



Byron Airport Development Program

County File #GP12-0003, DP14-3008 & RZ21-3262

COUNTY BOARD OF SUPERVISORS

MAY 17, 2022

Background

- ▶ Location
 - ▶ 550 Eagle Court, Byron (APN: 001-011-013, 001-011-017, 001-011-033, 001-011-037, 001-031-023)
- ▶ Size
 - ▶ Byron Airport property consists of 1,427 acres, including 1,307 acres south of Armstrong Road and 120 acres north of Armstrong Road
- ▶ General Plan
 - ▶ Public and Semi-Public (PS) and Open Space (OS)
- ▶ Zoning
 - ▶ Planned Unit District (P-1)
- ▶ Surrounding Area
 - ▶ Mix of agricultural, rural residential, conservation land, and Byron Hot Springs



Aerial Photo

Background

- ▶ Original Byron Airport Master Plan adopted in 1986
- ▶ Byron Airport opened in 1994
- ▶ Airport Master Plan updated in 2005
 - ▶ 20-year plan to support aviation activities
 - ▶ Identified potential development opportunities on airport property to increase revenue and achieve economic self-sufficiency
- ▶ Current General Plan policies, zoning regulation, and Airport Land Use Compatibility Plan policies specific to Byron Airport preclude many of the identified land uses.
- ▶ This proposed project would provide for both additional aviation and new non-aviation development at Byron Airport
 - ▶ Aviation: aircraft storage, admin facilities, instructional facilities, fixed base operators, pilot and passenger terminal improvements, cargo facilities, aircraft service, etc.
 - ▶ Non-aviation: industrial, commercial, and office uses that benefit from proximity to the airport and regional roadway network, such as warehousing, distribution, light manufacturing, research & development, office space, regional retail, commercial service, and local retail and food service.

Objectives

- ▶ Develop airport facilities to support the types of development envisioned in the Airport Master Plan and subsequent airport planning efforts.
- ▶ Achieve economic self-sufficiency of the airport through the development of airport-related land uses.
- ▶ Protect current and future airport operations from incompatible land uses.
- ▶ Provide a streamlined planning framework for future development consistent with the General Plan and the ALUCP.

Proposed Project

- ▶ General Plan Amendment:
 - ▶ Revise Policies 5-66 and 5-77
 - ▶ Re-designate 11.7-acre parcel from AL to PS
- ▶ Development Plan Modification:
 - ▶ Current Development Plan would be modified to permit all new uses either by-right or with approval of a land use permit
 - ▶ Also establishes certain development standards, such as maximum building heights, maximum floor area, setbacks, etc.
- ▶ Rezone
 - ▶ Rezone 11.7-acre parcel from A-3 to P-1
- ▶ ALUCP Update:
 - ▶ Updated with new policies and maps specific to Byron Airport, which would reflect the 2017 Airport Layout Plan for Byron Airport, the 2005 Byron Airport Master Plan, and guidance set forth in the most recent version of the Caltrans *California Airport Land Use Planning Handbook*.

Table 1
Development Scenario

Land Use	Acres	FAR	Building Area (ksf)	Persons per ksf	Total Persons	Persons per Acre
<i>Non-Aviation Use</i>						
Logistics/Warehouse/Distribution (45% of acreage) ¹	20.97	0.30	274	1.0	274	13
Light Industry/Business Park (30% of acreage) ²	13.98	0.35	213	1.4	298	21
Office (10% of acreage) ³	4.66	0.40	81	4.0	325	70
Commercial (15% of acreage) ⁴	6.99	0.30	91	5.7	522	75
<i>Subtotal Non-Aviation Use</i>	<i>46.6</i>	<i>—</i>	<i>659</i>	<i>—</i>	<i>1,419</i>	<i>—</i>
<i>Aviation Use</i>						
Aircraft Storage	11.75	0.25	128	0.3	32	3
Aviation	11.75	0.3	154	0.5	77	7
<i>Subtotal Aviation Use</i>	<i>23.5</i>	<i>—</i>	<i>282</i>	<i>—</i>	<i>109</i>	<i>—</i>
TOTAL	70.1	—	941	—	1,528	—

¹ FAR = floor-to-area ratio; ksf = thousand square feet.

² Note that the acreages shown for individual land uses are based on a percentage of the total available non-aviation and aviation development areas and should not be confused with a legal parcel or surveyed area.

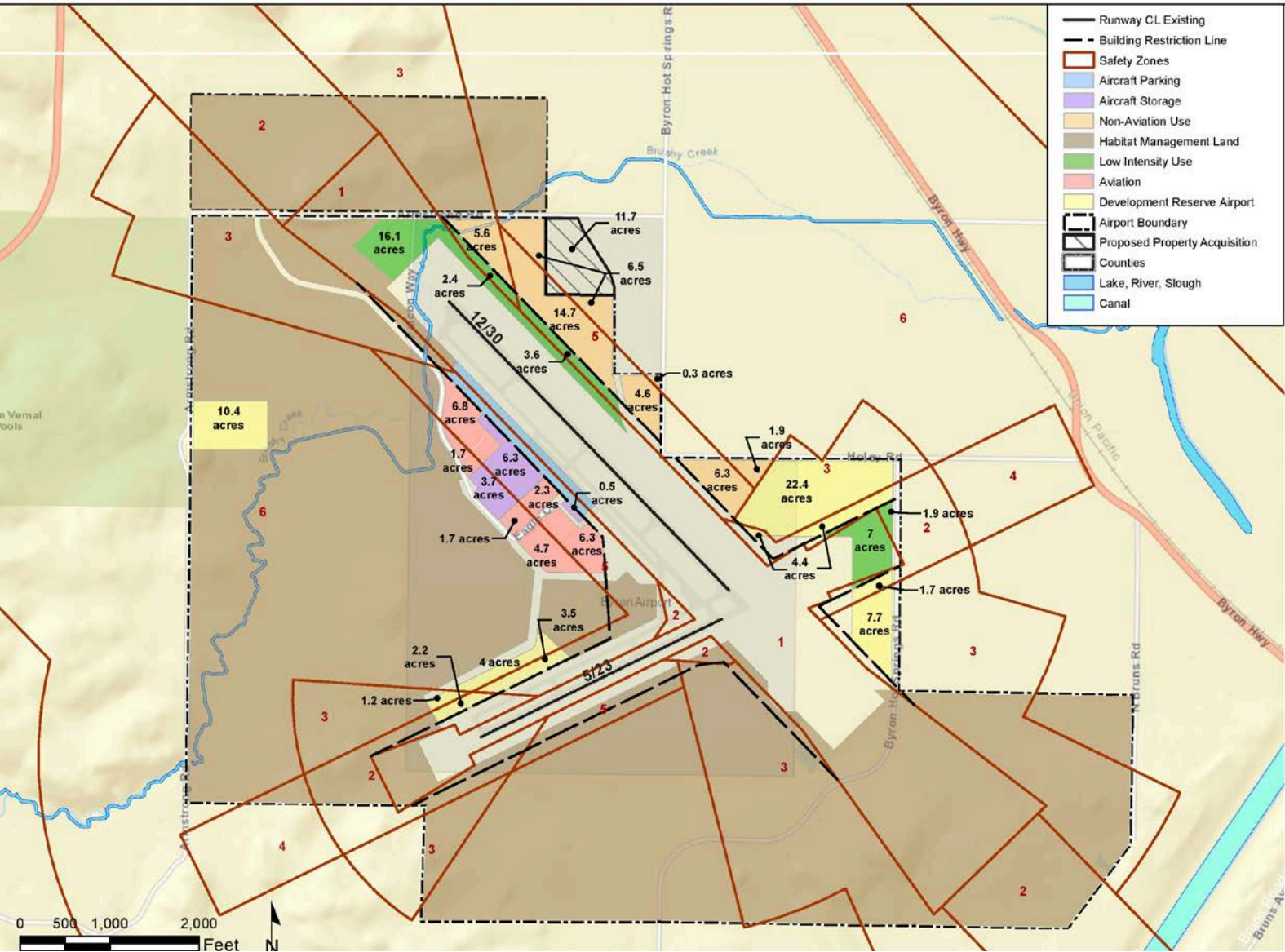
³ FAR is based on comparable development, and falls within the range allowed by Table 3-4 of the County General Plan Land Use Element (Contra Costa County 2005d).

⁴ Persons per acre is based on an intensity of 725 square feet per person, consistent with the General Plan Land Use Element and comparable development.

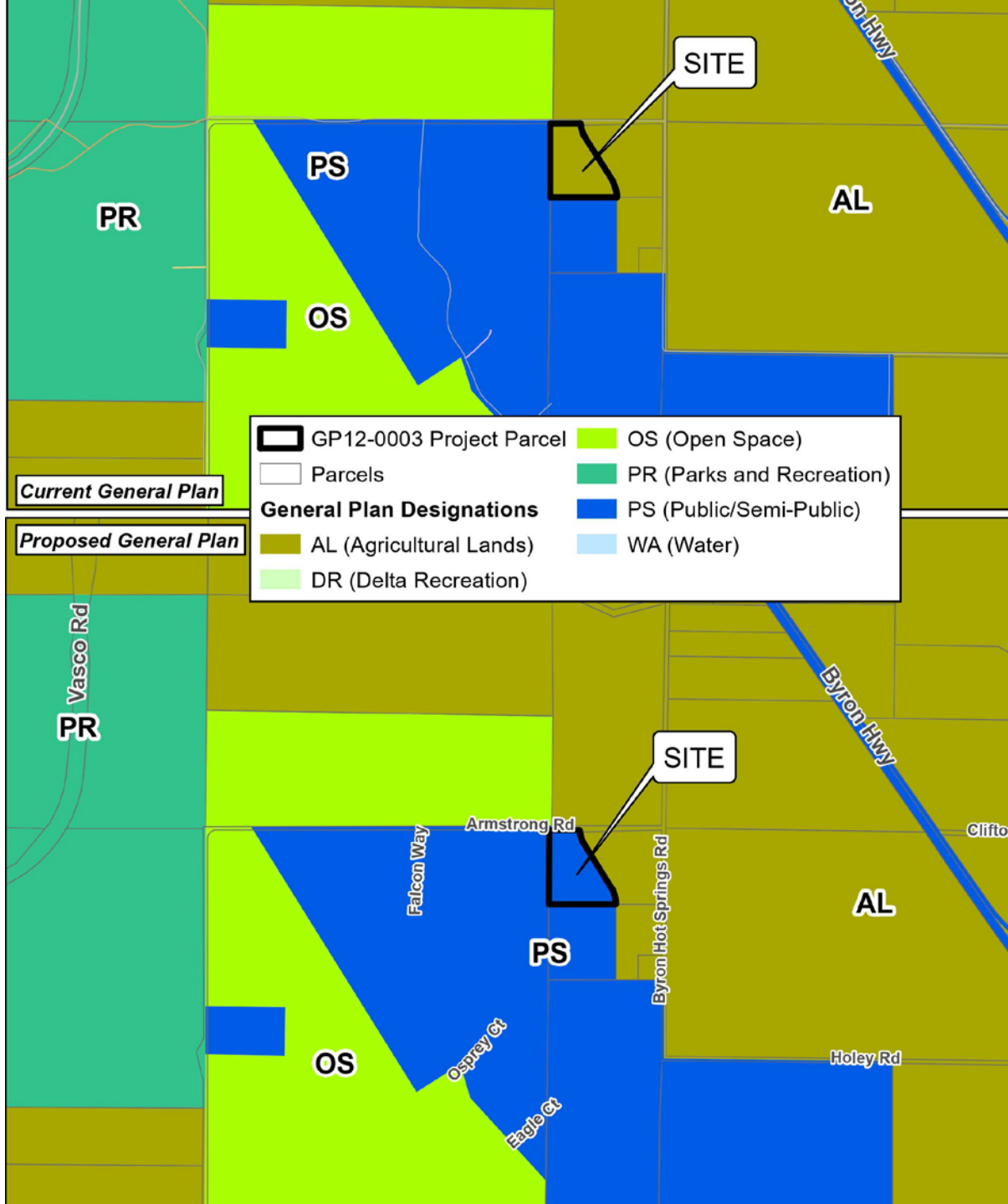
⁵ An intensity of 250 square feet per person was used.

⁶ An intensity of 175 square feet per person was used, which would encompass large-scale ("big box") retail.

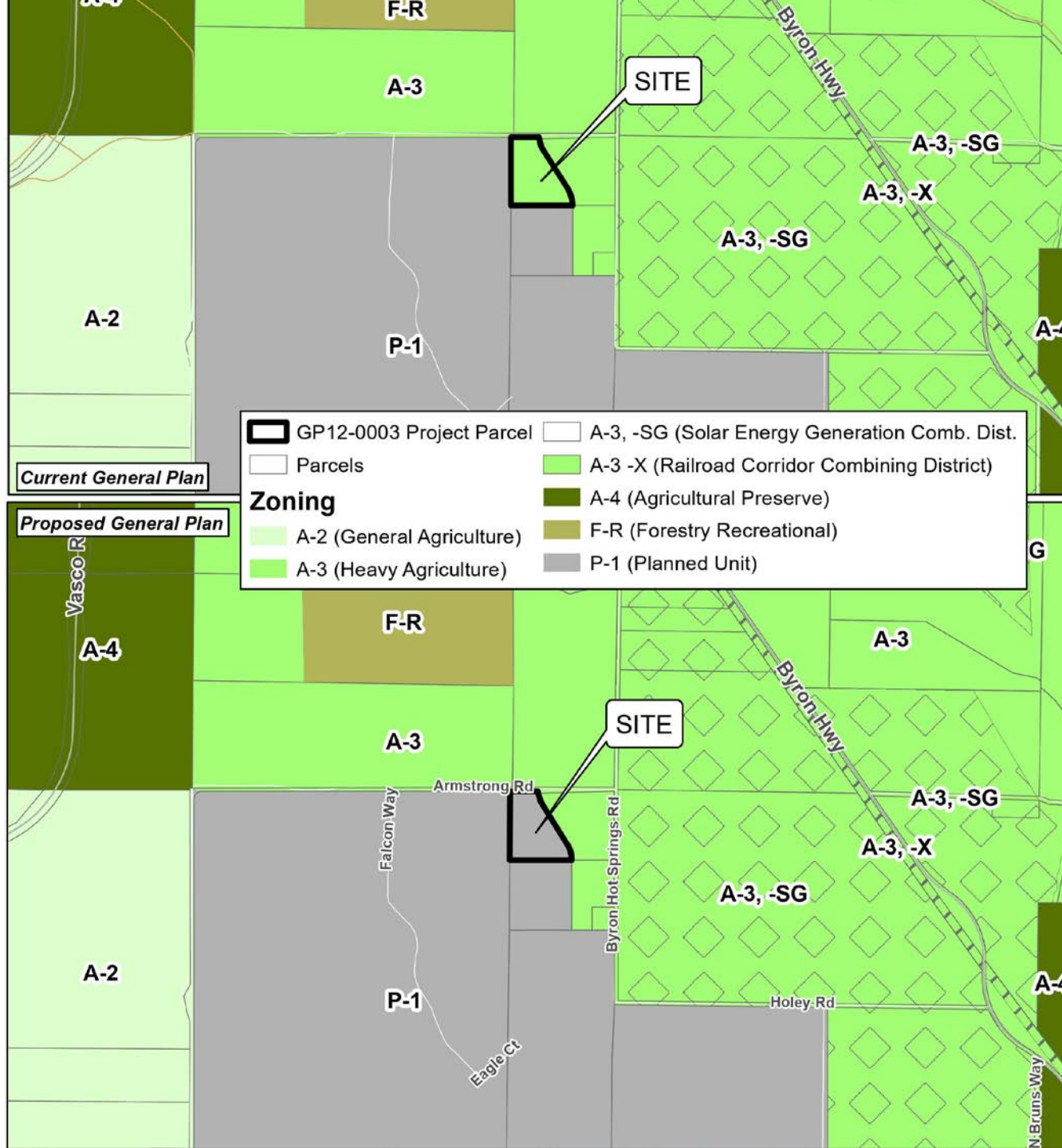
Proposed Development Scenario



Proposed Site Plan



Existing & Proposed General Plan Land Use Designations



Proposed Rezone Map

Environmental Review



Draft Environmental Impact Report (DEIR) prepared for the project and circulated for 60-day public review (July 1, 2021 – August 30, 2021)



Correspondence received from the following agencies/organizations:

Wilton Rancheria
CA Dept. of Conservation –
Geologic Energy
Management Division
Delta Stewardship Council
Contra Costa Water District



Identified Environmental Impacts:

Aesthetics, Air Quality,
Biology, Cultural Resources,
Geology/Soils/Minerals,
GHGs, Hazards & Hazardous
Materials, Hydrology &
Water Quality, Noise,
Transportation & Traffic, and
Utilities.

Staff Review

- ▶ Economic Development
 - ▶ Byon Airport currently operates at an annual net deficit
 - ▶ Expanded land uses, coupled with coveted air space, could make Byron/Contra Costa County a hub of aviation technology and innovation
 - ▶ Help reduce low jobs/housing ratio for East County
- ▶ Transportation & Traffic
 - ▶ Project reduces VMT per employee in the region (improves efficiency)
 - ▶ Potential increase in truck traffic volume on local rural roads requires roadway improvements along Armstrong Rd., Byron Hot Springs Rd., and Holey Rd.
 - ▶ Potential increased queuing impacts to Caltrans facilities at Mountain House Pkwy/I-205 westbound ramps and eastbound ramps
- ▶ Utilities
 - ▶ Existing on-site water (well) and sanitary facilities (septic) insufficient for proposed development
 - ▶ Increased capacity of both water and sanitary facilities required prior to any development

Staff Review

- ▶ Alternate Development Scenario
 - ▶ Same development footprint as the proposed project but would not include acquisition of the 11.7-acre parcel. Expanded land uses, coupled with coveted air space, could make Byron/Contra Costa County a hub of aviation technology and innovation
 - ▶ potential office and commercial uses would be eliminated from the development scenario, and that acreage would be added to the warehousing uses.
- ▶ The Reduced Intensity Alternative would achieve the aviation-related objectives of the project, as follows:
 - ▶ Develop airport facilities to support the types of development envisioned in the Airport Master Plan and subsequent airport planning efforts.
 - ▶ Protect current and future airport operations from incompatible land uses.
- ▶ However, this alternative would not fully achieve the economic objectives:
 - ▶ Achieve economic self-sufficiency of the airport through the development of airport-related land uses.
 - ▶ Provide a streamlined planning framework for development consistent with the General Plan and the ALUCP.

Table 4-1
Reduced Intensity Alternative

	Available Acres	FAR	Building Area (KSF)	Employees and Visitors (per KSF)	Employees and Visitors	Persons per Acre
<i>Non-Aviation Uses</i>	46.6	—	—	—	—	—
Logistics/Warehouse/Distribution	21.0	0.25	229	1.0	229	11
Light Industry/Business Park	14.0	0.35	213	1.4	298	21
<i>Total Non-Aviation Use</i>	35.6	—	484	—	1,213	—
<i>Aviation Uses</i>	23.5	—	—	—	—	—
Aircraft Storage	11.8	0.25	128	0.3	32	3
Aviation	11.8	0.3	154	0.5	77	7
<i>Total Aviation Use</i>	23.5	—	282	—	109	—
TOTAL	58	—	723	—	636	—

Alternate Development Scenario

FAR = floor-to-area ratio; KSF = thousand square feet

Staff Recommendation

- ▶ Staff recommends that the County Board of Supervisors;
 - ▶ Certify the Environmental Impact Report (EIR).
 - ▶ Consider whether to KEEP or REMOVE the 11.7-acre parcel from the project decision.
 - ▶ Approve the Byron Airport Development Program pursuant to the set of recommendations in the staff report that correspond to this decision, including adopting the corresponding resolution, findings, and conditions of approval.