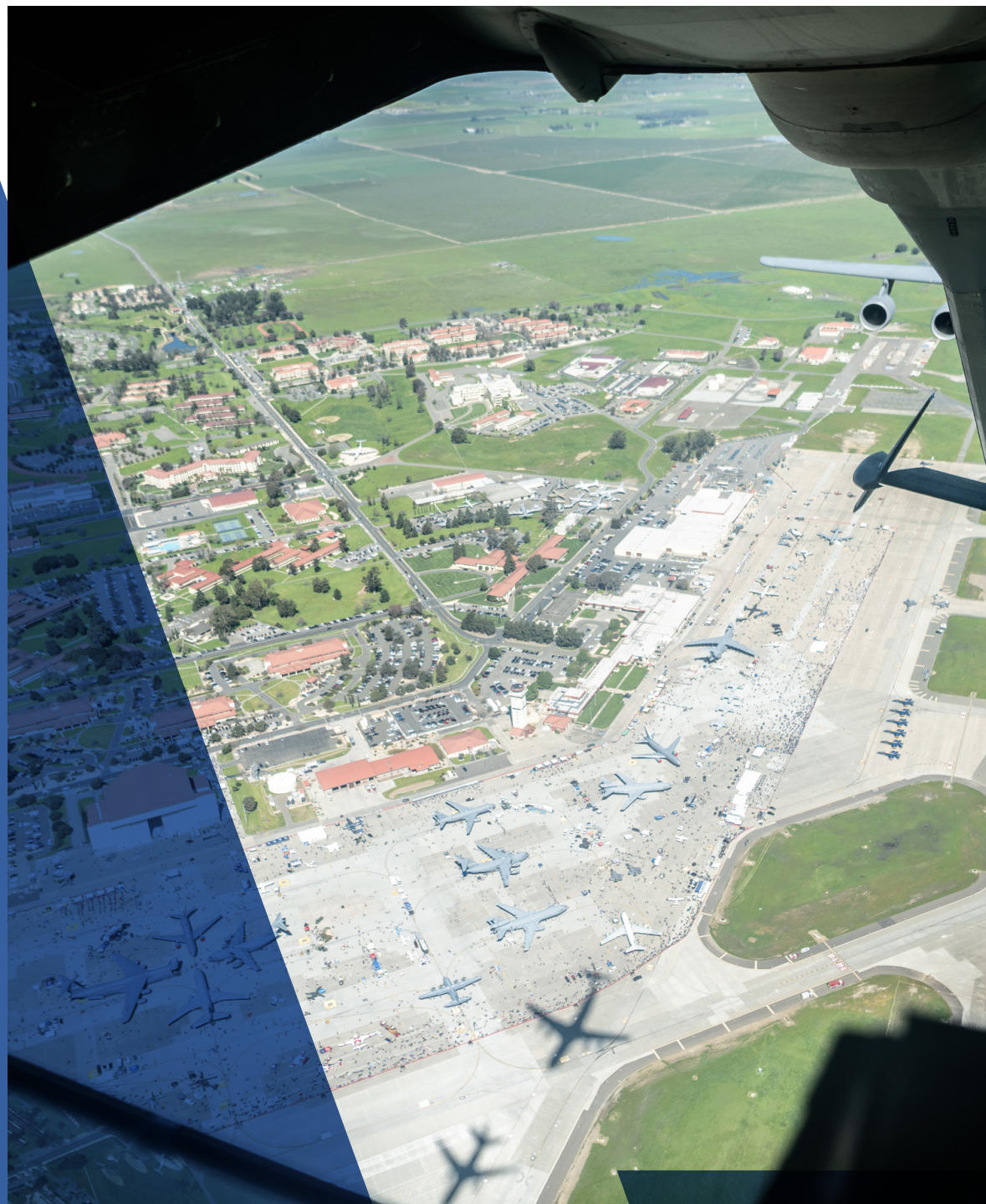




# Chapter 3

# Travis Protection

# Element





and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land or other territory adjacent to those military facilities or underlying designated military aviation routes and airspace.

### RELATIONSHIP TO OTHER ELEMENTS

Policies in this element span topics related to land use and circulation, open space and conservation, health and safety, and economic development. However, consolidation in this element ensures key General Plan policies concerning the safeguarding of TAFB are readily identifiable and accessible. In combination with the other elements mentioned above, the Travis Protection Element furthers several of the General Plan's Guiding Principles, including the following:

- **Guiding Principle 3:** Achieve a resilient, dynamic, and competitive local economy that offers opportunities across the economic spectrum.
- **Guiding Principle 7:** Achieve a healthy and safe community for all.

## 3.1. Introduction

### BACKGROUND AND PURPOSE

Known as the "Gateway to the Pacific," Travis Air Force Base (TAFB) plays a pivotal role in national defense, global mobility operations, and humanitarian endeavors. Beyond its military significance, TAFB holds deep-rooted ties to the City of Fairfield, contributing to its economic vitality, cultural fabric, and sense of pride. The Travis Protection Element demonstrates the City's strong support for TAFB and emphasizes the City's commitment to ensuring its continued operation into the future.

### RELATIONSHIP TO STATE LAW

California Government Code sections 65302 and 65560 identify specific requirements for local governments to consider the impact of development on military readiness activities when preparing or updating their general plan. The intention of the law is to encourage cooperation between military installations and local communities to reduce land use conflicts between civilian development and military readiness activities. Senate Bill (SB) 1468 (2002) requires analysis of the impact of new growth on military readiness activities conducted on military bases, installations,

### 3.2. History and Mission Set

Established in 1942, TAFB's primary mission during World War II was ferrying aircraft and supplies to the Pacific Theater. Over time, Travis AFB's mission shifted from supporting strategic airlift and air refueling operations to encompassing rapid deployment and response capabilities. In 1995, the Department of Defense (DoD) expanded the function of TAFB with the addition of air refueling assets. In 2013, TAFB added an Assault Landing Zone (ALZ), a short runway used to train military pilots in low altitude maneuvers.

Currently, the 6,260-acre base is home to the world's largest military airlift unit, the 60th Air Mobility Wing (AMW). The 60th AMW includes a diverse fleet of cargo and refueling aircraft and supports strategic airlift and refueling missions worldwide, focusing on the Pacific and Indian Ocean regions. Organized into four groups, it encompasses a wide range of functions to support base readiness and operational effectiveness. These functions include operations, maintenance, mission support, and medical services at David Grant USAF Medical Center, a 265-bed Air Force teaching hospital serving both in-service and retired military personnel.

The 349th Air Mobility Wing, the largest associate wing in the U.S. Air Force Reserve, collaborates closely with the 60th AMW at Travis and provides combat-ready Airmen and support. TAFB's mission set also includes the 621st Contingency Response Wing, which specializes in rapidly deploying personnel to establish and coordinate air mobility operations and aid in global wartime and humanitarian missions.



### 3.3. TAFB Compatibility

Compatibility, in relation to military readiness, refers to the balance or compromise between community and military needs and interests. The aim of compatibility planning is to foster an environment where both community and military entities can communicate, coordinate, and implement mutually supportive actions, enabling each to achieve their respective objectives.

Airports, whether civilian or military, often face pressure to close or move due to complaints regarding noise and safety issues from nearby residents, even if the airport was there before any residential development. When development occurs near an airport without proper safeguards, it can represent an encroachment, should it disrupt TAFB operations.

The term **'encroachment'** refers to conflicting uses of land, air water, and other resources that may individually or cumulatively impact the military's ability to carry out its missions.

This element aims to ensure compatibility between base operations and future city development and serves as a safeguard against encroachment in large part through compliance with the TAFB Land Use Compatibility Plan (LUCP). The TAFB LUCP addresses compatibility issues relating to noise, safety, aircraft protection, and overflight. The LUCP divides all of Solano County into six compatibility zones and two overlay zones:

- Zone A: Runway Primary Surface and Clear Zone
- Zone B1: Inner Approach/Departure Zone:
- Zone B2: Extended Approach/Departure Zone
- Zone C: Traffic Pattern
- Zone D: Other Airport Environs
- Zone E: Remainder of Airport Influence Area
- Assault Landing Zone Training Overlay Zone
- Height Review Overlay Zone

Each of these zones imposes different development conditions and prohibits certain land use based compatibility issues that may result from the individual zone's proximity to the runways. Generally, the closer the zone is to the runways, the stricter the development conditions are due to the greater the risk of accident and increased noise impacts. **Figure 3-1** shows the boundaries of these zones.

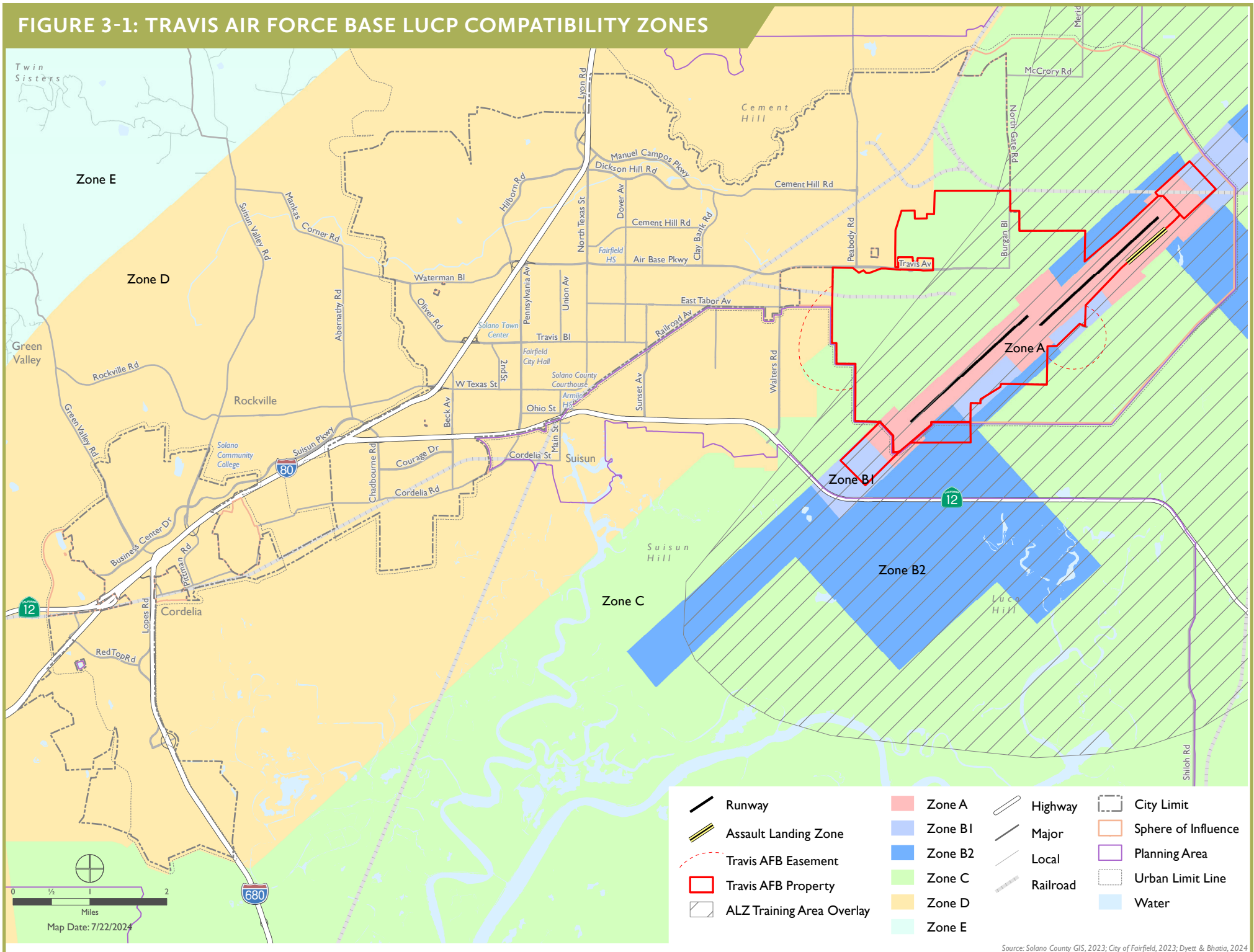


### 3.4. Future TAFB Viability

As national and global defense needs evolve, so, too, do DoD missions. The DoD may periodically undertake a Base Realignment and Closure (BRAC) process to reorganize and streamline military installations and facilities. To date, DoD and Congress have implemented five BRAC rounds in 1988, 1991, 1993, 1995 and 2005.

To support TAFB's maintained viability for future missions, regular, established mechanisms for consultation and communication are essential. Continued participation in the Travis Community Consortium will help TAFB and Fairfield proactively plan for issues of shared interest, formalize community support, and ensure TAFB is equipped with needed resources.

**FIGURE 3-1: TRAVIS AIR FORCE BASE LUCP COMPATIBILITY ZONES**



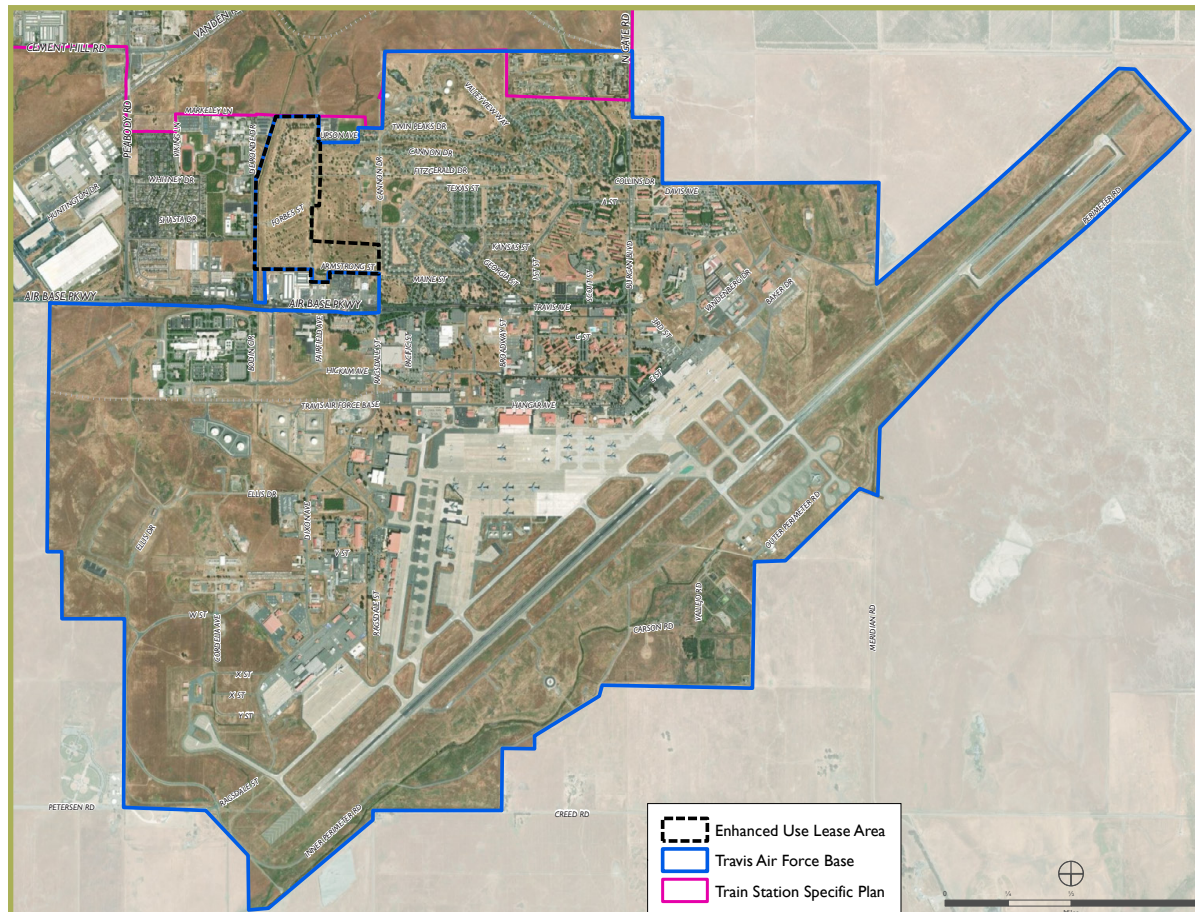
Source: Solano County GIS, 2023; City of Fairfield, 2023; Dyett & Bhatia, 2024

One of these resources is land in support of future Base development. The City maintains the Travis Reserve land use designation, which establishes a reserve of land to be set aside for any potential expansion of TAFB or a change in its mission. In 2002, the City of Fairfield and Solano County purchased 1,858 acres of land (known as Wilcox Ranch) around

TAFB's eastern runway with the express purpose of use for any future expansion of air installation facilities at TAFB. Under a deed restriction with the Nature Conservancy, the City holds the land jointly with the County in permanent grazing/agriculture/natural condition until TAFB should need it.

TAFB has expressed interest in an Enhanced Use Lease (EUL) agreement on approximately 113 acres of land east of Vanden High School and Golden West Middle School north of Air Base Parkway, within TAFB boundaries. An EUL is a method for funding construction or renovations on federal property by allowing a private developer to lease underutilized property and develop it with uses mutually beneficial to the community and the TAFB. TAFB has not yet released an RFP, and the precise type and extent of development would depend on the RFP or developer's proposal. However, the City is actively coordinating with TAFB to plan for compatible and synergistic land uses, and plan proactively for any needed infrastructure improvements. Please see the Land Use and Urban Design Element for more details.

Supporting viability of TAFB also includes integrating any future TAFB utility and service needs into municipal infrastructure plans, involving TAFB in emergency planning, and exploring efforts to increase overall emergency power grid reliability. Addressing the housing and transportation needs of military personnel promotes their well-being, retention, and mobility, all of which are crucial for maintaining a stable and ready workforce.



Enhanced Land Use Area (ELU), shown in black dotted line

## GUIDING AND IMPLEMENTING POLICIES

**TP-1.** Ensure that future land uses are compatible with the continued operation and military readiness of TAFB, as well as the health and safety of Fairfield residents in its vicinity.

**TP-1.1. New Development Near Travis Air Force Base.** Continue to notify the Air Force of proposed development activities in the vicinity of Travis Air Force Base. Avoid any land uses or zoning designations that could interfere with training, support, and operations that prepare troops for combat; operation, maintenance, and security of the installation; and testing of military equipment, vehicles, weapons, and sensors for proper operation or suitability for combat use.

**TP-1.2. Travis Air Force Base Land Use Compatibility Plan (TAFB LUCP).** Require any applicable land uses and proposals to be consistent with the land use compatibility, noise and over-flight policies and criteria of the latest adopted LUCP for TAFB:

- For areas within City of Fairfield permitting jurisdiction, no

new residential zoning will be applied to land in Compatibility Zones A, B1, B2, or C and no new schools will be permitted in these areas. See **Figure 3-2.**

- Projects within Zones A, B1, B2, or C or that exceed height limits specified shall be referred to the Solano County Airport Land Use Commission (ALUC) as required by the Solano County Airport Land Use Compatibility Review Procedures. Projects that exceed the height limits specified in the TAFB LUCP shall also be referred to the ALUC.
- Nonconforming development or reconstruction within the TAFB LUCP Area of Influence shall be consistent with the policies in the LUCP regarding such development or reconstruction.
- If it is the determination of the ALUC that any of the mandatory projects referred to the ALUC are inconsistent with the LUCP for TAFB, the City Council may hold a hearing to consider the project. The City Council may overrule the ALUC after the hearing by a two-thirds vote if it makes specific findings that the proposed action is consistent with the purposes of Airport Land Use Commission Law as contained in Article

3.5 of the Public Utilities Code.

- Objects and structures within Compatibility Zones A, B1, B2, C, D and the Height Overlay Zone for Travis AFB shall conform to FAR Part 77 height limits.

The EUL is federally owned property and not subject to City of Fairfield, Solano County, or State land use regulations. The federal government would retain responsibility for assessing and mitigating environmental impacts of any proposed development within the EUL area.

**TP-1.3. Hazards to Aircraft.** Review development proposals in the Airport Influence Area for any potential hazards to aircraft in flight, including: uses that release into the air any substance such as steam, dust and smoke which would impair pilot visibility; uses that produce light emissions, glare or distracting lights which could interfere with pilot vision or be mistaken for airfield lighting; sources of electrical emissions which would interfere with aircraft communications or navigation; and uses which would attract birds or waterfowl to the extent that they would pose a danger to aircraft operation in the vicinity of Travis Air Force Base.

**TP-1.4. Homebuyer Notification.** Consistent with requirements of the Travis Air Force Base Land Use Compatibility Plan compatibility zones, require, as a condition of approval of development within any existing residentially zoned land, homebuyer notification regarding aircraft operational impacts on the property.

**TP-1.5. New Technologies and Frequency Management.** Consult with Travis Air Force Base in planning and review of any new facilities that could impede or interfere with needed frequencies for military readiness activities or potentially create competition through increasing use of frequencies (such as increased use and availability of new generations of wireless technology or new telecommunication towers.)



**TP-2. Continue to acknowledge the importance of military readiness activities and protect the viability of Travis Air Force Base (TAFB) to accommodate expansions and new and/or different missions consistent with the changing world role of the United States.**

**TP-2.1. Travis Air Force Base (TAFB) Coordination and Planning.** Establish mechanisms to facilitate the exchange and coordination of information between the City of Fairfield and TAFB as follows:

- Early notification by the City to TAFB of development projects east of Claybank Road or within 1,000 feet of the TAFB border, beneath a low-level flight path, or within special use airspace, and to notify Travis AFB when a proposed project or plan may have an impact on military facilities and operations.
- Early notification by TAFB to the City of changes in aircraft flight patterns.
- An ongoing consultation mechanism between the City and TAFB on issues of mutual concern.

**TP-2.2. Travis Reserve.** Coordinate with Solano Local Agency Formation Commission and Solano County to ensure continued interim use of the Travis Reserve Area for agriculture and grazing lands (including the Wilcox Ranch Area), and to reserve the area for future expansion of the air force base. If the status of Travis Air Force Base changes, the construction of nonmilitary airport and support uses may be permitted.

**TP-2.3. Enhanced Use Lease Area.** Support Travis Air Force Base's efforts to establish an Enhanced Use Lease Area west of Vanden High School. *See section 2.6 of the Land Use and Urban Design Element for a broader discussion of the Enhanced Use Lease Area, as well as policy LU-18.1.*

**TP-2.4. Utilities and Services Planning.** Coordinate with Travis Air Force Base on any future need for provision of additional City of Fairfield utilities and other municipal services and incorporate this planning in the development of new infrastructure plans. Continue to use intergovernmental support agreements to meet any identified service needs.



**TP-2.5. Emergency Power Grid.** Pursue opportunities to improve electrical system reliability and sustainability through evolving distributed generation and backup technologies, such as microgrids, renewable generation, and storage systems in support of Travis Air Force Base.

**TP-2.6. Evacuation Route Planning.** Involve Travis Air Force Base in the City of Fairfield’s emergency evacuation planning efforts and development of emergency response plans.

**TP-2.7. Military Personnel Housing Needs.** Cooperate with Travis Air Force Base officials in identifying strategies to meet the housing needs of military personnel.

**TP-2.8. Military Personnel Transportation Needs.** Cooperate with Travis Air Force Base in planning for any needed roadway improvements, extensions, bicycle and pedestrian infrastructure, transit options, and connections both on- and off-base, including between TAFB and the Fairfield-Vacaville Hannigan Train Station.



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