MEMBERS
S. William Abel
John Hamill
Peter N. Lindquist,
Vice-Chair
Sherman MacPherson
Gene Muir
Toby Reading
Michael P. West, Chair

Department of Public Works
Mike Azevedo, Secretary to the
Airport Advisory Committee
1215 Market Street
Colusa, CA 95932
Phone: (530)458-0580
Fax: (530)458-5000
colusacountyca.iqm2.com
www.countyofcolusa.com

COLUSA COUNTY
Airport Advisory Committee
AGENDA
July 12, 2021

Board Chambers
546 Jay Street, Suite 108
Colusa, CA 95932

Welcome to a meeting of the Colusa County Airport Advisory Committee. If you are scheduled to address the Committee, please state your full name for the record. Regularly numbered items may be considered at any time during the meeting. All items are listed in accordance with the Ralph M. Brown act. We invite all members of the public to attend.

1:30 p.m. CALL TO ORDER
- Pledge of Allegiance

I. PUBLIC COMMENT

II. APPROVAL OF MINUTES
1. Airport Advisory Committee - Regular Session - May 3, 2021.

III. REPORTS
1. Director
2. Members

IV. SITTING AS THE AIRPORT ADVISORY COMMITTEE
1. Discussion and possible direction or action concerning telephonic broadcast of Airport Advisory Committee meetings.

V. SITTING AS THE AIRPORT LAND USE COMMISSION
1. Receive a presentation on the proposed Tan Oak Innovations use and buildings. **Further**, provide any desired direction with respect to the project and its consistency with the County's Airport Land Use Compatibility Plan.

2. Receive a presentation on conceptual plans for off-site airport access from Colusa Industrial Properties' representatives.

3. Review and provide any desired direction on the establishment of processing fees for projects reviewed by the Commission.

ADJOURN

THE NEXT REGULAR MEETING OF THE COLUSA COUNTY AIRPORT ADVISORY COMMITTEE IS SCHEDULED FOR September 13, 2021.

PERIOD OF PUBLIC COMMENT: Any person may speak about any subject of concern, provided it is within the jurisdiction of the Colusa County Airport Advisory Committee and is not already on today's agenda. The total amount of time allotted for receiving such public communication shall be limited to a total of 15 minutes per issue and each individual or group will be limited to no more than 5 minutes each within the 15 minutes allocated per issue. **Note:** No action shall be taken on comments made under this comment period.

ADA COMPLIANCE: Upon request, Agendas will be made available in alternative formats to accommodate persons with disabilities. In addition, any person with a disability who requires a modification or accommodation to participate or attend this meeting may request necessary accommodation. Please make your request to the County Board Clerk, specifying your disability, the format in which you would like to receive this Agenda, and any other accommodation required no later than 24 hours prior to the start of the meeting.

All supporting documentation is available for public inspection and review in the office of the Board Clerk, 547 Market Street, Suite 102, Colusa, CA 95932 during regular business hours 8:30 a.m. to 5:00 p.m., Monday through Friday.

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COLUSA COUNTY AIRPORT ADVISORY COMMITTEE
MINUTES
May 3, 2021

Board Chambers
546 Jay Street, Suite 108
Colusa, CA 95932

The Colusa County Airport Advisory Committee meets in Regular Session this 3rd day of May 2021 at the hour of 1:30 p.m. Present: Committee Members Toby Reading, Gene Muir, John Hamill, S. William Abel, Sherman MacPherson, Peter N. Lindquist, and Michael P. West.

Present: Denise Carter, Board of Supervisors.
Jennifer Sutton, County Counsel's Office.
Ann Nordyke, Melissa Kitts, CAO/ Clerk of the Board's Office.
Mike Azevedo, Public Works Department.
Greg Plucker, Community Development Department.
Jake Kley, Colusa Industrial Properties.
Randy Johnson, Colusa citizen.

Pledge of Allegiance.

I. PUBLIC COMMENT

Chair West states that the Airport Advisory Committee meetings will continue to be open to the public and will no longer be accessed via teleconference, effective July 12, 2021.

II. APPROVAL OF MINUTES

1. Airport Advisory Committee - Regular Session - March 1, 2021 with corrections.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Lindquist
SECONDER:	Muir
AYES:	Reading, Muir, Abel, MacPherson, Lindquist, West
ABSTAIN:	Hamill

Minutes Acceptance: Minutes of May 3, 2021 1:30 PM (APPROVAL OF MINUTES)

2. Airport Advisory Committee - Special meeting - March 11, 2021.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Muir
SECONDER:	Reading
AYES:	Reading, Muir, Abel, MacPherson, Lindquist, West
ABSTAIN:	Hamill

III. REPORTS

1. Director

Mr. Azevedo states he will be addressing weed maintenance this week, the sand slurry crack seal project is in the process of being finalized and is scheduled for August, and the Board recently approved the revised ground lease agreement, which will be distributed to remaining lease holders over the next month and a half.

Comments received by Mr. Kley.

2. Members

None.

IV. SITTING AS THE AIRPORT LAND USE COMMISSION

Chair West adjourns the Colusa County Airport Advisory Committee at 1:36 p.m. and state the Committee Members are now sitting as the Airport Land Use Commission, with all Commissioners present.

Present: Denise Carter, Board of Supervisors.
Jennifer Sutton, County Counsel's Office.
Ann Nordyke, Melissa Kitts, CAO/ Clerk of the Board's Office.
Mike Azevedo, Public Works Department.
Greg Plucker, Community Development Department.
Jake Kley, Colusa Industrial Properties.
Randy Johnson, Colusa citizen.

1. Adopt Resolution No. **21-004** making a finding that Compass Leaf's industrial buildings are consistent with the County's Airport Land Use Compatibility Plan.

Comments received by Mr. Plucker.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Lindquist
SECONDER:	MacPherson
AYES:	Reading, Muir, Hamill, Abel, MacPherson, Lindquist, West

Ms. Sutton introduces herself to the Commissioners and announces that she will sit as Counsel for the Airport Advisory until a new County Counsel is hired.

Minutes Acceptance: Minutes of May 3, 2021 1:30 PM (APPROVAL OF MINUTES)

Chair West adjourned the meeting at 1:56 p.m. to reconvene in Regular Session on July 12, 2021 at the hour of 1:30 p.m.

_____
Michael P. West, Chair

Attest: Wendy G. Tyler,
Clerk to the Board of Supervisors

BY_____
Melissa Kitts, Deputy Clerk

Minutes Acceptance: Minutes of May 3, 2021 1:30 PM (APPROVAL OF MINUTES)

COUNTY OF COLUSA, CA **4.1**

Request For Airport Advisory Committee

MEETING DATE: **July 12, 2021**

DEPARTMENT: **Airport Advisory Committee**

FROM: **Melissa Kitts**

SUBJECT: **Telephonic Broadcast of Committee Meetings**

Discussion and possible direction or action concerning telephonic broadcast of Airport Advisory Committee meetings.

Detailed Description/Background of request

With the onset of the Covid-19 pandemic, and under the authority of the Governor's Executive Orders N-25-20 and N-29-20, on May 4, 2020, the Airport Advisory Committee began providing telephonic participation for its meetings.

On May 3, 2021 Chair West stated effective July 12, 2021, the meetings would no longer provide for telephonic participation.

At the June 22, 2021 Board of Supervisors meeting, after receiving requests from the public, the Board made the decision to broadcast the meetings telephonically, with in person public comment only. Staff has been directed to look into additional alternatives to allow public participation remotely and present to the Supervisors in August.

There have been no requests to continue broadcasting the Airport Advisory Committee meetings, and since the first teleconferenced meeting in May 2020, there has been minimal phone participation and it is unknown how many people, if anyone, utilize the phone to listen to the meetings.

Staff is requesting direction as to whether the Airport Advisory Committee would like to offer a similar service and broadcast the meetings, limiting public participation to in person only.

This item is before you for discussion and potential direction/action to:

- Broadcast meetings with no remote participation
- Continue with in person only meetings

The Board of Supervisors are looking into further options for allowing people to view or participle in meetings and will be reviewing those options in August.

Prior Board Action

Direction was given to staff at the May 3, 2021 meeting to discontinue teleconferencing.

Fiscal Impact/Funding Source

None.

Action for the Clerk

None.

COUNTY OF COLUSA, CA

Request For Airport Advisory Committee

MEETING DATE: **July 12, 2021**

DEPARTMENT: **Community Development**

FROM: **Greg Plucker**

SUBJECT: **Proposed Tan Oak Innovations Industrial Buildings and Use**

SITTING AS THE AIRPORT LAND USE COMMISSION

Receive a presentation on the proposed Tan Oak Innovations use and buildings. **Further**, provide any desired direction with respect to the project and its consistency with the County's Airport Land Use Compatibility Plan.

PROJECT OVERVIEW

Owner:

Ed Hulbert
Colusa Industrial Properties
50 Sunrise Boulevard
Colusa, California 95932

Referring Agency:

County of Colusa
ATTN: Kent Johanns
220 12 Street
Colusa, CA 95932
kjohanns@countyofcolusa.com
(530) 458-0484

Project Summary:

The County's Planning staff has referred the proposed Tan Oak Innovations project to the Colusa County's Airport Land Use Commission (ALUC) for a consistency review of the project with the Colusa County's Airport Land Use Compatibility Plan (ALUCP).

As detailed in the use summary (Exhibit "A"), Tan Oak logs are transported to the site and converted to barbecue charcoal briquettes and wood chips and veneer and flooring logs. The charcoal briquettes are produced from a continuous carbon reactor which is initially fueled by natural gas. A lathe style debarker removes the excess biomass from the logs and produce clean and cylindrical logs which are then sorted

into three different log types: (1) Log Sort #1 is bundled and sold to hardwood veneer plants and flooring manufacturers; (2) Log Sort #2 is processed into wood chunks for the barbecue industry; and (3) Log Sort #3 is converted into charcoal briquettes for the barbecue industry.

As shown on the attached plans (Exhibit "B"), the proposed use would occur in two 20,000 sq.ft. industrial buildings situated along the Niagara Avenue frontage with a 2,400 sq.ft. office building situated between the industrial buildings. The balance of the site would be used for storage and truck parking.

The attached use summary indicates that within the industrial buildings 14 employees would be working at any one time. The use summary also states that additional operating employees would unload and load the trucks, maintain equipment, and fulfill orders and that sales and administrative staff would also be present on the site. No specific employee counts were given for these employees. Project proponents have indicated that operations at the site would occur in several phases. Ultimately it is planned that operations would be conducted 24 hours a day, 7 days a week. However, initially operations would be conducted up to 16 hours a day, 5 days a week.

Location:

The subject site has an address of 2949 Farinon Road in Colusa. As shown below, the site is located approximately 250 feet northwest of the end of Airport Runway 13 (APN: 017-130-006).

ANALYSIS:

As introduced, the proposed project has been submitted for a consistency evaluation to the Commission. Colusa Industrial Properties representatives (CIP) are working with Tan Oak Innovations to establish the proposed use on the site. The application was submitted on May 10th and CIP requested that this project be reviewed by the Commission at a special meeting scheduled in June. Staff discussed the potential of scheduling a special meeting with the Chair of the ALUC as the by-laws (Section 4.1) empower the Chair with the authority to schedule a special meeting. However, the information packet that was submitted lacked information that was necessary for staff to be able to fully evaluate the project against the ALCUP and develop a specific recommendation of whether the proposal was consistent with the ALUCP. A key piece of the missing information was the FAA Part 77 obstruction evaluation. The required FAA Form 7460-1(Notice of Proposed Construction) was submitted to the FAA on May 13th.

Given that the FAA review has been taking 90± days and that other information was missing, staff believed that bringing the project to a special meeting would not be productive as it should. Rather staff believed that bringing the project to the regularly scheduled July meeting was appropriate in that it would allow staff additional time to obtain other necessary information to complete the consistency analysis; although the FAA obstruction evaluation was not anticipated to be available until at least August. CIP representatives would have preferred that the project be considered by the Commission at a special meeting in June and that the Commission make a conditional consistency determination contingent upon the submittal of missing information in the future.

Airport Land Use Compatibility Plan Review (ALUCP):

The proposed project requires that the Commission review the proposed project for consistency with the ALUCP due to the following:

1.) Section 2.2 (h): Nonresidential buildings greater than 10,000 sq.ft.

The proposed project would construct two 20,000 sq.ft. buildings.

2.) Section 2.2 (j): Any proposed object (including buildings, antennas, and other structures) that receives a determination of anything other than "not a hazard to air navigation" by the Federal Aviation Administration in accordance with Federal Aviation Regulations Part 77.

The proposed buildings have not received a determination of "not a hazard to air navigation" as of the writing of this staff report.

3.) Section 2.2 (l): Any project having the potential to create electrical or visual hazards to aircraft in flight.

The proposed project is planned to have 24-hour a day operations which would necessitate the installation of exterior building and parking lot lighting.

4.) Section 2.2 (m): Any project having the potential to create a thermal plume extending to an altitude where aircraft fly.

A by-product of the production process is steam which will be released into the atmosphere.

Based on the aforementioned, Issues that require review are use compatibility, population density, open space, noise impacts to sensitive receptors (office users), height limits, light and glare, and the creation of thermal plumes from steam. Exhibit "B" attached to the staff report shows the buildings elevations, a compatibility zone map, and height analysis of the proposed industrial buildings.

Use Compatibility:

Exhibit "B" shows that the subject site is located in the ALUCP's B1 and C1 Compatibility Zones. As shown in Exhibit "C" (Site and Building Plans), the industrial buildings would be located on the westerly half of the parcel in Zone C1 and the outdoor storage and truck parking would be located on the easterly half of the parcel in Zone B1. The proposed use within the buildings would be considered a "Light Industrial - Low Intensity" use and it is a permitted use in the C1 Zone. Examples of Light Industrial - Low Intensity uses include wood product facilities with a person density of less than 350 sq.ft. per person and does not include the storage of hazardous materials. The proposed use meets these criteria. The proposed use would have outdoor storage in the B1 Zone which is also permitted use, provided an airspace obstruction does not occur (the airspace discussion follows under the height section).

Part of the use determination is the calculation of the site intensity which is determined by the number of persons per acre. The below table shows the Maximum Sitewide Average Intensity (people/acre) and the Maximum Single Acre Intensity (people/acre) for both the B1 Zone and the C1 Zone. Because the compatibility zones split the parcel in half, the density intensity calculation is conducted per compatibility zone.

Compatibility Zone Density Intensity						
	People/Acre		Site Size		Allowed	
	B1	C1	B1	C1	B1	C1
Maximum Sitewide Average	25	80	2.5	2.5	62.5	200
Maximum Single Acre	50	240	1.0	1.0	50.0	240

Per the above table, a maximum of 62 persons, with no more than 50 persons on any one acre, could be working on the easterly half of the site where the storage and parking uses would occur (B1 Zone). On the easterly half of the property, a maximum of 200 persons would be allowed to work in the industrial and office buildings (C1 Zone); since the sitewide average limit is less than the maximum single acreage limit the sitewide average limit restricts the number of employees.

As previously discussed, within the industrial buildings (C1 Zone) 14 employees would be working at any one time; although at shift time the number of employees could be as high as 28. No specific employ counts were given for the additional operating employees which would unload and load the trucks, maintain equipment, fulfill orders, and conduct sales and administrative functions. Although the complete employ count has not been provided, given the density calculations it appears that the proposed use would comply with the intensity requirements. Staff believes that the actual employee numbers should be provided as part of any formal consistency determination to confirm this assumption.

With respect to the open land requirement in the B1and C1 Zones, the below table lists the acreage in both zones, the open space requirements (Table 3A), and the amount of open space calculated per Section 3.4.10. As is shown, both the B1 and C1 Compatibility Zones meet the open space requirements of the ALUCP.

Compatibility Zone Open Space Requirements					
Compatibility Zone	Acreage of Compatibility Zone	ALUCP Open Space Requirements	Acreage of Open Space	Percent Open Space	Open Space Requirement Met
B-1	59	30%	26	44%	MET
C-1	155	20%	83	54%	MET

Noise Impacts To Sensitive Receptors:

Sensitive receptors at the site would be office workers who could be exposed to aircraft noise levels of approximately 70 Ldn dB. The typical standard building construction for an office space (2 x 4 framing, dry wall construction, R13 insulation) would offer approximately a 25 dB reduction in the noise level. Accordingly, as long as any future office space tenant improvements incorporate the standard building specifications mentioned above, this would address this potential noise impact. Any formal consistency finding should include these requirements to ensure that aircraft noise levels do not impact future office workers.

Height Limits:

Given the project site location there are three primary height issues: (1) structure heights; (2) outdoor storage and parking heights; and (3) height of truck traffic along Farinon Road.

Building Heights

With respect to potential building height issues, as shown on Exhibit "B" the maximum height of the industrial buildings are 34.17 feet above the finish floor and would be at a maximum elevation of 85.63 feet. Portions of the industrial buildings encroach some 30.3 feet into the 40:1 departure surface elevation and the buildings encroach some 32.89 feet into the 50:1 7460-1 notification slope. The proposed buildings are outside the

20:1 Approach Surface and Threshold Sighting Surface. No height information is given for the office building. However, since it would be shielded between the much taller industrial buildings, should the industrial building heights be determined to be consistent with the ALCUP, the office building would then be considered consistent.

The proposed buildings have encroachments into the 40:1 Departure Surface and the 50:1 7460-1 notification slope. Project proponents have filed the required FAA Form 7460-1(Notice of Proposed Construction) on May 13th in order for the FAA to evaluate the proposed encroachments. Unfortunately, it has been taking 90± days for the FAA to complete the hazard evaluation. Project proponents have requested that the Commission review the proposed project in advance of receiving the FAA determination. The Commission does have the discretion of reviewing the project in advance of the FAA hazard determination. If the Commission determines that the proposed encroachments would not be a hazard to aviation, the Commission can make a consistency determination. However, once the FAA determination is completed, it must be submitted to the Commission and the Commission has the authority to reconsider its previous consistency determination if the FAA study provides new information.

In order to help determine potential height issues with respect to developing the subject property, CIP representatives previously submitted a Form 7460-1 filing for two conceptual buildings on the subject site. Please see Attachment #1 for the submittal details and the FAA's response. While the height penetrations into the various slopes are less than the Tan Oak buildings (approximately 19 to 20 feet vs. 30 to 33 feet) the conceptual buildings are much closer. In general, the FAA's aeronautical review found the furthest conceptual building (Building #2, 539 feet from Runway 13) would have "*no significant adverse effect on airspace and visual/instrument procedures*" at the airport. The FAA's aeronautical review found the closest conceptual building (Building #1, 341 feet from Runway 13) would have "*probably have no significant adverse effect on airspace and visual/instrument procedures*" at the airport. In both cases red obstruction lights would be required as well as the addition of notations on Runway 31's Take-Off Minimums and (Obstacle) Departure Procedures. In addition, the conceptual Building #1's aeronautical study would be required to be circulated for public comment but as long as there were "*no substantial objections*" it could likely be constructed at its full requested height.

Given the degree of the building encroachments into the various regulated height elevations, staff believes that the information from the FAA's hazard determination should be considered prior to a formal building height consistency determination being made. The Commission could provide an initial consistency determination for issues where the necessary information has been provided that allows for issues to be fully analyzed. However, for issues such as building height where a critical piece of information is not yet available, staff does not believe a formal determination either for or against can be made with any degree of certainty.

Outdoor Heights

As previously mentioned, the easterly half of the property would be used for storage

and truck parking. This area is located within the 40:1 Departure Surface and a small portion of the easterly most portion of the property is located within the 20:1 Approach Surface. Given the close proximity, it appears that the installation of light standards which would be needed for night time activities (and possibly the semi-truck parking) would encroach into various regulated height elevations.

When staff initially reviewed the project, staff recommended that the applicable FAA 7460-1Forms be submitted to the FAA so that these encroachments could be evaluated at that same time as the height of the industrial buildings; especially since the outdoor storage and parking are important aspects of the proposed use. Prior to any formal consistency determination being made for the outdoor uses any encroachments into the various surface elevations caused by outdoor operations and structures would be subject to an FAA Part 77 hazard evaluation and potentially Commission review for any determinations other than "not a hazard to air navigation".

Farinon Road

The final height issue relates to truck traffic on Farinon Road. Traffic on Farinon Road penetrates the 20:1 Approach Surface by 2.9 feet. The business owner has stated that he would prefer to bring truck traffic to the site by using Farinon Road; although the site does have access off Niagara Avenue. As the Commission is aware, the consistency determinations for all recent applications that had the potential to use Farinon Road were all conditioned on traffic not utilizing Farinon Road. County staff and the County's airport consultant have recently initiated discussions with the FAA on Farinon Road vehicular traffic to precisely define any issues and potential solutions. Until this effort is finalized, County staff will continue to recommend that no additional access to or from Farinon Road be allowed. Should the Farinon Road circumstances change in the future, then the Farinon Road traffic restriction can be reconsidered. As part of any formal consistency determination, staff will recommend access to and from Farinon Road be prohibited for any new development.

Light and Glare:

The elevations of the buildings do not show any exterior lighting. In addition, outdoor activity at night would necessitate additional parking lot/storage area lights which have not been shown. Staff believe that this is a minor issue that can be resolved with the requirement that all exterior lighting be shielded and pointed downwards to prevent off-site glare impacts. Any formal consistency finding can include this requirement.

Thermal Plume:

As described in the use summary, in conjunction with the drying process of the mini-quick chunk dryer and the natural charcoal briquettes steam will be produced and released into the atmosphere. Staff has requested additional details on whether the production processes would generate any steam or other types of air plumes. CIP representatives have stated that in discussions with the business owner that he stated that the steam generation is anticipated to be minor and not a factor for airport. In

addition, a closed loop system would be used to recapture the water from the steam. Staff believes that using a closed loop, steam recapture system would mitigate potential steam plumes. However, staff believes that as part of any formal consistency finding that additional details for how this system would be implemented should be provided so that the Commission can rely on this information in making a finding that steam plumes would not be an issue.

PUBLIC COMMENTS:

No public comments have been received at this time. If comments are received following distribution of this staff report, those comments will be provided to the Airport Land Use Commission at the meeting.

ALUC STAFF RECOMMENDATION:

Based on the preliminary information that staff has received, the proposed use should not impact aircraft operations. However, as discussed, staff has identified additional information that staff believes should be provided prior to a formal consistency determinations being made. Specifically, staff believes that the following information should be provided as part of any formal consistency determinations: (1) the maximum number of employees that would perform truck operations, maintain equipment, fulfill orders, and conduct sales and administrative functions and there work locations on the property; (2) the FAA Part 77 Hazard determinations for the industrial buildings and any operational or structures that would exceed surface elevations in the outdoor storage and parking lot; (3) exterior building and parking lot lighting details; and (4) additional information regarding the steam closed-loop recapture system. Staff believes that this information should be relatively easy to provide; although the FAA hazard determinations can cause project delays. Once this information has been provided, staff would return at the very next available Commission meeting with the formal consistency determination resolution for the Commission's consideration.

PRIOR COMMITTEE ACTION

None

FISCAL IMPACT/FUNDING SOURCE

None

PREPARATION:

Prepared By:

Greg Plucker, Community Development Director (530) 458-0483

ACTION FOR THE CLERK

None at the present time.

ATTACHMENTS:

- Exhibit "A" Tan Oak Innovations Proposed Use Summary (PDF)
- Exhibit "B" Tan Oak FAA 7460-1 Maps and Height Analysis (PDF)
- Exhibit "C" Tan Oak Site and Building Plans (PDF)
- Attachment #1 Conceptual Buildings Location and FAA 7460-1 Evaluations (PDF)

Exhibit "A"

RECEIVED
June 8, 2021
COLUSA COUNTY
COMMUNITY DEVELOPMENT
DEPARTMENT
By

TANOAK INNOVATION, LLC
PROCESS DESCRIPTION

Tanoak is an abundant hardwood tree that grows primarily along the coast from Brookings, Oregon to Santa Cruz, California. There is perhaps no tree in North America which has been so systematically wasted as Tanoak. From 1814 to 1928, Tanoak bark was peeled from the tree for its tannin extract used to tan leather hides. The tree was left standing to decay. Currently, landowners chemically kill tanoak trees to accelerate the growth of existing redwood and Douglas fir trees. The chemical eradication process, commonly referred to as "hack & squirt", increases fire risk and intensity. The optimal solution to reduce the overstock of tanoak trees is to harvest and convert the trees into innovative products. Tanoak Innovation was formed to provide landowners a commercial outlet for tanoak trees.

Tanoak trees will be harvested as a component of a redwood and Douglas fir logging operation. The trees will be bucked in-woods to 20 foot or shorter log segments and loaded into open top boxes for shipment to Colusa. Upon arrival in Colusa, the logs will be unloaded, weighed and placed into log bunks. The logs will be placed on a conveyor, advanced to a bucksaw and cut to 4-foot, 8-foot or 10-foot segments. All sawdust and bark waste (biomass) from the bucksaw will be collected and conveyed to a hammermill for further processing. This operation is referred to as the "merchandising" line. The merchandising operation requires **2 employees per shift**.

Merchandised logs are conveyed to a lathe style debarker capable of debarking log diameters from 4 to 20 inches and lengths from 4 to 10 feet. A single log segment will drop down from an opening at the top of the debarker onto 2 counter rotating drive shafts. A steel knife is hydraulically advanced until it comes into contact with the log. The knife is held into place by hydraulic pressure. As the log spins against the knife, all biomass is removed until the log is clean and cylindrical. As the biomass is removed and discharged, it is reduced in size by a series of small circular saws mounted on a drive shaft. The small pieces of biomass are then conveyed to a hammermill where it will be refined into powder. The clean, cylindrical logs drop down onto a conveyor to be sorted by diameter and quality. Log sort #1 will be bundled and sold to hardwood veneer plants and flooring manufacturers. Log sort #2 will be processed into wood chunks for the barbecue industry and log sort #3 will be converted into charcoal briquettes for the barbecue industry. The debarking and sorting operation requires **1 employee per shift**.

Attachment: Exhibit "A" Tan Oak Innovations Proposed Use Summary (6674 : Tan Oak Innovations (ALUC #21-04))

A log "Chunker" is a modified commercial firewood splitter. It's function is to convert 10 to 12 inch diameter logs into into chunks measuring 3 inches x 3 inches x 3 inches. The logs are conveyed from the debarker onto a log in-feed table then advanced to a U-shaped feed trough where the logs are abutted end to end and chain fed in 3-inch increments to a log stop. The logs are then cut into 3-inch thick "Rounds". Each round drops down into a 5-inch wide splitting chamber then pushed through a splitting wedge by a hydraulic ram. The wedge is designed to convert the rounds into 3-inch x 3-inch squares. All biomass generated by the chunk saw and wedge are conveyed to a hammermill and refined into powder. When the wood chunks exit the wedge, the chunks are conveyed to a trammel screen and tumbled to remove all "Fines". The "fines" are conveyed to a hammermill and refined into powder. The chunks are conveyed and loaded into steel baskets for drying. Each basket holds .75 cords of chunks or 5,000 Lbs. The chunking operation requires **1 employee per shift**.

The "Mini-Quick" chunk dryer is effectively a shipping container measuring 29 feet long, 8.5 feet wide and 12.6 feet tall equipped with a control room, natural gas burner and fan. The container holds 8 baskets of wood chunks containing 6 cords of chunks weighing a maximum of 40,000 Lbs. The dryer is heated to a maximum temperature of 260 degrees Fahrenheit. When the internal temperature of the wood reaches 212 degrees Fahrenheit, the wood moisture turns to steam. A 2 Hp fan removes the steam from the container through a vent to atmosphere. The drying process is engineered to reduce the chunk moisture content from 50% to 10% in 24 hours. The small amount of natural gas burned to heat the kiln is well below State and Federal air emissions standards. The mini-quick kiln will remove 20,000 Lbs. of water per day reducing the chunk weight to 20,000 pounds when dry. The chunks are then bagged, palletized and inventoried. The drying and bagging operation requires **2 employees per shift**.

Small diameter logs measuring 4 inches to 10 inches in diameter are conveyed to a whole-log chipper. A chipper consists of a series of knives mounted on a circular steel rotating drum. The log is hydraulically pushed against the rotating drum that slices the logs into chips measuring ¼ inch thick x ¾ inch wide x 1-inch long. The chips are then conveyed to a hammermill and refined into powder. A portion of the chips will be dried and bagged for the barbecue industry. The chipping operation does not require a dedicated employee.

Log sort #1 are the highest quality logs. These logs will be bundled and sold to veneer and flooring manufacturing companies. In the future, If the quantity of #1 sort logs is sufficient to operate a veneer plant or flooring plant, these logs will be processed in Colusa, which will require **4 employees per shift**.

All bark, fines and wood chips (biomass) will be converted into charcoal to make briquettes for the barbecue industry. The charcoal operation consumes 13.33 green (wet) tons of wood and bark (biomass) per hour to generate 2 tons of bone-dry charcoal per hour.

The process of making charcoal begins by refining biomass into powder. Biomass is fed into a hammer mill, which is a steel drum containing a vertical or horizontal rotating drum on which hammers are mounted. The spinning hammers refine the biomass into powder. The powder is discharged when the biomass particles are small enough to pass through a mesh screen. The biomass powder is then conveyed to a rotary drum dryer for moisture reduction.

Rotary dryers remove moisture from biomass by tumbling material in a rotating drum in the presence of heat and air flow. As the drum rotates, lifting flights pick up the material and drop it through the air stream to maximize heat transfer efficiency. The dryer will reduce moisture content from 50% to 15% at an infeed rate of 13.33 green tons of wood fiber per hour generating 6.77 dry tons of biomass powder. The rotary dryer is initially heated by a natural gas fired burner. When the carbonizer is fully heated, the natural gas turns off and the high temperature exhaust from the carbonizer provides the heat to the rotary dryer eliminating all rotary dryer emissions. The dry biomass powder from the rotary dryer is conveyed to a continuous carbon reactor for carbonizing.

A continuous carbon reactor utilizes dry distillation carbonization technology to convert biomass into charcoal. The process generates combustible gases, such as carbon monoxide, methane and hydrogen that form synthesis gases (syngas) that are burned as a replacement of natural gas. The combustible syngas heats up the carbonizing reactor through the self-air distribution burners. The excess heat from the carbonizer is exhausted to a rotary dryer to create a closed loop drying and carbonizing system. The only natural gas consumed during the charcoal making process is the initial startup of the rotary dryer and carbon reactor. From the start of ignition until the reactor temperature rises to 160° C (320°F), the residual 15% moisture contained in the biomass powder is evaporated by external heat. The chemical composition of the wood does not change during this stage. The biomass will begin to generate heat when the reactor temperature reaches 232°C or 450°F. The biomass undergoes a thermal decomposition reaction, and its composition begins to change, including the decomposition of hemicellulose to generate CO2, CO and a small amount of acetic acid and other substances. Full carbonization occurs at temperature peak of 650°C or 1,202°F. In this stage, the wood undergoes rapid thermal decomposition while generating a significant amount of syngas. The syngas is captured and burned in the carbonizer to produce the energy required by the process. The thermal decomposition and gas combustion produce a large

Attachment: Exhibit "A" Tan Oak Innovations Proposed Use Summary (6674 : Tan Oak Innovations (ALUC #21-04))

amount of heat so that the temperature of the reactor rises, and the biomass is carbonized at a high temperature. Because the inside of the furnace is sealed and without oxygen, the biomass does not burn, but instead, carbonizes into charcoal. When combustible gas is fully expended from the wood the carbonization process is complete. The moisture free charcoal is continuously dispensed from the bottom of the reactor where it is cooled and conveyed into a bin.

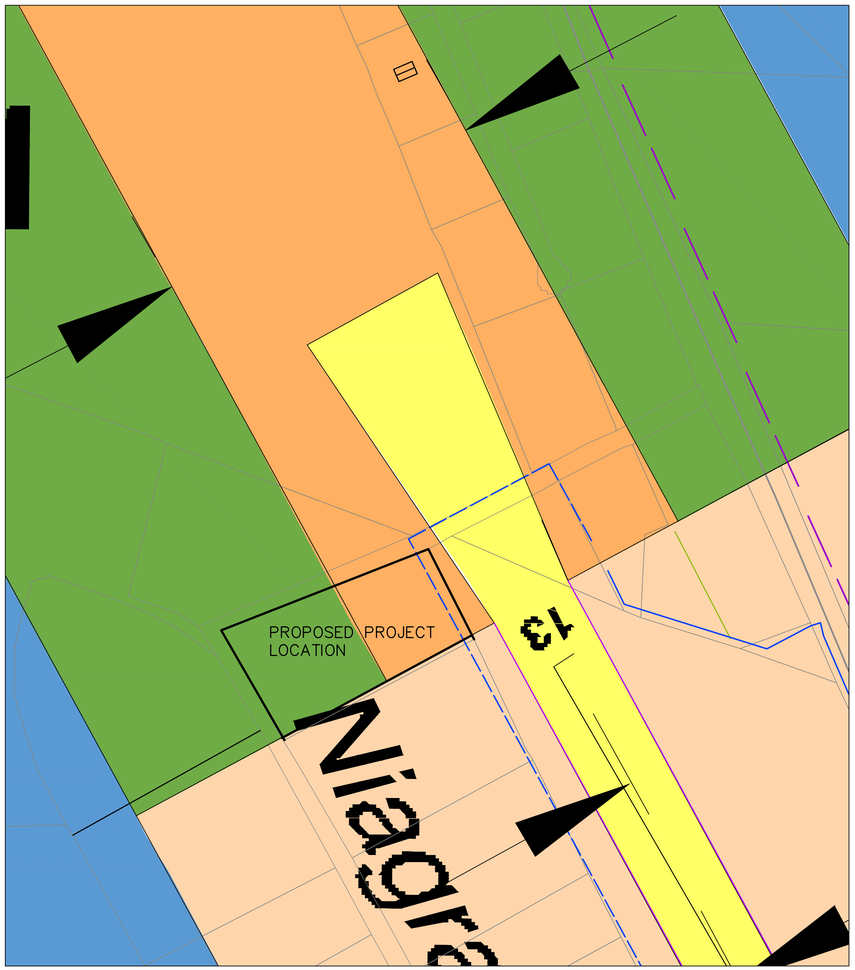
Tanoak Innovation will make all natural charcoal briquettes using only charcoal, starch and water. The 3 ingredients are dosed into an agitating mixer to create a consistent blend. The moist charcoal mixture is then metered into a roll briquette machine that applies pressure to the charcoal particles by squeezing them between two counter rotating rolls. Cavities are cut into the surfaces of the rolls to form the "pillow" shaped briquettes. The briquettes are discharged from the cavity by gravity as the cavity wheel rotates. The wet briquettes are then dispensed from the briquetter onto a wire mesh belt conveyor through a 15-foot wide x 100-foot long enclosed drying chamber. The drying chamber is heated by a natural gas burner to a temperature of 260 degrees Fahrenheit. When the internal temperature of the briquette reaches a temperature of 212 degrees Fahrenheit, the moisture turns to steam, which is exhausted to atmosphere by fans mounted on the side of the dryer. The dry briquettes are conveyed to a packaging line for bagging then stored in inventory. Belt dryer emissions are below Federal EPA and State standards. The charcoal and briquette operation requires **4 employees per shift**.

The company will hire additional operating employees to unload and load trucks. maintain equipment and to fulfill orders. Sales and administrative positions will also be required.

Tanoak Innovation intends to phase its manufacturing plant. The first phase includes the products described in the preceding paragraphs. The second production phase will include the making of lump charcoal, BBQ pellets and dry smoke wood chips. These processes will be summarized at the time of project permitting.

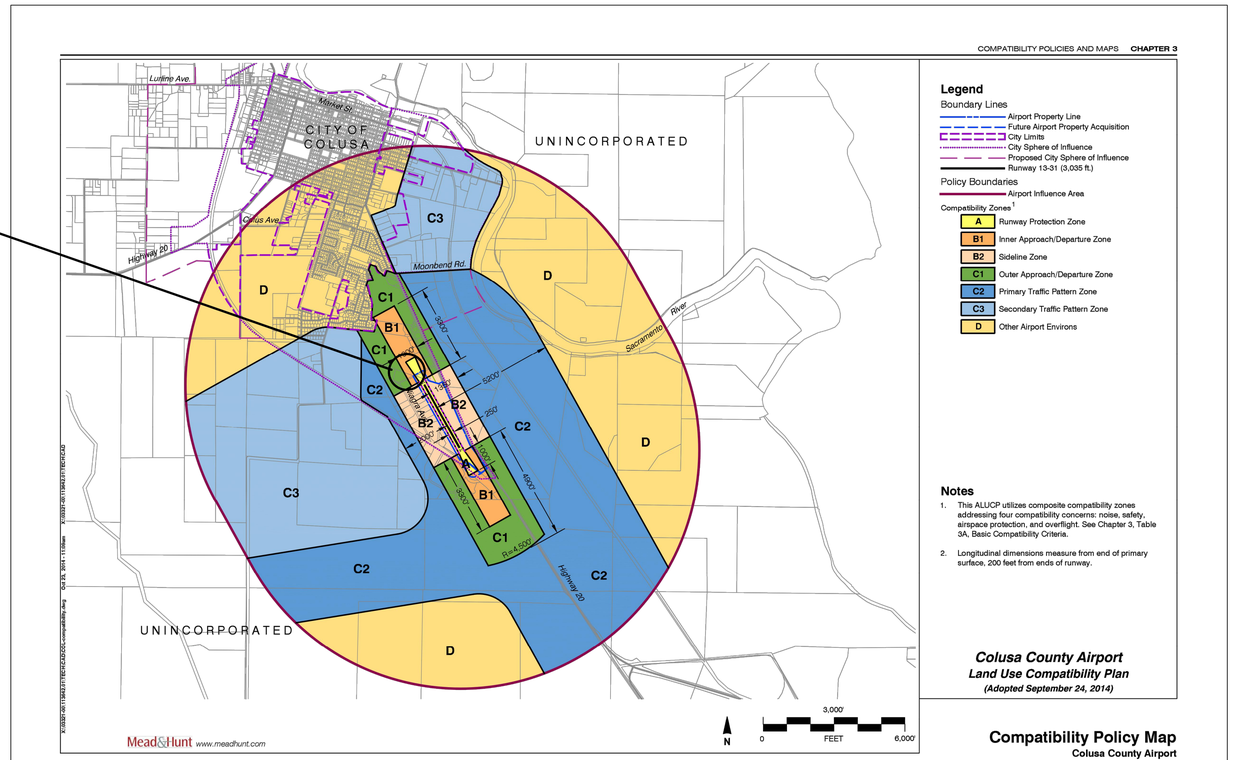
Attachment: Exhibit "A" Tan Oak Innovations Proposed Use Summary (6674 : Tan Oak Innovations (ALUC #21-04))

Exhibit "B"



DETAIL
NTS

SEE DETAIL



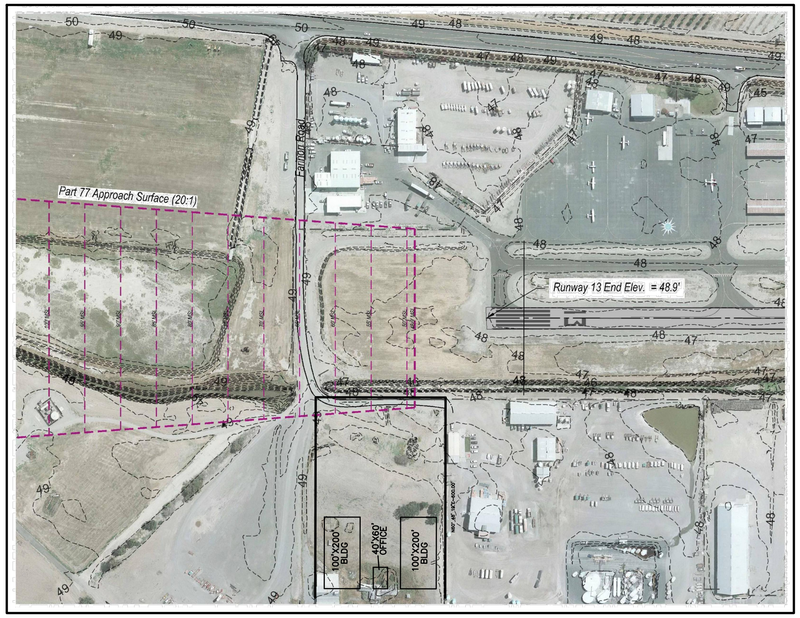
NVES
1547 STARR DRIVE SUITE "J"
YUBA CITY, CA 95993
(530) 713-0417

HULBERT PROPERTY
PLOT PLAN

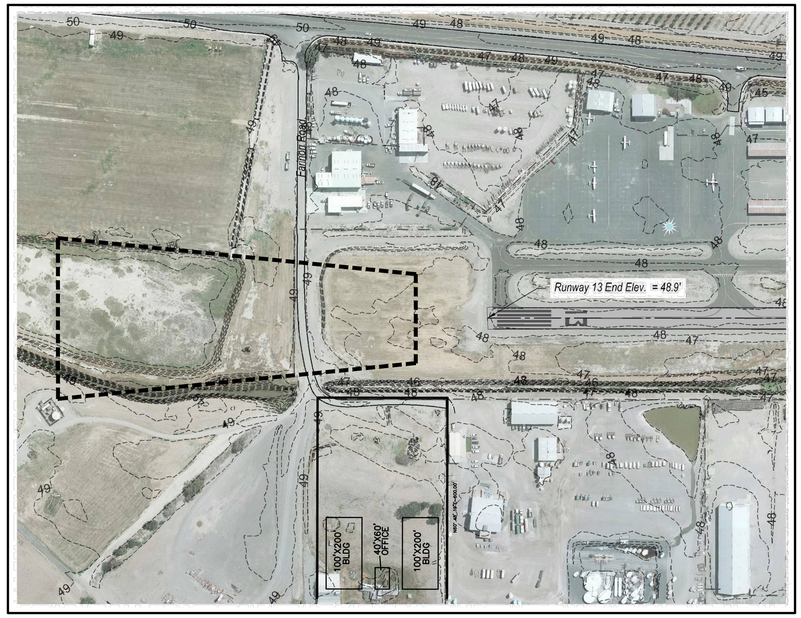
DESIGNED BY: GEORGE MUSALLAM	DWG.NO.: 1
DRAWN BY: GLM	
CHECKED BY: GEORGE MUSALLAM	SHT. NO.: P-1
JOB NO.:	
FILE NAME: NA	

Attachment: Exhibit "B" Tan Oak FAA 7460-1 Maps and Height Analysis (6674 : Tan Oak Innovations (ALUC #21-04))

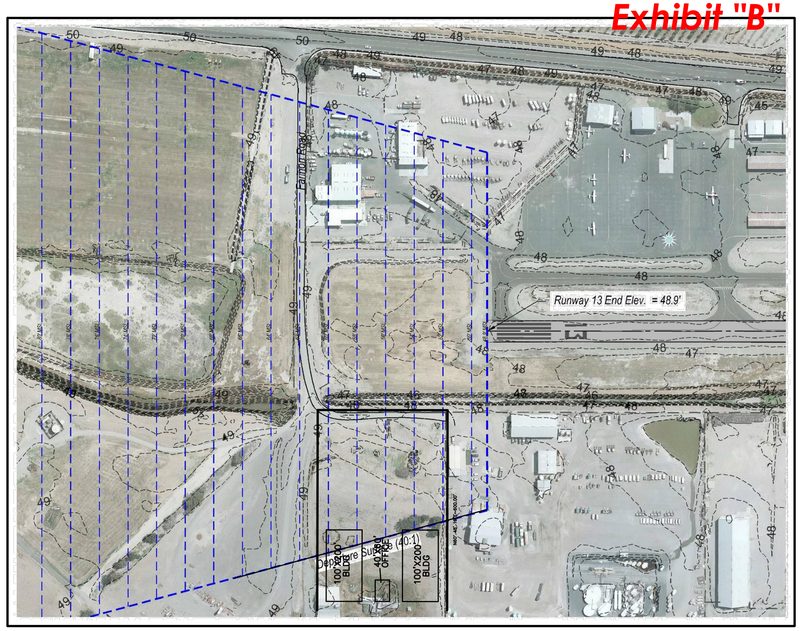
Exhibit "B"



PART 77 APPROACH SURFACE (20:1)
1"=200'



RUNWAY PROTECTION ZONE
1"=200'



DEPARTURE SURFACE (40:1)
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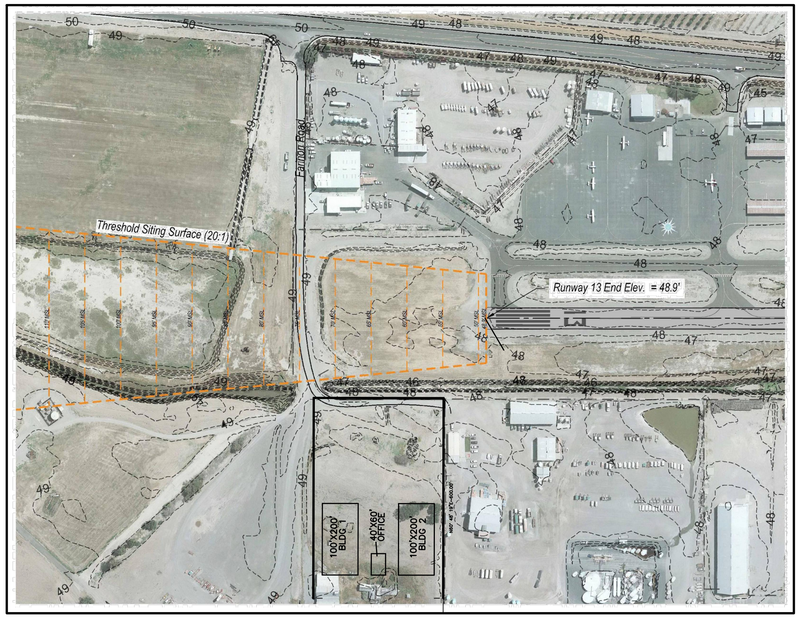
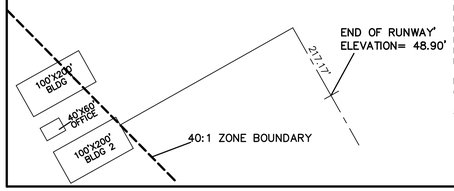


THRESHOLD SIGHTING SURFACE (20:1)
1"=200'

40:1 DEPARTURE SURFACE EVALUATION
1"=200'



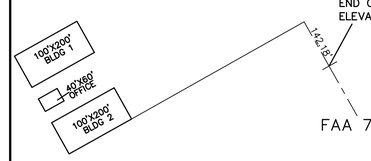
BUILDING NUMBER 2 CLOSEST TO RUNWAY:

HEIGHT OF RIDGE ABOVE FINISH FLOOR= 34.17'
FINISH FLOOR ELEVATION (1' ABOVE EXISTING GRADE)=50.46'
ELEVATION OF RIDGE = 50.46+34.17'=84.63'
DISTANCE OF CLOSEST BUILDING WITHIN THIS ZONE TO RUNWAY= 217.17'
RISE IN 40:1 SLOPE FROM RUNWAY= 217.17'/40= 5.42'
ELEVATION OF 40:1 SLOPE AT BUILDING= 5.42'+48.90' (ELEVATION OF RUNWAY)=54.33'

HIGHEST POINT OF BUILDING ENCROACHES BY 30.30' INTO THE 40:1 SLOPE (84.63'-54.33'=30.30')

ALL ELEVATION ARE ON NAVD 88 DATUM.

50:1 SLOPE EVALUATION
1"=200'

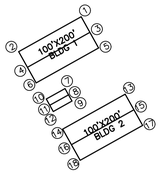


UNIT NUMBER 1 CLOSEST TO RUNWAY:

HEIGHT OF RIDGE ABOVE FINISH FLOOR= 34.17'
FINISH FLOOR ELEVATION (1' ABOVE EXISTING GRADE)=50.46'
ELEVATION OF RIDGE = 50.46+34.17'=84.63'
DISTANCE OF CLOSEST POINT OF BUILDING TO RUNWAY= 142.18'
RISE IN 50:1 SLOPE FROM RUNWAY= 142.18/50= 2.84'
ELEVATION OF 50:1 SLOPE AT BUILDING= 2.84'+48.90' (ELEVATION OF RUNWAY)=51.74'

BUILDING ENCROACHES INTO THE 50:1 SLOPE BY 84.63'-51.74'=32.89' (FILING OF FAA FORM 7460 IS REQUIRED)

ALL ELEVATION ARE ON NAVD 88 DATUM.



BUILDINGS CORNERS LABELING
N.T.S,

BUILDING CORNERS COORDINATES (NAD 83)

CORNER NO.	LATITUDE	LONGTITUDE
1	N39° 10' 58.72"	W121° 59' 54.40"
2	N39° 10' 57.75"	W121° 59' 56.61"
3	N39° 10' 58.28"	W121° 59' 54.09"
4	N39° 10' 57.32"	W121° 59' 56.30"
5	N39° 10' 57.85"	W121° 59' 53.78"
6	N39° 10' 56.89"	W121° 59' 55.99"
7	N39° 10' 56.86"	W121° 59' 55.10"
8	N39° 10' 56.69"	W121° 59' 54.98"
9	N39° 10' 56.51"	W121° 59' 54.85"
10	N39° 10' 56.57"	W121° 59' 55.76"
11	N39° 10' 56.40"	W121° 59' 55.64"
12	N39° 10' 56.22"	W121° 59' 55.52"
13	N39° 10' 56.88"	W121° 59' 53.08"
14	N39° 10' 55.91"	W121° 59' 55.29"
15	N39° 10' 56.45"	W121° 59' 52.77"
16	N39° 10' 55.48"	W121° 59' 54.98"
17	N39° 10' 56.01"	W121° 59' 52.46"
18	N39° 10' 55.05"	W121° 59' 54.67"

NOTES:
1- THE DIAGRAMS AND INFORMATION SHOWN HEREIN ARE BASED ON A FIELD SURVEY COMPLETED IN JANUARY OF 2021. NVES HAS NOT EVALUATED THE PROPOSED NEW CONSTRUCTION TO DETERMINE COMPLIANCE WITH THE COLUSA COUNTY LAND USE COMPATIBILITY PLAN AND THE SUBMITTAL OF THESE CALCULATIONS ARE SUBMITTED FOR INFORMATION ONLY. COMPLIANCE EVALUATION NEEDS TO BE DONE BY OTHERS.

2- BENCH MARK USED IS AN NGS MONUMENT SET AT CONCRETE HEADWALL LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF FARINON ROAD AND STATE HIGHWAY 20 WITH SET ELEVATION OF 48.7' NAVD 88 DATUM.

3- SIZE AND HEIGHT OF BUILDINGS WERE PROVIDED BY LANDX, GENERAL BUILDING CONTRACTOR.

NEW METAL BUILDINGS (TYP)

DIMENSIONS: 100'X200'

HIGHEST POINT OF ROOF ABOVE FINISHED FLOOR=34.17'
ELEVATION OF FINISHED FLOOR=50.67'
ELEVATION OF HIGHEST POINT ON ROOF= 50.67+34.17'=84.84'
PART 77 20:1 APPROACH SURFACE AT BUILDING(BUILDINGS OUTSIDE IMPACT AREA)
THRESHOLD SIGHTING 20:1 SURFACE AT BUILDING=(BUILDINGS OUTSIDE IMPACT AREA)
40:1 DEPARTURE SURFACE EVALUATION (SEE CALCULATIONS THIS PAGE)
50:1 FAA 7460 FILING REQUIREMENTS (SEE CALCULATIONS THIS PAGE)
BUILDINGS ARE OUTSIDE THE LIMITS OF THE RUNWAY PROTECTION ZONE.

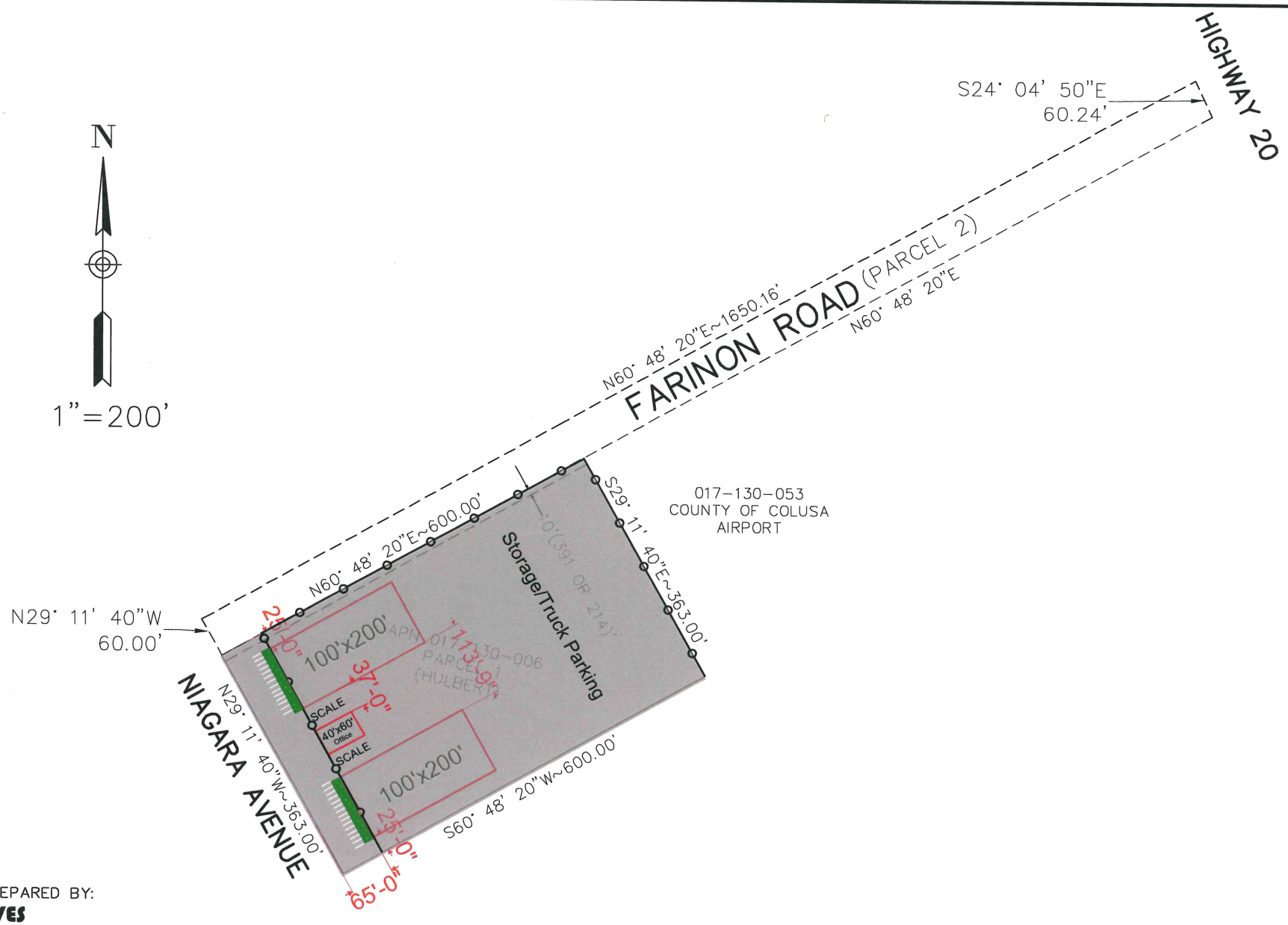
REGISTERED PROFESSIONAL ENGINEER
GEORGE L. MUSALLAM
No. 49466
EXP. 9-30-2022
CIVIL
STATE OF CALIFORNIA

NVES
HULBERT PROPERTY
PLOT PLAN

DESIGNED BY: GEORGE MUSALLAM	DWG.NO.: 2
DRAWN BY: RANA MOORE	
CHECKED BY: GEORGE MUSALLAM	SHT. NO.: P-2
JOB NO.:	
FILE NAME: NA	

NVES
1547 STARR DRIVE SUITE "J"
YUBA CITY, CA 95993
(530) 713-0417

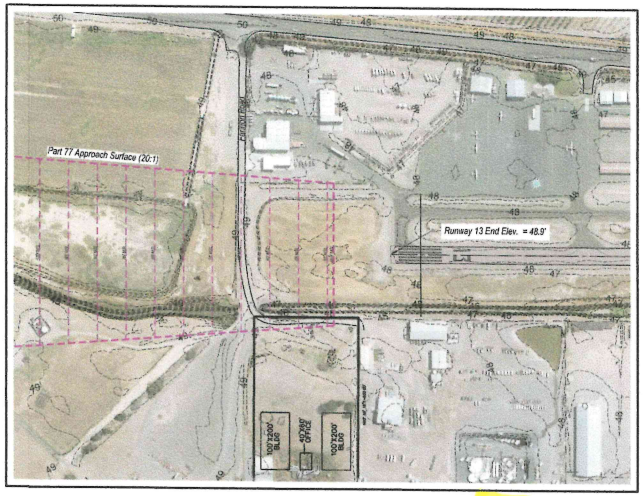
Attachment: Exhibit "B" Tan Oak FAA 7460-1 Maps and Height Analysis (6674 : Tan Oak Innovations (ALUC #21-04))



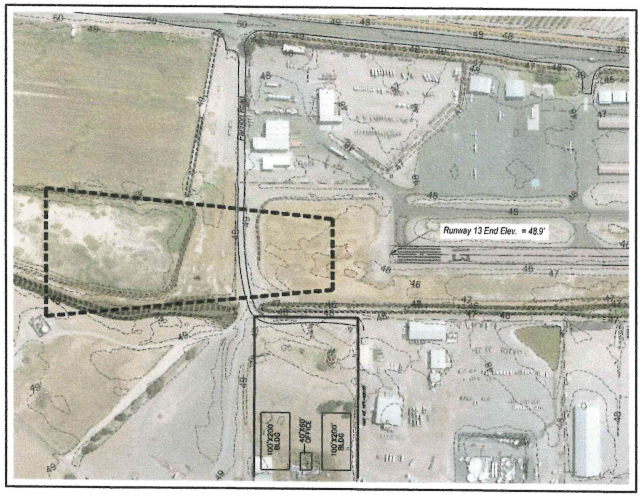
PREPARED BY:
NVES
NORTH VALLEY ENGINEERING AND SURVEYING
1547 STARR DRIVE SUITE "J"
YUBA CITY, CA 95993
(530) 713-0417

HULBERT PROPERTY
2949 FARINON ROAD
COLUSA, CALIFORNIA

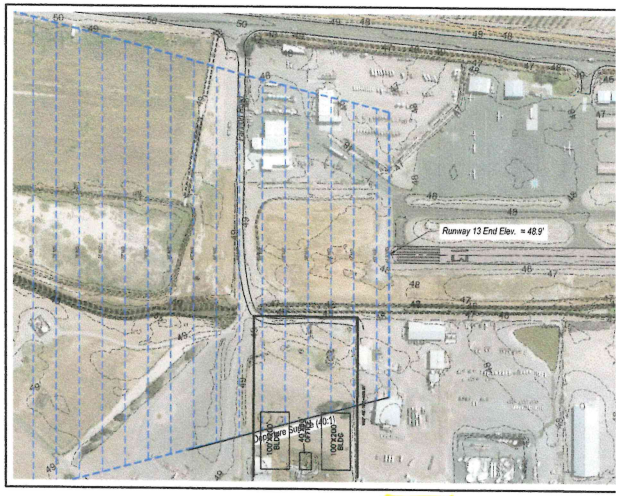
Attachment: Exhibit "C" Tan Oak Site and Building Plans (6674 : Tan Oak Innovations (ALUC #21-04))



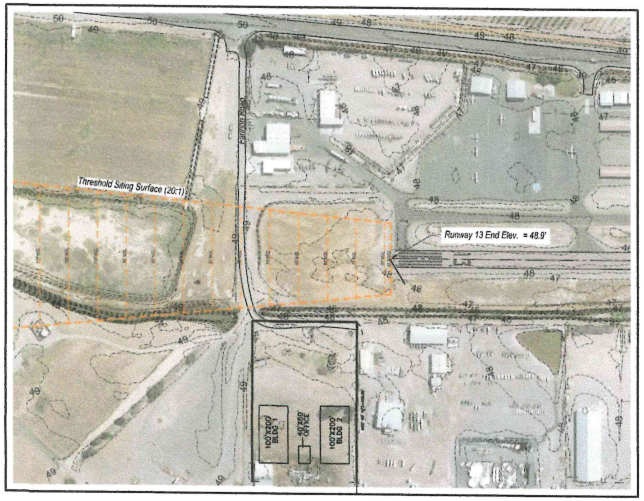
PART 77 APPROACH SURFACE (20:1)
1"=200'



RUNWAY PROTECTION ZONE
1"=200'



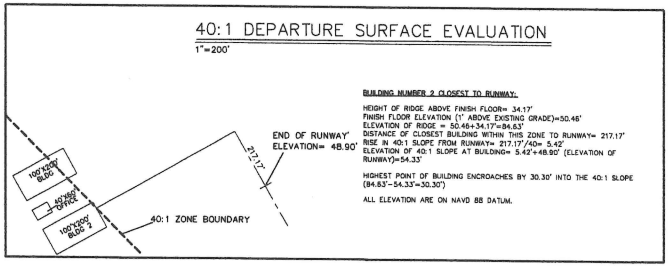
DEPARTURE SURFACE (40:1)
1"=200'



THRESHOLD SIGHTING SURFACE (20:1)
1"=200'

40:1 DEPARTURE SURFACE EVALUATION

1"=200'



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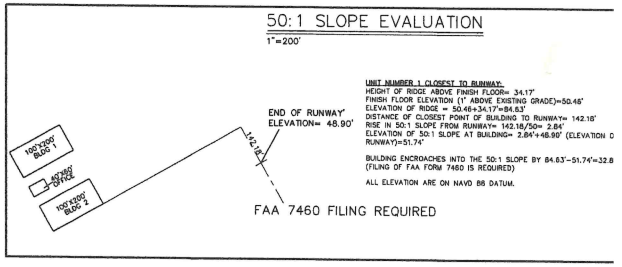
50:1 SLOPE EVALUATION

1"=200'



UNIT NUMBER 1 CLOSEST TO RUNWAY:
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3- SIZE AND HEIGHT OF BUILDINGS WERE PROVIDED BY LANDX, GENERAL BUILDING CONTRACTOR.

NEW METAL BUILDINGS (TYP)

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ELEVATION OF FINISHED FLOOR=50.87'
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PART 77 20:1 APPROACH SURFACE AT BUILDING(BUILDINGS OUTSIDE IMPACT AREA)
THRESHOLD SIGHTING 20:1 SURFACE AT BUILDING=(BUILDINGS OUTSIDE IMPACT AREA)
40:1 DEPARTURE SURFACE EVALUATION (SEE CALCULATIONS THIS PAGE)
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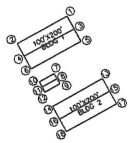
BUILDINGS ARE OUTSIDE THE LIMITS OF THE RUNWAY PROTECTION ZONE.



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N.T.S.

BUILDING CORNERS COORDINATES (NAD 83)

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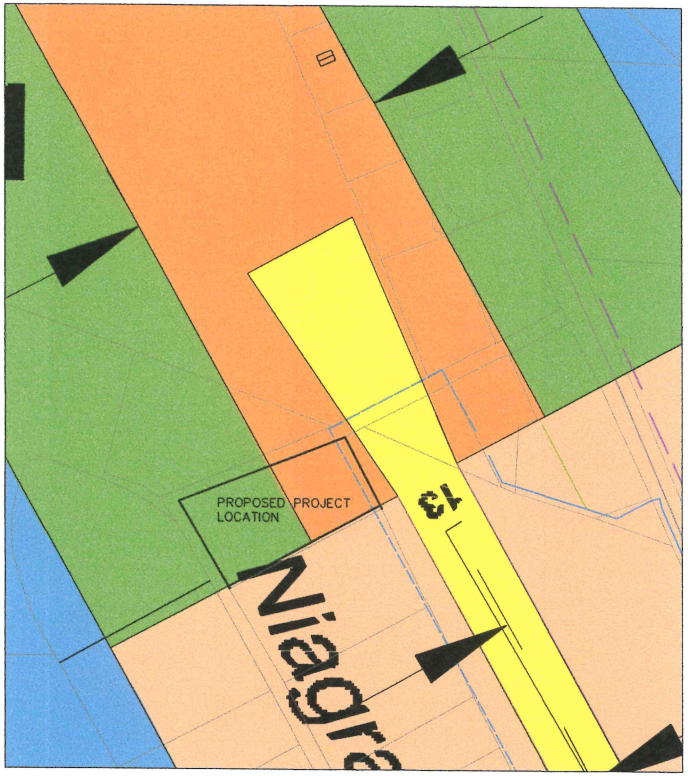
REGISTERED PROFESSIONAL ENGINEER
GEORGE C. MUSALLAM
No. 49465
EXP. 9-30-2022
CIVIL
STATE OF CALIFORNIA

NVES
HULBERT PROPERTY
PLOT PLAN

	DESIGNED BY: GEORGE MUSALLAM
	DRAWN BY: RANA MOORE
	CHECKED BY: GEORGE MUSALLAM
	JOB NO.:
	FILE NAME: NA

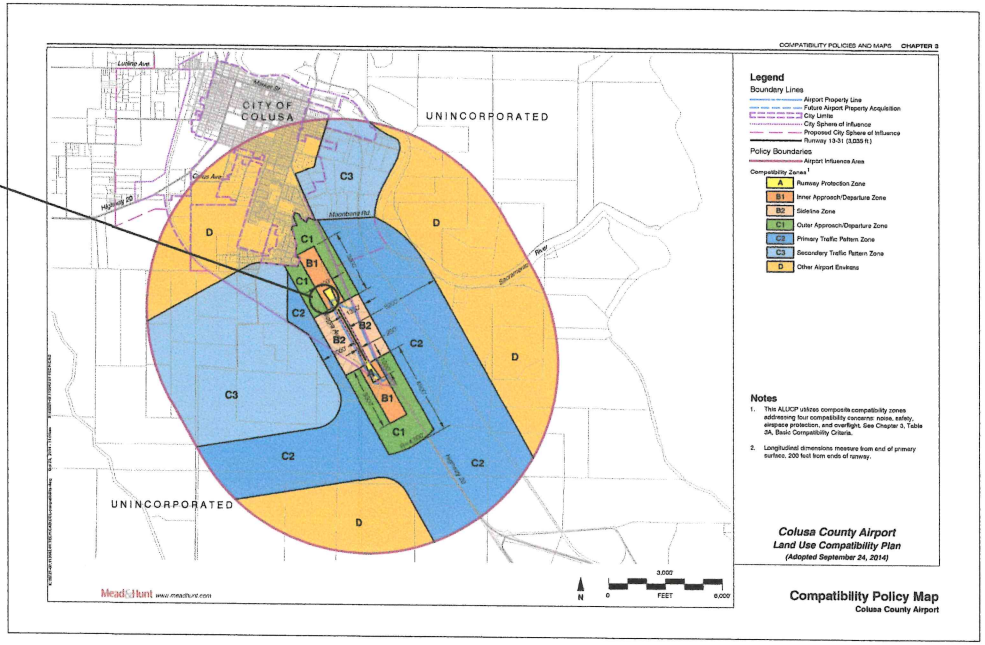
NVES
1547 STARR DRIVE SUITE 'J'
YUBA CITY, CA 95993
(530) 713-0417

Attachment: Exhibit "C" Tan Oak Site and Building Plans (6674 : Tan Oak Innovations (ALUC #21-04))



DETAIL
NTS

SEE DETAIL



REGISTERED PROFESSIONAL ENGINEER
GEORGE L. MUSALLAM
No. 49166
EXP. 9-30-2020
CIVIL
STATE OF CALIFORNIA

NVES
HULBERT PROPERTY
PLOT PLAN

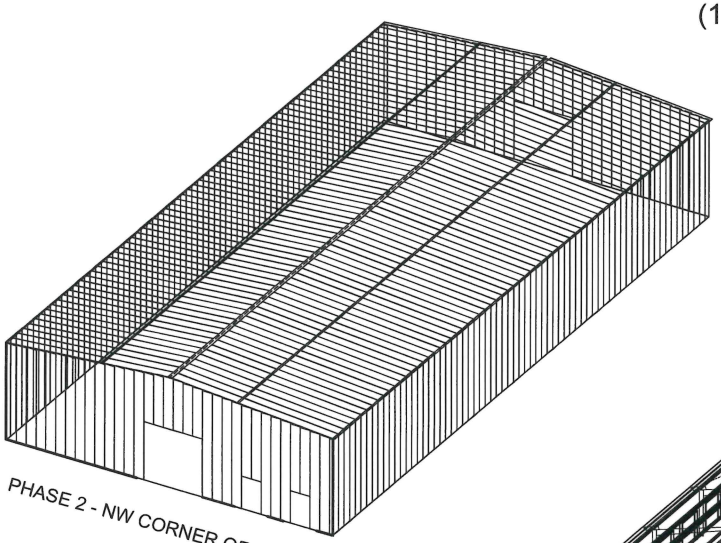
DESIGNED BY: GEORGE MUSALLAM	DW
DRAWN BY: GLM	
CHECKED BY: GEORGE MUSALLAM	SH
JOB NO.:	F
FILE NAME: NA	

NVES
1547 STARR DRIVE SUITE "J"
YUBA CITY, CA 95993
(530) 713-0417

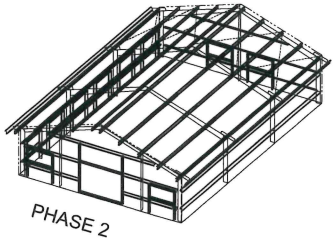
Attachment: Exhibit "C" Tan Oak Site and Building Plans (6674 : Tan Oak Innovations (ALUC #21-04))

TAN OAK INNOVATION, LLC

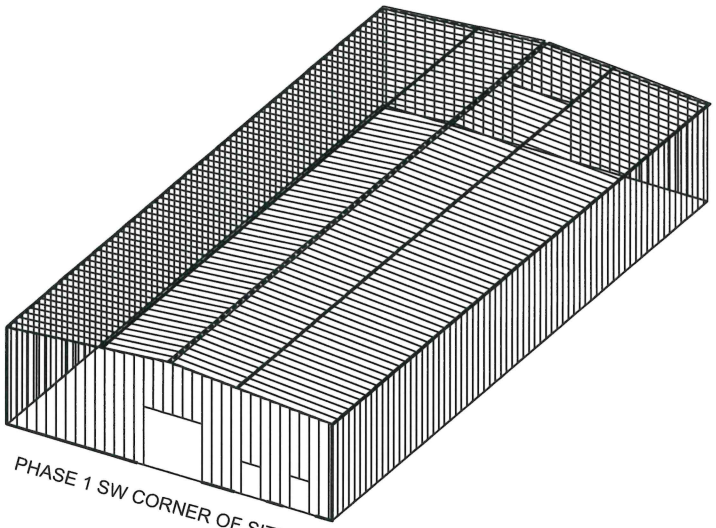
(1) New 100'x200'x30' Warehouse
(1) Future 100'x200'x30' Warehouse
(1) Future 40'x60'x18' Office



PHASE 2 - NW CORNER OF SITE



PHASE 2



PHASE 1 SW CORNER OF SITE

NORTH

SITE PLAN

General Contractor:
LAND X Construction, Inc.
Lic # 973168
7550 Sierra Dr.
Granite Bay CA 95746
530-848-3314
brad@landxinc.com

LAND X CONSTRUCTION

DATE
SCALE
DRAWN
JOB NO.
SHEET NO.
OF SHEETS

Attachment: Exhibit "C" Tan Oak Site and Building Plans (6674 : Tan Oak Innovations (ALUC #21-04))

COMMITTED TO BUILDING GREEN

All standard Butler-Cote™ 25-year fluoropolymer color finishes feature a Solar Reflectance Index (SRI) of 29 or greater.

ENHANCE AND PROTECT THE BEAUTY

The standard exterior paint finish for all Butler panels and trim is the Butler-Cote system, consisting of a full strength 70% Kynar 500® or Hylar 5000® PVDF resin-base fluoropolymer finish.

The Butler-Cote system resists the chalking and fading that often leaves a building looking drab and dated. Our 25-year warranty guarantees that, on roof and wall panel standard colors, chalking will not exceed a rating of #8 and fading will not exceed 5ΔE color difference units. The warranty also covers peeling, cracks, or chipping of the paint finish.

While many manufacturers' warranties are prorated after a certain period of time, we offer our Butler-Cote roof and wall panel warranty for a full 25 years—with no prorating. It's a testament to our high performance standards.

FLUOROPOLYMER FINISH VS. SILICONE POLYESTER AFTER 8 YEARS OF WEATHERING.

	Butler-Cote™ Fluoropolymer Finish	Industry Standard Silicone Polyester Coating
Original Color		
Level of Chalking Allowable Within Warranty Terms		
Warranty Period	25 years	10 years

BUTLER–COTE™ FINISH SYSTEM SOLAR REFLECTANCE DATA

Available Standard "Cool" Colors	Initial Solar Reflectance	Initial Emittance	Solar Reflectance Index (SRI)	Color Number
Cool Solar White – MR–24®	71.7	0.85	87	BN5W204B
Cool Solar White (Galvalume® substrate)	74.9	0.84	91	BN5W184B
Cool Igloo White	62.4	0.87	74	BN5W183B
Cool Ivory White	62.3	0.85	74	BN5I137B
Cool Birch White	63.7	0.85	75	BN5I135B
Cool Shell Gray	55.1	0.84	63	BN5A221B
Cool Country Wheat	60.3	0.84	71	BN5I136B
Cool Desert Beige	49.0	0.85	55	BN5N235B
Cool Gray Stone	37.1	0.85	39	BN5A222B
Cool Marsh Green	32.9	0.84	33	BN5G175B
Cool Emerald Green	29.7	0.85	29	BN5G174B
Cool Palm Green	28.7	0.86	29	BN5G176B
Cool Ocean Blue	33.0	0.84	33	BN5L148B
Cool Majestic Blue	30.8	0.85	30	BN5L149B
Cool Brick Red	32.9	0.84	33	BN5R143B
Cool Harvest	31.1	0.84	31	BN5N239B
Cool Onyx Black	29.6	0.84	29	BN5B114B
Galvalume® Plus	68.0	0.30	65	

BUTLER

Butler Manufacturing
Kansas City, MO
816–968–3000

Butler Buildings Canada
Burlington, ON, Canada
905–332–7786

www.butlermfg.com

ENERGY STAR PARTNER · MBMA · IAS ACCREDITED AC472 · CRRC RATED PRODUCT

Butler® building products are constantly being improved; therefore, the information contained herein is subject to change without notice. Before finalizing project details, contact your nearest Butler Builder® or Butler Manufacturing™ for the latest information.
Kynar 500® is a registered trademark of Arkema. Hylar 5000® is a registered trademark of Solvay Solexis. USGBC logo is a registered trademark owned by the U.S. Green Building Council and is used by permission. Energy Star is a registered trademark of the United States EPA.
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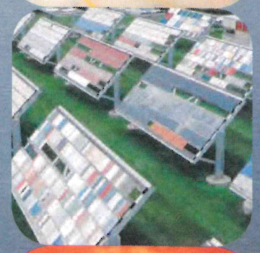
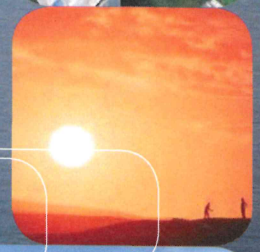
Form No. 4828 06/14





BUTLER-COTE™ FINISH SYSTEM

for Butler® Building Systems

Featuring a full palette of Butler-Cote™ colors each with an SRI of 29 or greater.

Roof

BUTLER

Attachment: Exhibit "C" Tan Oak Site and Building Plans (6674 : Tan Oak Innovations (ALUC #21-04))

BUTLER-COTE™ FINISH SYSTEM

for Butler® Building Systems

All Butler-Cote™ fluoropolymer finishes have a Solar Reflectance Index of 29 or greater.

BUTLER

ROOF SYSTEMS

MR-24® AND CMR-24® ROOF SYSTEMS

- Cool Solar White 22 & 24 ga.
- Cool Ivory White 24 ga.
- Cool Shell Gray 22 & 24 ga.
- Cool Emerald Green 24 ga.
- Cool Ocean Blue 24 ga.
- Cool Brick Red 24 ga.
- Cool Harvest 22 & 24 ga.

VSR II™ ROOF SYSTEM

- Cool Solar White 24 ga.
- Cool Igloo White 24 ga.
- Cool Ivory White 24 ga.
- Cool Shell Gray 24 ga.
- Cool Country Wheat 24 ga.
- Cool Desert Beige 24 ga.
- Cool Gray Stone 24 ga.
- Cool Marsh Green 24 ga.
- Cool Emerald Green 24 ga.
- Cool Palm Green 24 ga.
- Cool Ocean Blue 24 ga.
- Cool Majestic Blue 24 ga.
- Cool Brick Red 24 ga.
- Cool Harvest 24 ga.

BUTLERIB® II ROOF SYSTEM

- Cool Solar White 24 & 26 ga.
- Cool Shell Gray 26 ga.
- Cool Emerald Green 26 ga.

MODULEZE™ II SOFFIT COLORS

- Cool Solar White 24 ga.
- Cool Ivory White 24 ga.
- Cool Birch White 24 ga.
- Cool Shell Gray 24 ga.
- Cool Desert Beige 24 ga.
- Cool Harvest 24 ga.

For color, gauges, or color/panel combinations not shown, additional charges apply and a minimum order is required.

BUTLER

WALL SYSTEMS

SHADOWALL™, BUTLERIB® II, STYLWALL® II FLAT AND FLUTED WALL SYSTEMS, AND MOD-36 (GABLE TRIM, EAVE TRIM, GUTTER AND DOWNSPOUTS)

Walls

- Cool Solar White*
- Cool Igloo White*
- Cool Ivory White*
- Cool Birch White*
- Cool Shell Gray*
- Cool Country Wheat*
- Cool Desert Beige*
- Cool Gray Stone
- Cool Emerald Green
- Cool Ocean Blue
- Cool Majestic Blue
- Cool Brick Red
- Cool Harvest*
- Cool Onyx Black (Trim Only)
- Cool Marsh Green
- Cool Palm Green

Trim

BUTLER THERMAWALL™ WALL SYSTEM

- Cool Solar White
- Cool Birch White
- Cool Shell Gray
- Cool Country Wheat
- Cool Igloo White

INTERIOR FINISH COLORS (NOT FORMULATED FOR EXTERIOR USE)

- Light Gray (Butlerib® II roof & wall, StylWall® II Fluted, Shadowall™, MR-24®, VSR II™ and MOD-36)
- Igloo White (Butler Thermawall™ & TextureWall™) USDA-approved
- Interior White (CMR-24® Liner and MOD-36 in 22 or 28 gauge only)

GAUGE AVAILABILITY

Butlerib® II & Shadowall™ - 26 gauge
StylWall® II Flat - 26 gauge
StylWall® II Fluted - 24 gauge
MOD-36 - 22, 24, 26, and 28 gauge
Trim - 26 gauge
*Also available in 24 gauge for Butlerib® II, Shadowall™ and MOD-36

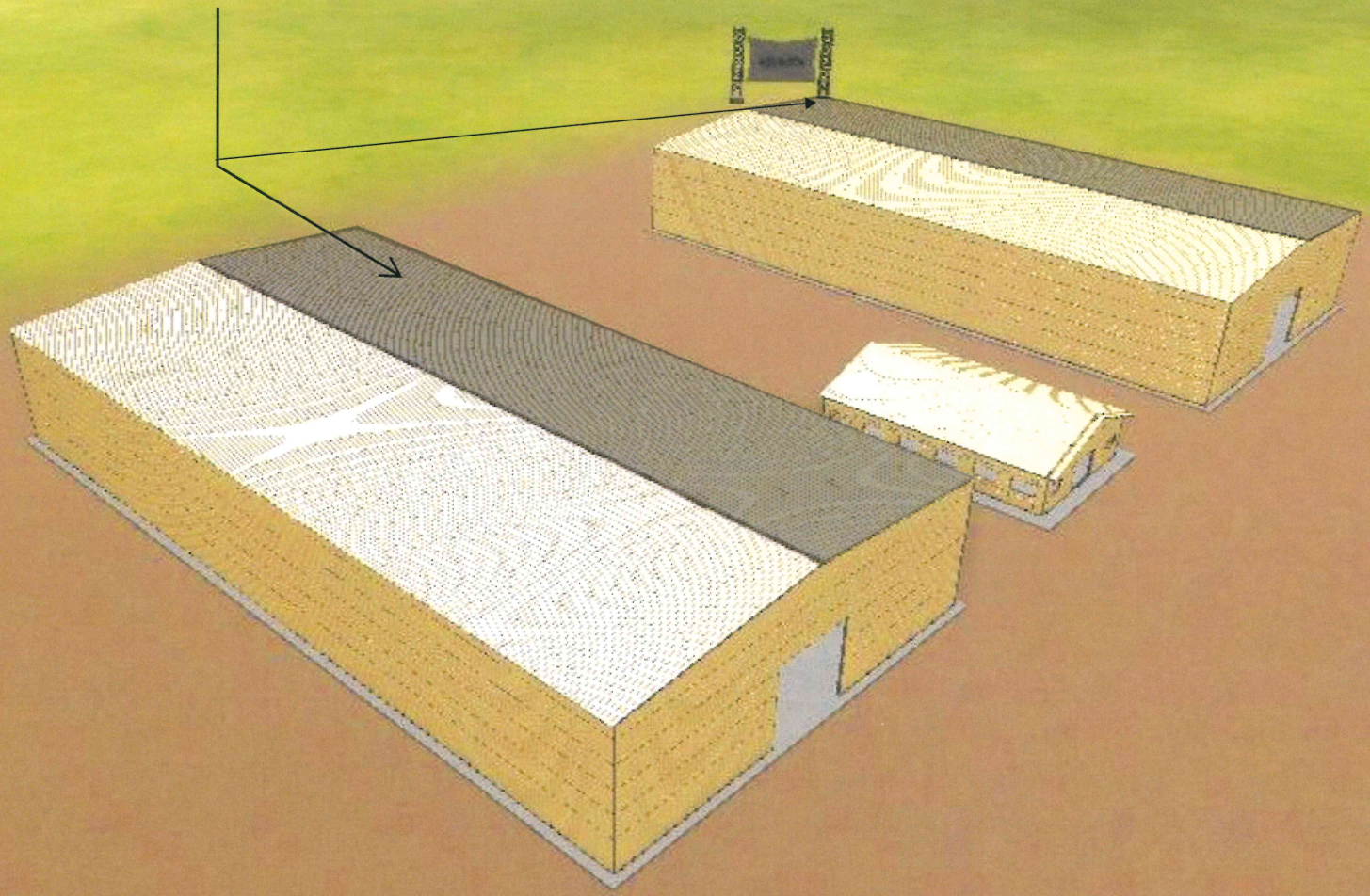
All color selections are close representations, but are limited by processing and viewing conditions. Lead times may vary by product selection. Contact your Butler Builder® for more information.

Attachment: Exhibit "C" Tan Oak Site and Building Plans (6674 : Tan Oak Innovations (ALUC #21-04))

BUTLER

NW ELEVATION

Planned Solar on South face of roof TYP



Attachment: Exhibit "C" Tan Oak Site and Building Plans (6674 : Tan Oak Innovations (ALUC #21-04))

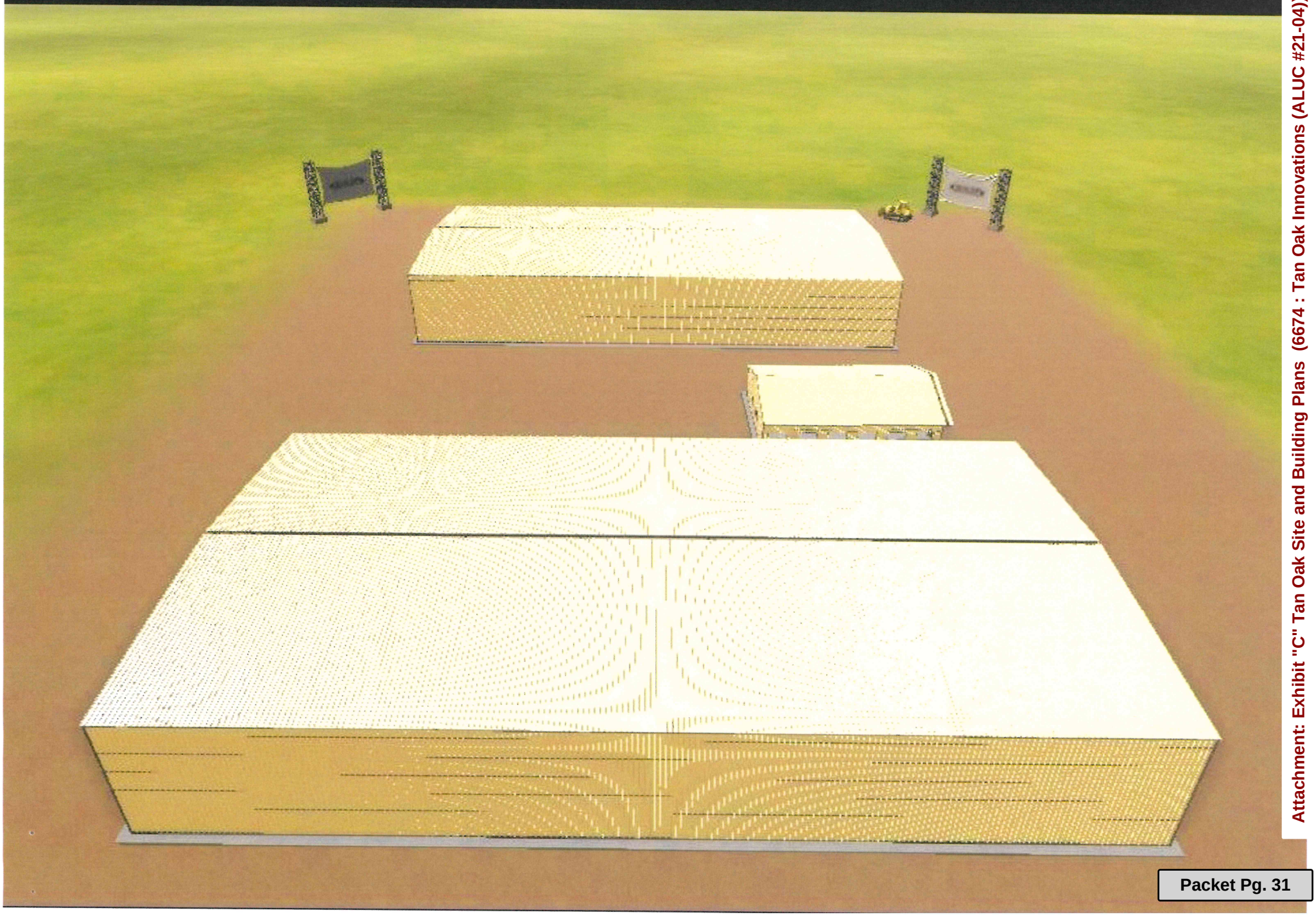
Exhibit "C"

EAST ELEVATION

Attachment: Exhibit "C" Tan Oak Site and Building Plans (6674 : Tan Oak Innovations (ALUC #21-04))

Exhibit "C"

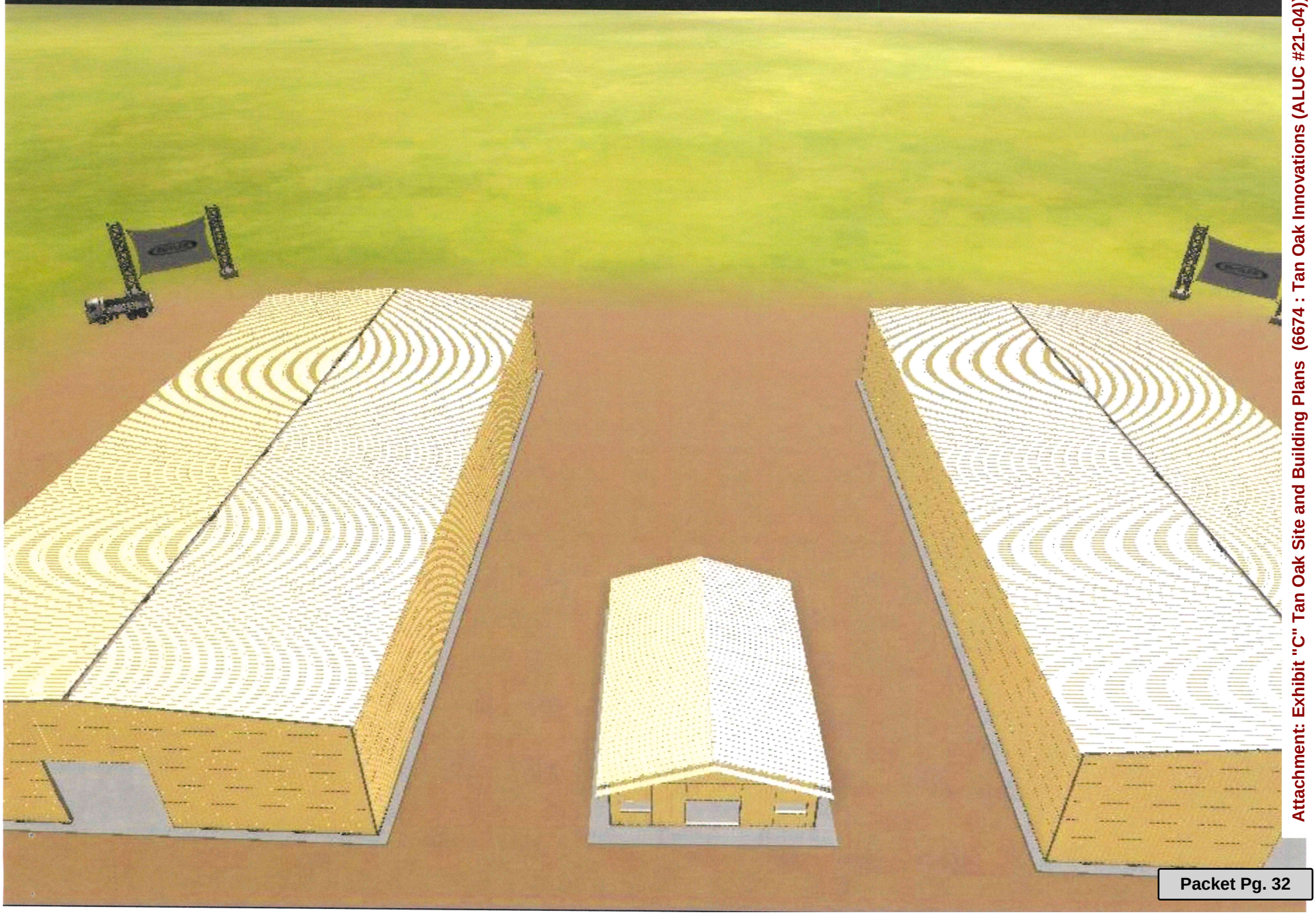
NORTH ELEVATION



Attachment: Exhibit "C" Tan Oak Site and Building Plans (6674 : Tan Oak Innovations (ALUC #21-04))

Exhibit "C"

WEST ELEVATION

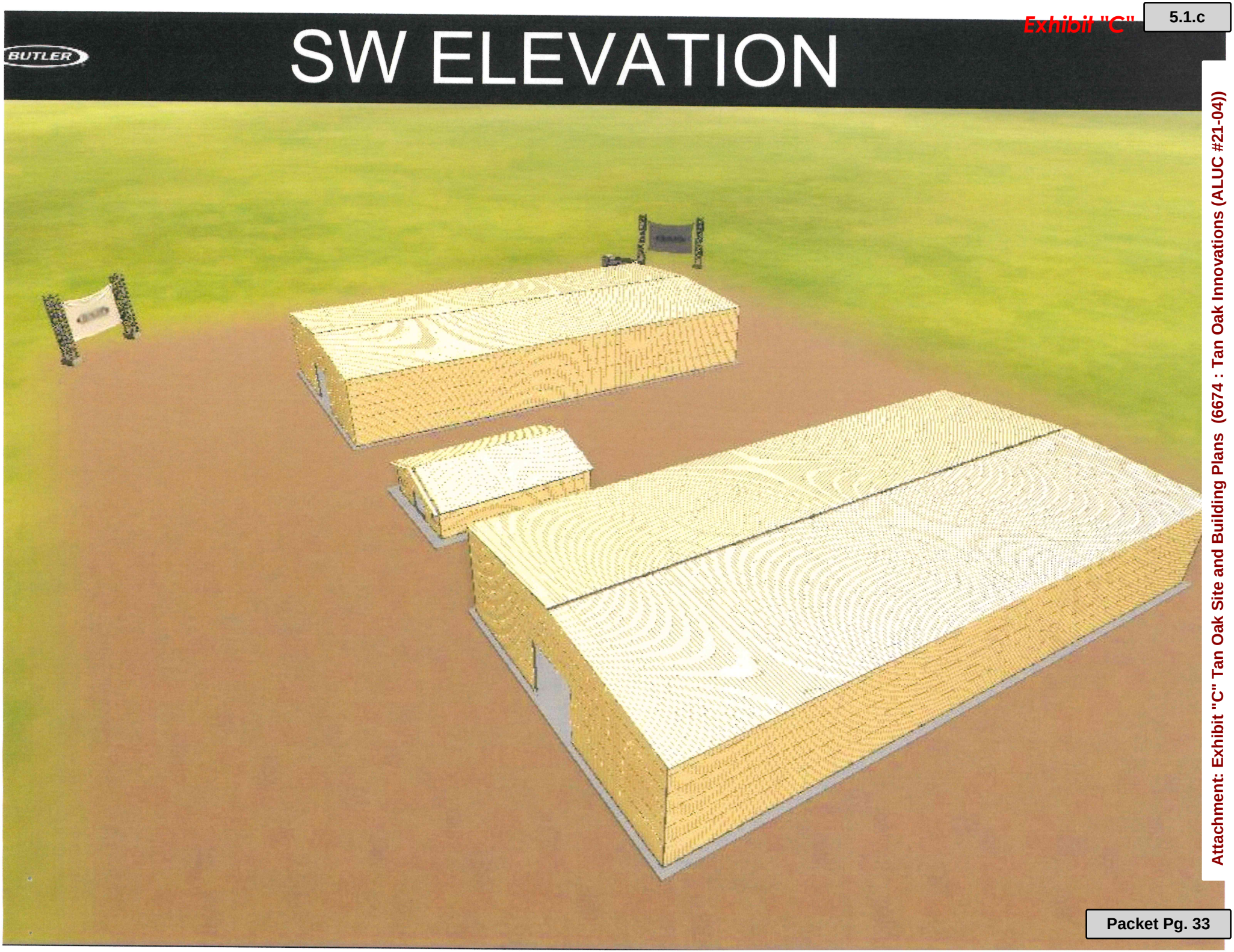


Attachment: Exhibit "C" Tan Oak Site and Building Plans (6674 : Tan Oak Innovations (ALUC #21-04))

Exhibit "C"

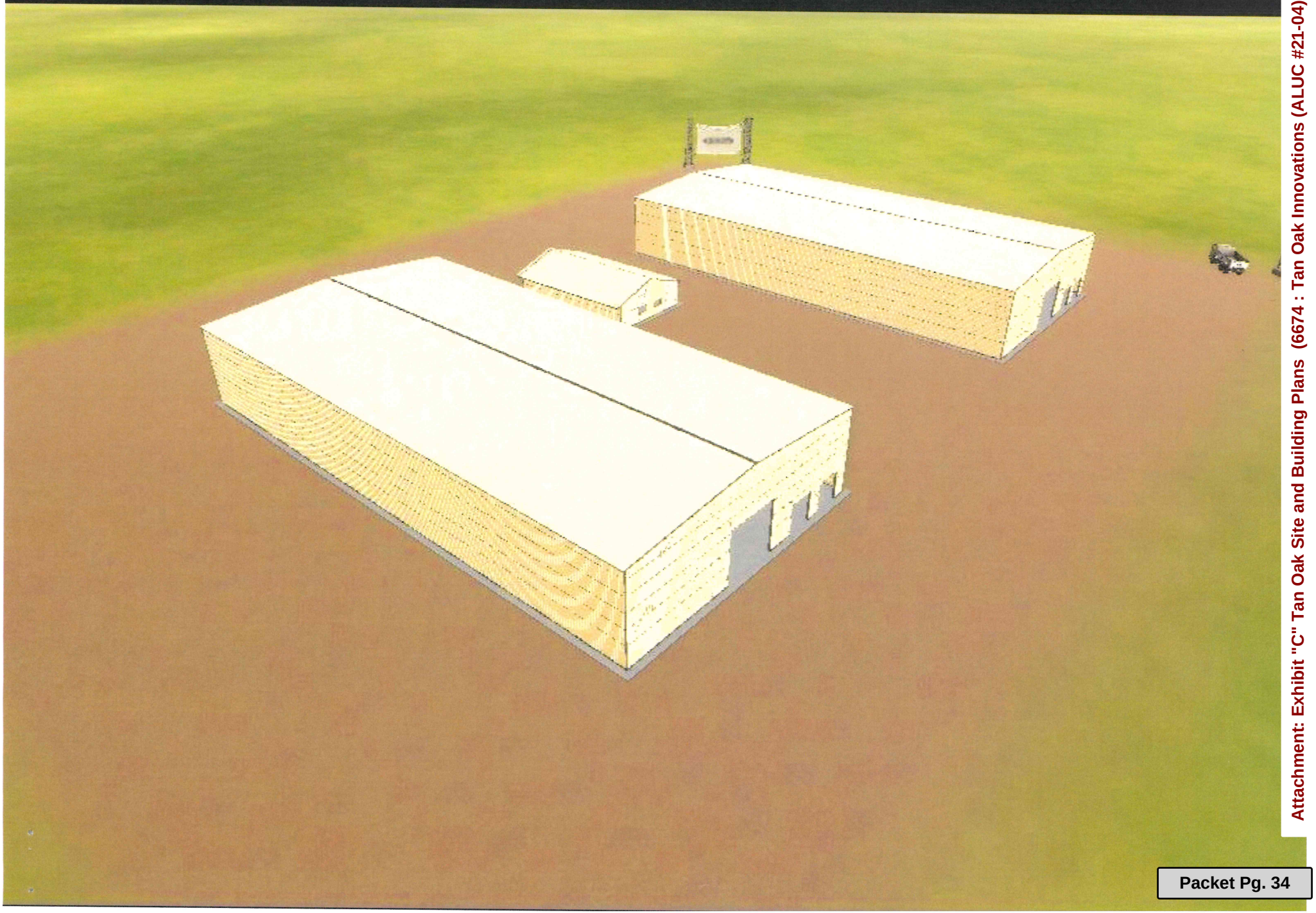
BUTLER

SW ELEVATION



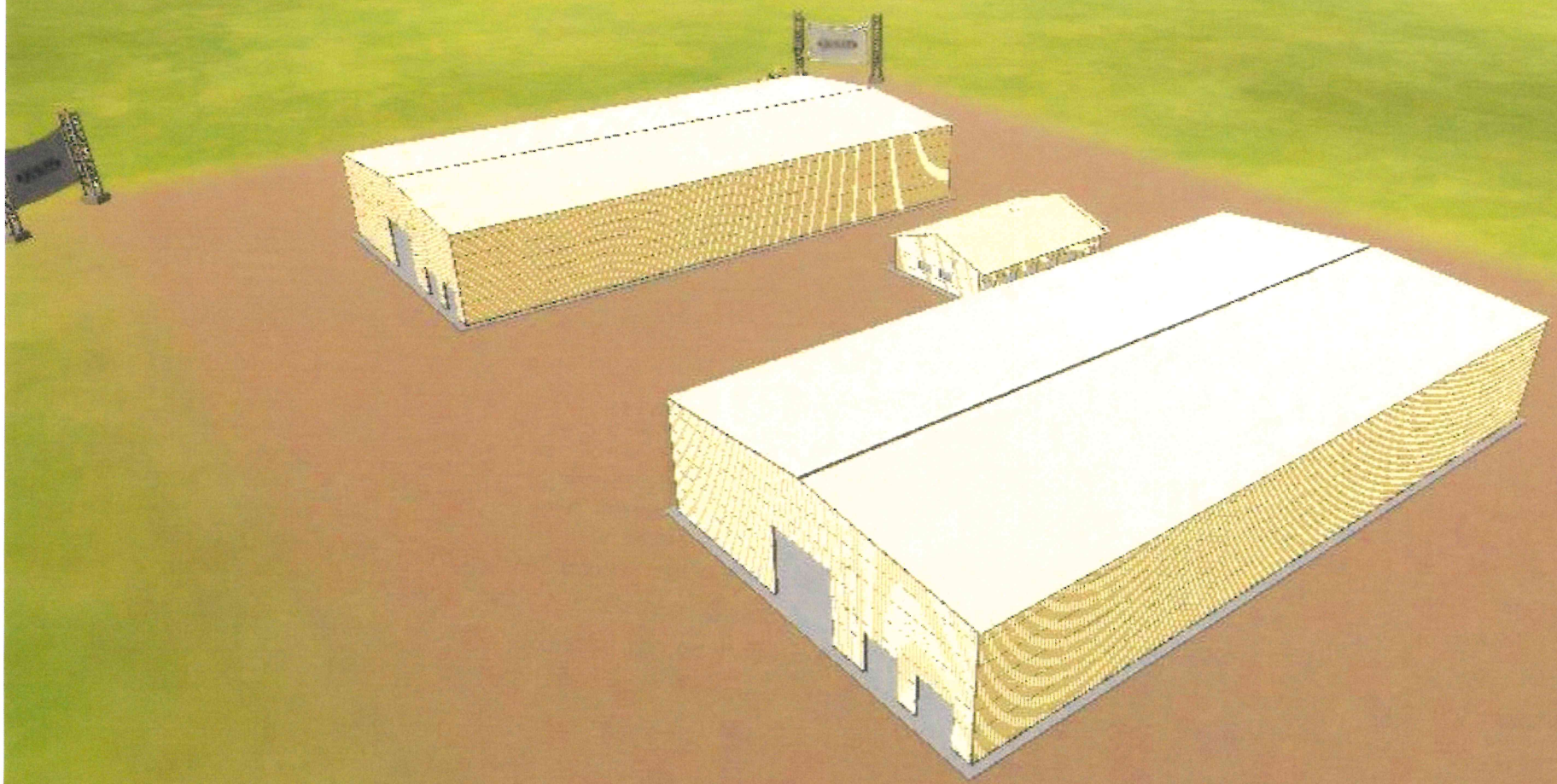
BUTLER

SE ELEVATION



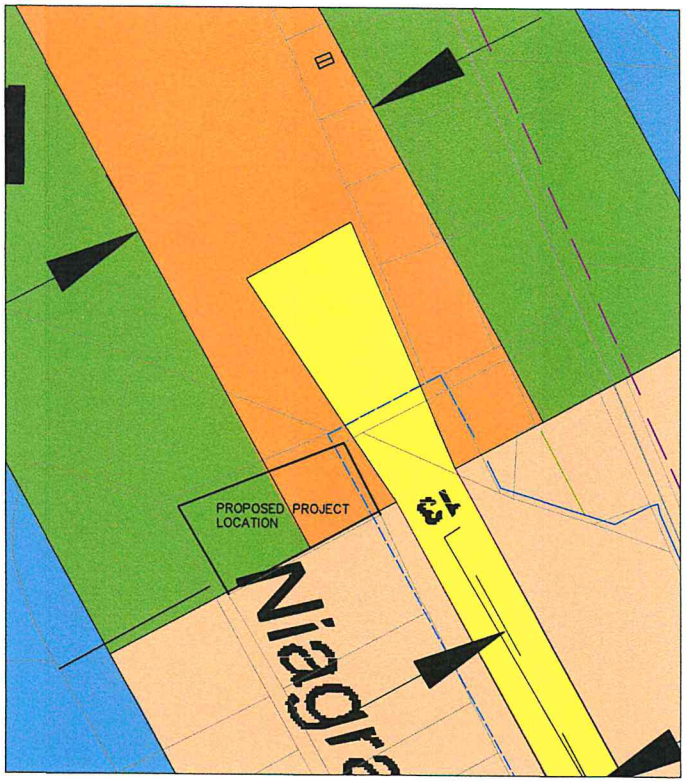
Attachment: Exhibit "C" Tan Oak Site and Building Plans (6674 : Tan Oak Innovations (ALUC #21-04))

NE ELEVATION



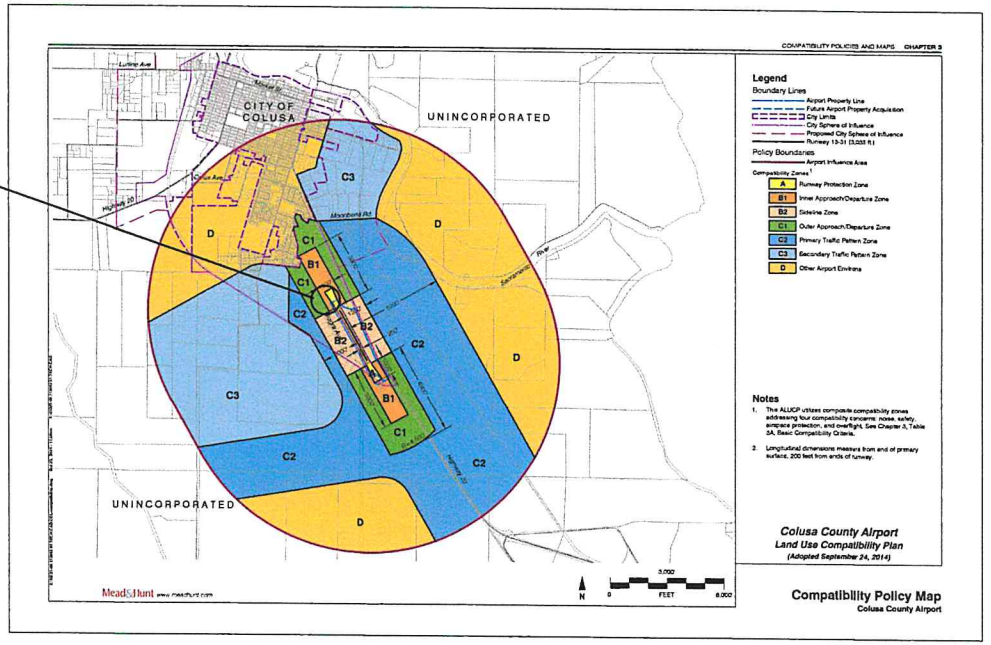
Attachment: Exhibit "C" Tan Oak Site and Building Plans (6674 : Tan Oak Innovations (ALUC #21-04))

Attachment #1



DETAIL
NTS

SEE DETAIL



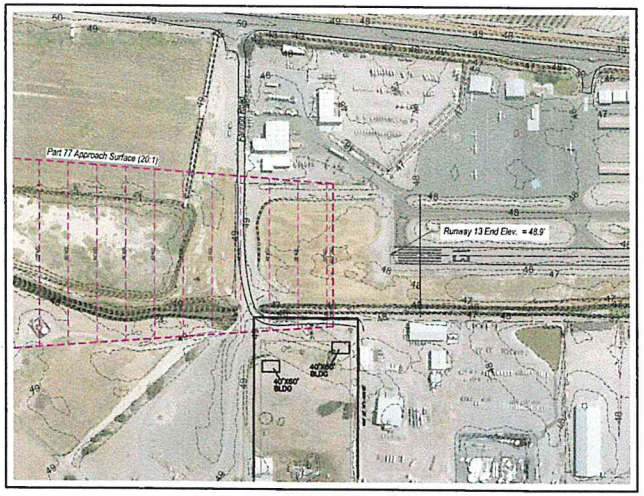
NVES
HULBERT PROPERTY
PLOT PLAN

DESIGNED BY: GEORGE MUSALLAM	DWG NO.: 1
DRAWN BY: GLM	
CHECKED BY: GEORGE MUSALLAM	SHT. NO.: P–
JOB NO.:	
FILE NAME: NA	

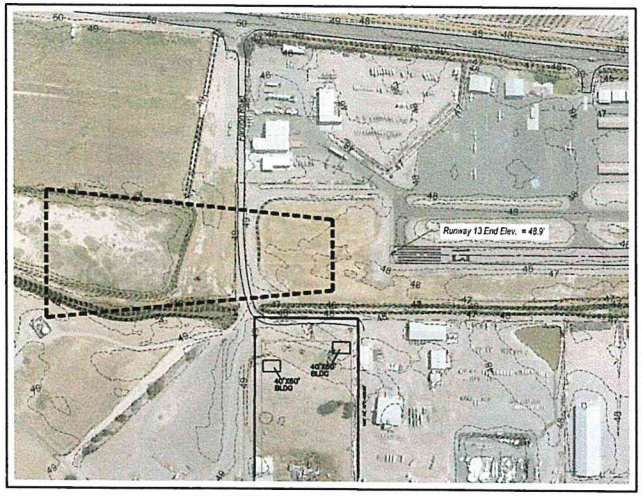
NVES
1547 STARR DRIVE SUITE 'J'
YUBA CITY, CA 95993
(530) 713-0417

Attachment: Attachment #1 Conceptual Buildings Location and FAA 7460-1 Evaluations (6674 : Tan Oak

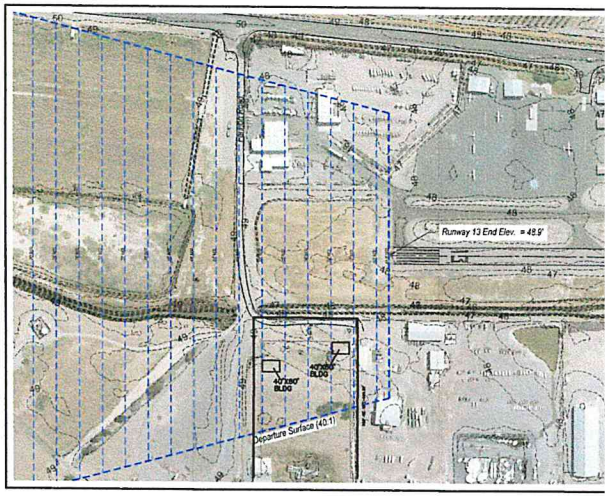
Attachment #1



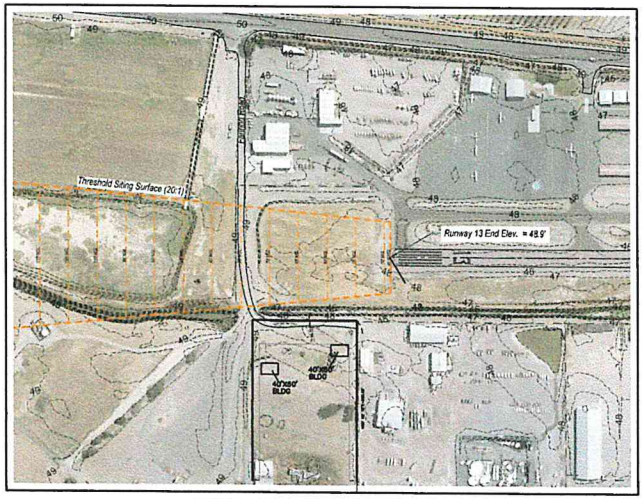
PART 77 APPROACH SURFACE (20:1)
1"=200'



RUNWAY PROTECTION ZONE
1"=200'

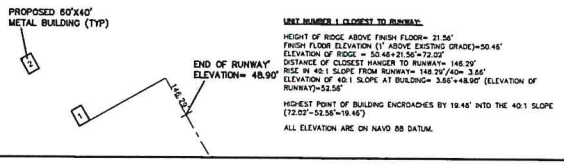


DEPARTURE SURFACE (40:1)
1"=200'



THRESHOLD SIGHTING SURFACE (20:1)
1"=200'

40:1 DEPARTURE SURFACE EVALUATION
1"=200'



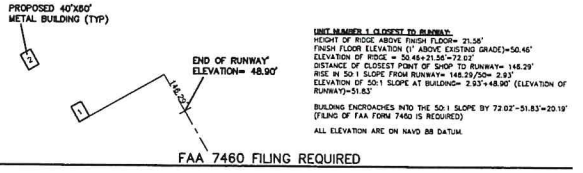
UNIT NUMBER 1 CLOSEST TO RUNWAY:

HEIGHT OF RIDGE ABOVE FINISH FLOOR= 21.56'
FINISH FLOOR ELEVATION (1' ABOVE EXISTING GRADE)=50.46'
ELEVATION OF RIDGE = 50.46+21.56'=72.02'
DISTANCE OF CLOSEST HANGER TO RUNWAY= 146.29'
RISE IN 40:1 SLOPE FROM RUNWAY= 146.29'/40= 3.66'
ELEVATION OF 40:1 SLOPE AT BUILDING= 3.66'+48.90' (ELEVATION OF RUNWAY)=52.56'

HIGHEST POINT OF BUILDING ENCROACHES BY 19.46' INTO THE 40:1 SLOPE (72.02'-52.56'=19.46')

ALL ELEVATION ARE ON NAVD 88 DATUM.

50:1 SLOPE EVALUATION
1"=200'

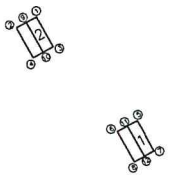


UNIT NUMBER 1 CLOSEST TO RUNWAY:

HEIGHT OF RIDGE ABOVE FINISH FLOOR= 21.56'
FINISH FLOOR ELEVATION (1' ABOVE EXISTING GRADE)=50.46'
ELEVATION OF RIDGE = 50.46+21.56'=72.02'
DISTANCE OF CLOSEST POINT OF SHOP TO RUNWAY= 146.29'
RISE IN 50:1 SLOPE FROM RUNWAY= 146.29/50= 2.93'
ELEVATION OF 50:1 SLOPE AT BUILDING= 2.93'+48.90' (ELEVATION OF RUNWAY)=51.83'

BUILDING ENCROACHES INTO THE 50:1 SLOPE BY 72.02'-51.83'=20.19' (FILING OF FAA FORM 7460 IS REQUIRED)

ALL ELEVATION ARE ON NAVD 88 DATUM.



40'X60' BUILDING CORNERS LABELING
N.T.S.

BUILDING CORNERS COORDINATES (NAD 83)

CORNER NO.	LATITUDE	LONGTITUDE
1	N39° 10' 59.56"	W121° 59' 52.32"
2	N39° 10' 59.37"	W121° 59' 52.77"
3	N39° 10' 59.04"	W121° 59' 51.95"
4	N39° 10' 58.85"	W121° 59' 52.39"
5	N39° 10' 57.78"	W121° 59' 50.08"
6	N39° 10' 57.59"	W121° 59' 50.53"
7	N39° 10' 57.26"	W121° 59' 49.71"
8	N39° 10' 57.07"	W121° 59' 50.15"
9	N39° 10' 59.46"	W121° 59' 52.54"
10	N39° 10' 58.95"	W121° 59' 52.17"
11	N39° 10' 57.68"	W121° 59' 50.31"
12	N39° 10' 57.17"	W121° 59' 49.93"

NOTES:

1- THE DIAGRAMS AND INFORMATION SHOWN HEREIN ARE BASED ON A FIELD SURVEY COMPLETED IN JANUARY OF 2021. NVES HAS NOT EVALUATED THE PROPOSED NEW CONSTRUCTION TO DETERMINE COMPLIANCE WITH THE COLUSA COUNTY LAND USE COMPATIBILITY PLAN AND THE SUBMITTAL OF THESE CALCULATIONS ARE SUBMITTED FOR INFORMATION ONLY. COMPLIANCE EVALUATION NEEDS TO BE DONE BY OTHERS.

2- BENCH MARK USED IS AN NGS MONUMENT SET AT CONCRETE HEADWALL LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF FARNON ROAD AND STATE HIGHWAY 20 WITH SET ELEVATION OF 48.7' NAVD 88 DATUM.

3- SIZE AND HEIGHT OF BUILDINGS WERE PROVIDED BY LANDX, GENERAL BUILDING CONTRACTOR.

NEW METAL BUILDINGS (TYP)

DIMENSIONS: 40'X60'

HIGHEST POINT OF ROOF ABOVE FINISHED FLOOR=17.90'
ELEVATION OF FINISHED FLOOR=50.57'
ELEVATION OF HIGHEST POINT ON ROOF= 50.57+17.90'=68.38'
PART 77 20:1 APPROACH SURFACE AT BUILDING(BUILDINGS OUTSIDE IMPACT AREA)
THRESHOLD SIGHTING 20:1 SURFACE AT BUILDING=(BUILDINGS OUTSIDE IMPACT AREA)
40:1 DEPARTURE SURFACE EVALUATION (SEE CALCULATIONS THIS PAGE)
50:1 FAA 7460 FILING REQUIREMENTS (SEE CALCULATIONS THIS PAGE)
BUILDINGS ARE OUTSIDE THE LIMITS OF THE RUNWAY PROTECTION ZONE.

REGISTERED PROFESSIONAL ENGINEER
GEORGE L. MUSALLAM
No. 49455
EXP. 9-30-2022
CIVIL
STATE OF CALIFORNIA

NVES

HULBERT PROPERTY

PLOT PLAN

DESIGNED BY: GEORGE MUSALLAM
DRAWN BY: RANA MOORE
CHECKED BY: GEORGE MUSALLAM
JOB NO:
FILE NAME: NA

NVES
1547 STARR DRIVE SUITE "J"
YUBA CITY, CA 95993
(530) 713-0417

2

Attachment: Attachment #1 Conceptual Buildings Location and FAA 7460-1 Evaluations (6674 : Tan Oak

Attachment #1

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-AWP-2883-OE

Issued Date: 05/06/2021

Jacob Kley
Colusa Industrial Properties
50 Sunrise Blvd.
Colusa, CA 95932

**** FEASIBILITY REPORT ****

The Federal Aviation Administration has conducted a limited aeronautical review concerning the feasibility of a structure described as follows:

Structure:	Building Warehouse #1 Corner #5
Location:	Colusa, CA
Latitude:	39-10-57.78N NAD 83
Longitude:	121-59-50.08W
Heights:	50 feet site elevation (SE)
	22 feet above ground level (AGL)
	72 feet above mean sea level (AMSL)

The results of this review can be found on the attached page(s).

NOTE: THE RESULTS OF OUR LIMITED REVIEW IS NOT AN OFFICIAL DETERMINATION OF FINDINGS BUT ONLY A REPORT BASED ON THE GENERAL OR ESTIMATED INFORMATION SUPPLIED FOR THE STRUCTURE. ANY FUTURE, OFFICIAL AERONAUTICAL STUDY MAY REVEAL DIFFERENT RESULTS.

If we can be of further assistance, please contact our office at (206) 231-2989, or dan.shoemaker@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-2883-OE.

Signature Control No: 471034113-480014721 (FSB)
Daniel Shoemaker
Specialist

Attachment(s)
Additional Information
Map(s)

Attachment: Attachment #1 Conceptual Buildings Location and FAA 7460-1 Evaluations (6674 : Tan Oak Innovations (ALUC #21-04))

Additional information for ASN 2021-AWP-2883-OE *Attachment #1*

ASN 2021-AWP-2883-OE through 2021-AWP-2888-OE

NOTE: This feasibility study letter does not constitute a determination of no hazard to air navigation. THIS LETTER CORRECTS AND SUPERSEDES THE PREVIOUSLY ISSUED LETTER, SAME SUBJECT, DATED 5 MAY 2021.

Abbreviations

AGL - above ground level	AMSL - mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	nm - nautical mile

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

This feasibility study is for a 22-foot AGL (72 feet AMSL) warehouse building. At its closest point (ASN 2021-AWP-2885-OE), the building will be approximately 341 feet west of the RWY 13 threshold at Colusa County Airport (O08) in Colusa, CA. The O08 airport elevation is 49 feet AMSL.

The Aeronautical Study Numbers, coordinates, and heights for the six points of the proposed building are:

2021-AWP-2883-OE	39-10-57.78N	121-59-50.08W	22 ft. AGL/72 ft. AMSL
2021-AWP-2884-OE	39-10-57.59N	121-59-50.53W	22 ft. AGL/72 ft. AMSL
2021-AWP-2885-OE	39-10-57.26N	121-59-49.71W	22 ft. AGL/72 ft. AMSL
2021-AWP-2886-OE	39-10-57.07N	121-59-50.15W	22 ft. AGL/72 ft. AMSL
2021-AWP-2887-OE	39-10-57.68N	121-59-50.31W	22 ft. AGL/72 ft. AMSL
2021-AWP-2888-OE	39-10-57.17N	121-59-49.93W	22 ft. AGL/72 ft. AMSL

2. OBSTRUCTION STANDARDS EXCEEDED: The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.17.(a)(3): A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance. This proposed building would have the following effect on IFR operations at O08:

1) RWY 31: Penetrates the 40:1 instrument departure slope in the initial climb area (ICA) by 19 feet, requiring a TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, NOTE: RWY 31, building 143 feet from departure end of runway, 310 feet left of centerline, 22 feet AGL, 72 feet AMSL.

2) b. RWY 13: Obstacle penetrates the 20:1 visual area surface. If not lighted, circling to RWY 13 is not authorized at night for all procedures, and no night IFR operations will be authorized for the airport as a whole (RWY 31 is already not authorized for night IFR operations.

b. Section 77.19(e): The transitional surface area designated under Part 77.19 to protect aircraft during the final approach phase of flight and prevent tall structures from being constructed in close proximity to the runway. The six points of the proposed building would penetrate the O08 RWY 13/31 transitional surface by the following amounts:

Attachment: Attachment #1 Conceptual Buildings Location and FAA 7460-1 Evaluations (6674 : Tan Oak Innovations (ALUC #21-04))

Attachment #1

2021-AWP-2883-OE	Exceeds by 15 feet.
2021-AWP-2884-OE	Exceeds by nine feet.
2021-AWP-2885-OE	Exceeds by 15 feet.
2021-AWP-2886-OE	Exceeds by 10 feet.
2021-AWP-2887-OE	Exceeds by 12 feet.
2021-AWP-2888-OE	Exceeds by 12 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: This proposed building would exceed the O08 RWY 13/31 Part 77 transitional surface by nine to 15 feet. The building would not penetrate the O08 visual traffic pattern protected airspace (it would be three feet below the transitional surface, not abeam the runway, measured as though the runway was visual-only).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: The proposed building would penetrate the O08 RWY 31 40:1 instrument departure slopes in the ICA by 19 feet, requiring a note in the RWY 31 TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES alerting pilots to the building's presence. However, the building would not require an increase to the departure procedure's minimum weather requirements or minimum climb gradient, and would have no effect on instrument approach procedures at O08. The proposed building would also penetrate the 20:1 visual area surface, requiring that the building be lit with red obstruction lights to permit night IFR operations at O08.

c. The impact on all planned public-use airports and aeronautical facilities: None.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures: None.

4. CONCLUSIONS

The feasibility study revealed that the building would probably have no significant adverse effect on airspace and visual/instrument procedures at Colusa County Airport. The building's penetration of the O08 RWY 13/31 Part 77 transitional surface and the RWY 13 20:1 visual area surface would require it be lit with red obstruction lights and that its aeronautical studies be circularized for public comment, but it could likely be constructed to the full requested 22-foot AGL (72-foot AMSL) height should no substantive objections emerge as a result of the public comment process. It would not penetrate visual traffic pattern protected airspace at Colusa County Airport, nor would it have any effect on airport facilities or radio/visual navigational and landing aids.

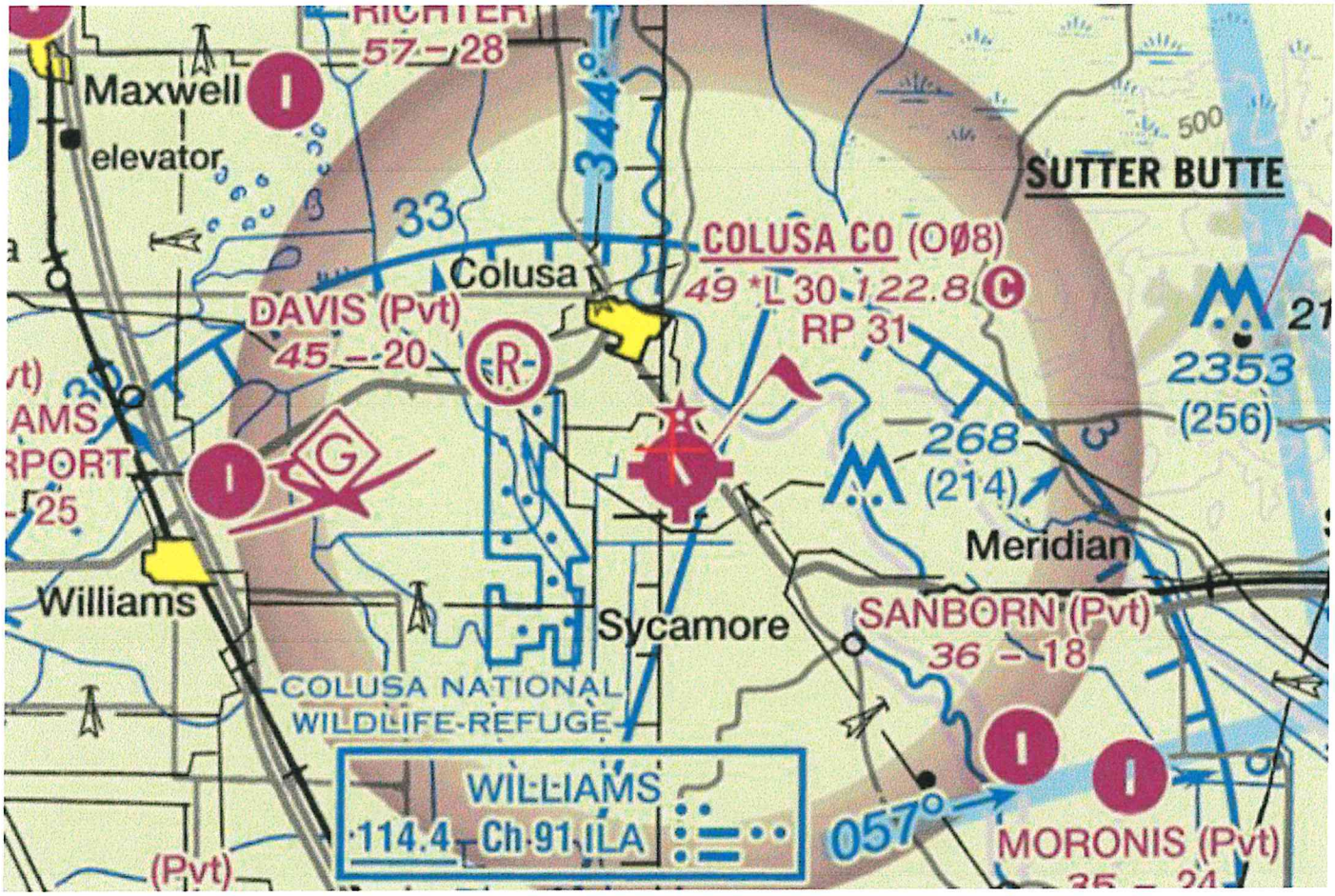
This feasibility study does not constitute a determination of no hazard to air navigation from the FAA. Its purpose is to give the proponent information on effects the proposed structure would have on airspace and aeronautical procedures, and prescribe ways to eliminate or mitigate those effects, in order to allow the proponent to plan for and design the actual structure that will be built on the site. A full aeronautical study will be required for the actual design of the building prior to its construction.

Attachment: Attachment #1 Conceptual Buildings Location and FAA 7460-1 Evaluations (6674 : Tan Oak Innovations (ALUC #21-04))

TOPO Map for ASN 2021-AWP-2883-OE *Attachment #1*

Attachment: Attachment #1 Conceptual Buildings Location and FAA 7460-1 Evaluations (6674 : Tan Oak Innovations (ALUC #21-04))

Sectional Map for ASN 2021-AWP-2883-OE *Attachment #1*



Attachment: Attachment #1 Conceptual Buildings Location and FAA 7460-1 Evaluations (6674 : Tan Oak Innovations (ALUC #21-04))

Attachment #1

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-AWP-2877-OE

Issued Date: 05/06/2021

Jacob Kley
Colusa Industrial Properties
50 Sunrise Blvd.
Colusa, CA 95932

**** FEASIBILITY REPORT ****

The Federal Aviation Administration has conducted a limited aeronautical review concerning the feasibility of a structure described as follows:

Structure:	Building Warehouse #2 Corner #1
Location:	Colusa, CA
Latitude:	39-10-59.56N NAD 83
Longitude:	121-59-52.32W
Heights:	50 feet site elevation (SE)
	22 feet above ground level (AGL)
	72 feet above mean sea level (AMSL)

The results of this review can be found on the attached page(s).

NOTE: THE RESULTS OF OUR LIMITED REVIEW IS NOT AN OFFICIAL DETERMINATION OF FINDINGS BUT ONLY A REPORT BASED ON THE GENERAL OR ESTIMATED INFORMATION SUPPLIED FOR THE STRUCTURE. ANY FUTURE, OFFICIAL AERONAUTICAL STUDY MAY REVEAL DIFFERENT RESULTS.

If we can be of further assistance, please contact our office at (206) 231-2989, or dan.shoemaker@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-2877-OE.

Signature Control No: 471034104-480015266 (FSB)
Daniel Shoemaker
Specialist

Attachment(s)
Additional Information
Map(s)

Attachment: Attachment #1 Conceptual Buildings Location and FAA 7460-1 Evaluations (6674 : Tan Oak Innovations (ALUC #21-04))

ASN 2021-AWP-2877-OE through 2021-AWP-2882-OE

NOTE: This feasibility study letter does not constitute a determination of no hazard to air navigation.

Abbreviations

AGL - above ground level	AMSL - mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	nm - nautical mile

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

This feasibility study is for a 22-foot AGL (72 feet AMSL) warehouse building. At its closest point (ASN 2021-AWP-2879-OE), the building will be approximately 539 feet west-northwest of the RWY 13 threshold at Colusa County Airport (O08) in Colusa, CA. The O08 airport elevation is 49 feet AMSL.

The Aeronautical Study Numbers, coordinates, and heights for the six points of the proposed building are:

2021-AWP-2877-OE	39-10-59.56N	121-59-52.32W	22 ft. AGL/72 ft. AMSL
2021-AWP-2878-OE	39-10-59.37N	121-59-52.77W	22 ft. AGL/72 ft. AMSL
2021-AWP-2879-OE	39-10-59.04N	121-59-51.95W	22 ft. AGL/72 ft. AMSL
2021-AWP-2880-OE	39-10-58.85N	121-59-52.39W	22 ft. AGL/72 ft. AMSL
2021-AWP-2881-OE	39-10-59.46N	121-59-52.54W	22 ft. AGL/72 ft. AMSL
2021-AWP-2882-OE	39-10-58.95N	121-59-52.17W	22 ft. AGL/72 ft. AMSL

2. OBSTRUCTION STANDARDS EXCEEDED: The structure is identified as an obstruction under the following Part 77 standards:

Section 77.17.(a)(3): A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance. This proposed building would have the following effect on IFR operations at O08:

a. RWY 31: Penetrates the 40:1 instrument departure slope in the initial climb area (ICA) by 13 feet, requiring a TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, NOTE: RWY 31, building 388 feet from departure end of runway, 376 feet left of centerline, 22 feet AGL, 72 feet AMSL.

b. RWY 13: Obstacle penetrates the 20:1 visual area surface. If not lighted, circling to RWY 13 is not authorized at night for all procedures, and no night IFR operations will be authorized for the airport as a whole (RWY 31 is already not authorized for night IFR operations.

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: None.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: The proposed building would penetrate the O08 RWY 31 40:1 instrument departure slopes in the ICA by 19 feet, requiring a note in the RWY 31 TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES alerting pilots to the building's presence. However, the building would not require an increase to the departure

Attachment: Attachment #1 Conceptual Buildings Location and FAA 7460-1 Evaluations (6674 : Tan Oak Innovations (ALUC #21-04))

Attachment #1

procedure's minimum weather requirements or minimum climb gradient, and would have no effect on instrument approach procedures at O08. The proposed building would also penetrate the 20:1 visual area surface, requiring that the building be lit with red obstruction lights to permit night IFR operations at O08.

c. The impact on all planned public-use airports and aeronautical facilities: None.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures: None.

4. CONCLUSIONS

The feasibility study revealed that the building would have no significant adverse effect on airspace and visual/instrument procedures at Colusa County Airport. The building's penetration of the O08 RWY 31 40:1 instrument departure slope would require only a note in the TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, and would not require any increase to the minimum weather requirements or minimum climb gradient. The penetration of the RWY 13 20:1 visual area surface would require it be lit with red obstruction lights in order to allow continued use of RWY 13 for IFR operations at night. It would not penetrate visual traffic pattern protected airspace at Colusa County Airport, nor would it have any effect on airport facilities or radio/visual navigational and landing aids.

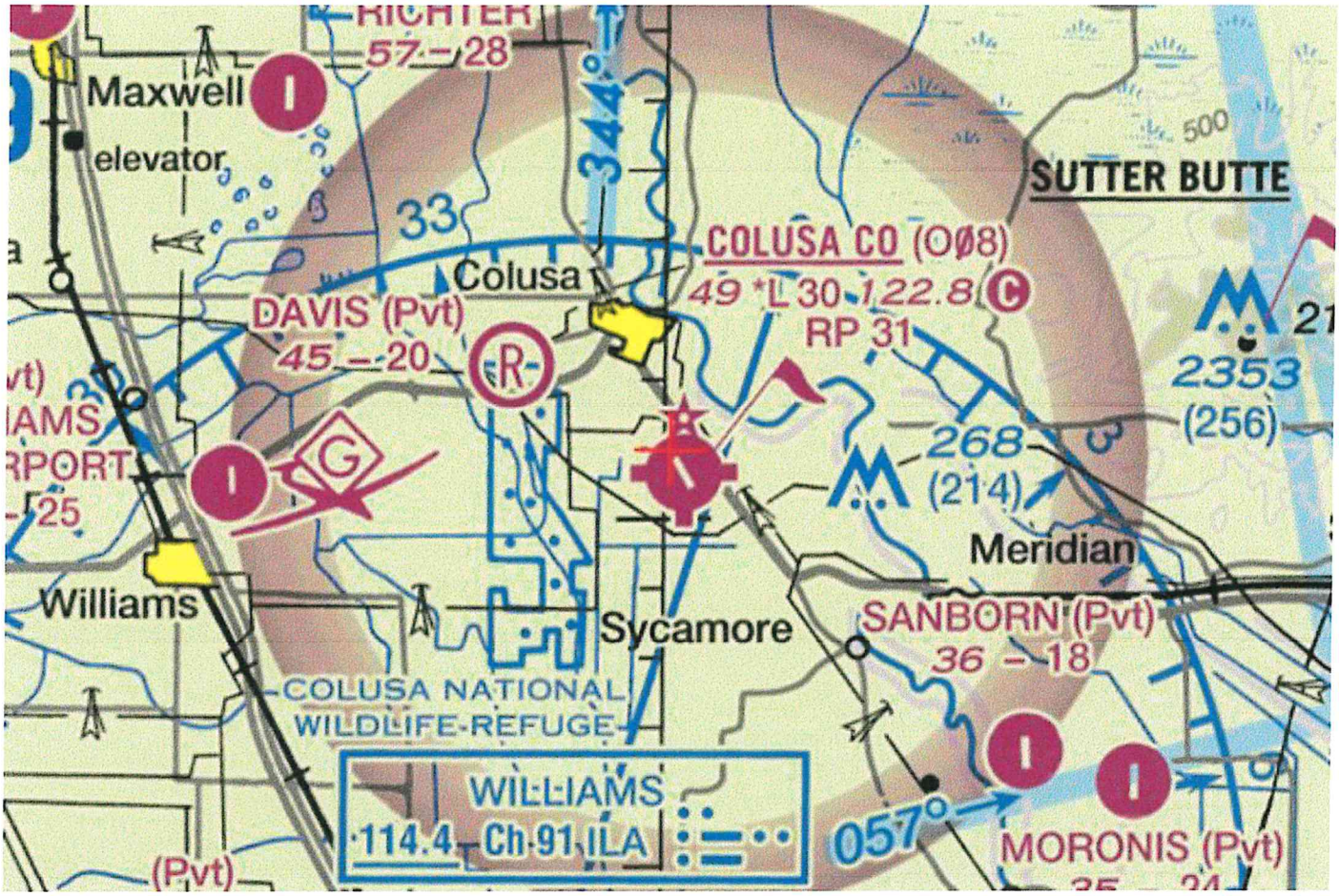
This feasibility study does not constitute a determination of no hazard to air navigation from the FAA. Its purpose is to give the proponent information on effects the proposed structure would have on airspace and aeronautical procedures, and prescribe ways to eliminate or mitigate those effects, in order to allow the proponent to plan for and design the actual structure that will be built on the site. A full aeronautical study will be required for the actual design of the building prior to its construction.

Attachment: Attachment #1 Conceptual Buildings Location and FAA 7460-1 Evaluations (6674 : Tan Oak Innovations (ALUC #21-04))

TOPO Map for ASN 2021-AWP-2877-OE *Attachment #1*

Attachment: Attachment #1 Conceptual Buildings Location and FAA 7460-1 Evaluations (6674 : Tan Oak Innovations (ALUC #21-04))

Sectional Map for ASN 2021-AWP-2877-OE *Attachment #1*



Attachment: Attachment #1 Conceptual Buildings Location and FAA 7460-1 Evaluations (6674 : Tan Oak Innovations (ALUC #21-04))

COUNTY OF COLUSA, CA

Request For Airport Advisory Committee

MEETING DATE: **July 12, 2021**

DEPARTMENT: **Community Development**

FROM: **Greg Plucker**

SUBJECT: **Presentation of Conceptual Plans for Off-Site Airport Access**

SITTING AS THE AIRPORT LAND USE COMMISSION

Receive a presentation on conceptual plans for off-site airport access from Colusa Industrial Properties' representatives.

PROJECT OVERVIEW

Owner:

Ed Hulbert
Colusa Industrial Properties
50 Sunrise Boulevard
Colusa, California 95932

Project Summary:

Colusa Industrial Properties representatives (CIP) have submitted a letter requesting that the Airport Land Use Commission review and make a determination of consistency for their request to allow off-site runway access from the aviation homes at the CIP residential project and planned hangars located at the terminus of Niagara Avenue. Please see Attachment #1 for the details.

Location:

The aviation homes are located at the southernmost portion of the CIP residential development, approximately 1,500 northwest from the end of Runway 13, and the hangers would be located west of the terminus of Niagara Avenue approximately 1,000 feet west of the end of Runway 13. Please see the site plan in Attachment #1 for specific details.

DISCUSSION:

On May 10, 2021, CIP representatives submitted a cover letter and conceptual plans for off-site airport access and requested that staff convene a special meeting in June for the ALUC to make a determination of consistency for the project against the ALUCP.

They requested this determination so that they then could start discussions with the Board with respect to potential access.

Upon review of the project, staff determined that additional information was necessary before the project could be brought to the Commission for a formal consistency determination. In addition, the proposal as it currently exists is not subject to an ALUC consistency determination, a special meeting was not scheduled. Rather, staff scheduled the item for the Commission's first available regular meeting as an informational presentation to inform the Commission about the potential project.

In order for off-site airport access to be obtained to the airport, FAA regulations contain a number of requirements that must be met before a "through-the-fence" (TTF) agreement can be considered for approval by the FAA. A critical requirement for a TTF agreement is that the airport's layout plan be amended to include this access to the airport. The proposed modification to the airport layout plan is the land use action that triggers the ALUC consistency review. In discussing the process to amend the airport layout plan with the Airport Manager, such a modification is possible but the entirety of the cost of the County's consultant who would process the amendment and necessary environmental review (NEPA and CEQA) would be funded by the applicant requesting the layout plan amendment.

Before this process is formally started, staff has requested that additional information be provided to be able to analyze the project and provide a recommendation to the Commission. This information includes:

(1) The results of the Farinon height penetration study currently being conducted.

County staff and the County's airport consultant are currently conducting a study to clarify height limits along Farinon Road and potential options to resolve any height issues. It is hoped that this effort will be resolved in the next several months and information from this study will help determine any height related issues with this project.

(2) Additional information which details what access rights the residential aviation and hanger properties have to utilize Farinon Road.

Access rights along Farinon Road are very complex. As stated in Attachment #1, historically, the Pickles and Dekellis property (Bowles Flying Service) had runway access as well as L.A. Otterson's hangar, now occupied by Wilbur Ellis. While historic access was provided, current access may have been extinguished due to changes in Federal regulations; although this issue will require further analysis before a final determination can be made.

In addition, moving forward, details of Farinon Road access rights will have to be explored and whether any new access would conflict with existing access rights will have to be determined.

(3) Information describing how the conflict between aircraft and vehicular traffic on

Farinon Road could be addressed needs to be provided.

As indicated in Attachment #1, CIP has been working on the aviation home project for over 10 years. In fact, in the 2008 County prepared CIP residential development Environmental Impact Report (EIR), access to the airport from the aviation homes was anticipated. As discussed in the EIR, roadway improvements were planned which would have expanded Farinon Road and relocate it about 100 feet to the north to move it off of the airport property and place it approximately 560 feet from the end of the airport runway. The EIR's adopted mitigation measures required this reconstruction of Farinon Road as part of the residential project. In addition, the conceptual development plan prepared for the CIP residential project that included the EIR's mitigation measures showed the relocated Farinon Road alignment and that the aviation homes would access the airport by the "former" alignment of Farinon Road.

In implementing the CIP residential project following its annexation to the City, a number of project changes were approved by the City and Farinon Road was not relocated as anticipated in the EIR and required by the EIR's mitigation measures. As such, aircraft access to the airport using Farinon Road would now conflict with existing vehicular traffic. Going forward, a solution to this conflict will need to be developed.

ALUC STAFF RECOMMENDATION:

This item is being brought to the Commission for informational purposes. Ultimately, the project will require a consistency review by the Commission against the ALUCP. The land use action that will trigger the formal consistency review is the amendment to the County Airport's Layout Plan to show the off-airport access.

As discussed herein, there are several important issues that will required to be addressed to determine the overall project feasibility. As these issues are resolved, staff believes that it may be prudent to bring the project back to the Commission for further discussion and comment in advance of initiating the formal amendment to the airport's layout plan.

PRIOR COMMITTEE ACTION

None

FISCAL IMPACT/FUNDING SOURCE

None at this time.

PREPARATION:

Prepared By:

Greg Plucker, Community Development Director (530) 458-0483

ACTION FOR THE CLERK

None at the present time.

ATTACHMENTS:

- Attachment #1 Aviation Home Letter Submittal and Site Plan (PDF)

COLUSA INDUSTRIAL PROPERTIES, INC.

50 Sunrise Blvd. • Colusa, California 95932

Office Phone: (530) 458-2118
Fax: (530) 458-2110

May 10, 2021

Colusa County Airport Land Use Commission
Greg Plucker, Community Development Director
220 12th Street
Colusa, CA 95932

Re: June ALUC Meeting

Dear Greg,

CIP would like to request a June ALUC Board Meeting. I believe this submittal will make your cutoff timeline. We have two items for discussion and possible action.

1. We are negotiating with a new company coming into Colusa County. The project would involve the sale and development of the 5ac. Pickles Property. This property has been run down and not in use for the past 30 years.

   The company is Tan Oak Innovation. Tan Oak is an abundant hardwood tree species. Tan Oak grows primarily along the coast from Brookings, Oregon to Santa Cruz, California. It is a waste material that is the result of timber harvesting.

   The project will consist of (2) 100'x200'x30' buildings and a 40'x60' office (attached).

   The Tan Oak will be converted into charcoal, and in subsequent phases: veneer, plywood and possibly, xylitol.

   The project will be permitted in the City of Colusa.

   We are requesting review for consistency with the ALUCP by the ALUC, subject to the F.A.A. determination of "no hazard to air navigation", as time is of the essence to be in a position to land this new company.

   We can provide any other specific information you may require.

2. CIP is developing and building our residential project that we have worked on for over 10 years. Part of our original plan was for aviation homes south of the 10 acre over flight area. This would require runway access.

Attachment: Attachment #1 Aviation Home Letter Submittal and Site Plan (6698 : CIP Off-Site Airport Access)

We are also currently developing a map for the land at the end of Niagara Avenue for potential airplane hangars which will also require formalizing runway access along the north border of the Pickles property.

Historically, the Pickles and Dekellis property (Bowles Flying Service) had runway access as well as L.A. Otterson's hangar, now occupied by Wilbur Ellis.

CIP is requesting ALUC review and determination of consistency with allowing runway access for these various projects. This will enable CIP to move forward with County Supervisors in perfecting any possible access agreements.

I would also repeat my request for the ALUC to schedule monthly meetings. Now that the board has been reconfigured and there are long-term planning issues plus new projects that warrant a monthly meeting for meeting timelines and consistency. Please add this as an agenda item for discussion.

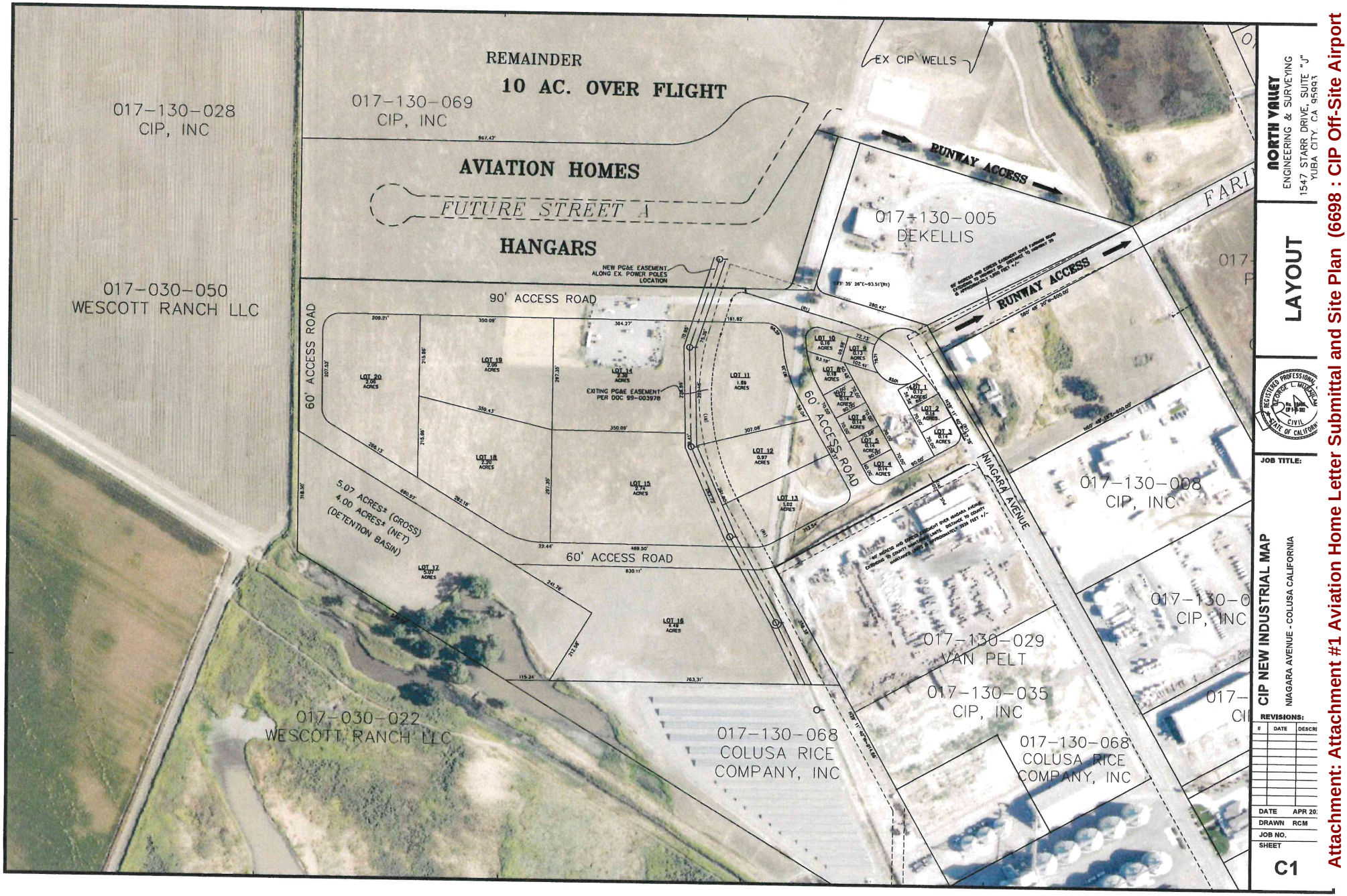
We appreciate your consideration.

Sincerely,

Ed Hulbert, C.E.O.

Cc: Michael P. West, Chair - ALUC
Daurice Kalfsbeek Smith, Supervisor

Attachment: Attachment #1 Aviation Home Letter Submittal and Site Plan (6698 : CIP Off-Site Airport Access)



Attachment: Attachment #1 Aviation Home Letter Submittal and Site Plan (6698 : CIP Off-Site Airport

COUNTY OF COLUSA, CA

Request For Airport Advisory Committee

MEETING DATE: **July 12, 2021**

DEPARTMENT: **Community Development**

FROM: **Ann Nordyke**

SUBJECT: **Presentation on the Establishment of a Commission Processing Fee**

SITTING AS THE AIRPORT LAND USE COMMISSION

Review and provide any desired direction on the establishment of processing fees for projects reviewed by the Commission.

PROJECT OVERVIEW

Project Summary:

A processing fee has not been established to off-set the County's staff cost to process a project before the Airport Land Use Commission. Section 21671.5(f) of the Public Utilities Code allows the Commission to establish a processing fee provided that such fee does not exceed the reasonable cost of providing the service. Prior to developing the necessary resolution, publishing the required notice, and conducting the required public meeting (Attachment #2) the processing fee concept is being brought to the Commission for your review and comment.

DISCUSSION:

Pursuant to PUC §21671.5(f) any processing fee that is established must not exceed the cost of providing that particular service. In general, there are two typical ways that processing fees are established to ensure that the cost of the fee does not exceed the cost of providing that service. One way is to conduct a detailed time study to document the costs and then base the fee on the results of that time study. This method works well when there is a large sample size for a service and there is not a lot variation in the costs of providing that particular service. This method does not work very well when the sample size is limited, or when there is a great deal of variation in the County's cost of providing that particular service. Under these circumstances, it is more appropriate for staff to track the actual time and materials costs when working on a project and then bill for the actual costs.

In considering a potential fee structure for projects brought to the Commission, staff has reviewed the projects and the time that it has taken to process various projects to the Commission over the last year. In general, the amount of time that it has taken has

varied considerably. The factors that have influenced the time have included: (1) proximity to the airport and compatibility zone criteria; (2) type and number of land use actions being considered; and (3) degree of application completeness and responsiveness of project proponents to complete the application.

For example, the Cheney-Wilson residential subdivision processed last November is estimated to have taken approximately 4 to 5 hours of Community Development Department staff time (application in-take, working with the City to obtain the required information, preparing the staff report, and presenting the project to the Commission). A more complicated project was the CIP General Plan Amendment, Pre-Zoning, Sphere of Influence Amendment, and Annexation which is estimated to have taken approximately 16 to 20 hours. The project required additional time working with the City to obtain the required information necessary to conduct the project analysis and prepare the staff report.

The Department has other applications where the processing fee is based on actual County staff costs. For example, to process an industrial hemp license, a $2,500 deposit is required and then County staff's time and hourly rate is charged against the deposit. Staff believes that a similar approach would be appropriate for processing projects before the Commission. However, because projects do vary in complexity depending on proximity to the airport and their compatibility zone criteria, staff believes that varying deposit requirements would be appropriate as follows:

1.) For projects located in the C3 and D Compatibility Zones, a $500 deposit.
2.) For projects located in the C2 Compatibility Zone, a $1,000 deposit.
3.) For projects located in the B1, B2, and C1 Compatibility Zones, a $1,500 deposit.
4.) For projects located in the A Compatibility Zone, a $2,000 deposit.

Staff notes that to provide some surety in terms of processing costs, staff recommends that the deposit amount is a not to exceed amount. Because staff will be tracking the actual time and costs, should actual costs greatly exceed the proposed deposit amounts, staff can process an amendment in the future to allow the deposit amounts to be increased.

In addition to the project processing costs, staff also believes that the fee schedule should include other charges to cover the costs of special projects where a consultant may be required or a special meeting has been requested. These costs would also be charged based on actual costs to the County.

ALUC STAFF RECOMMENDATION:

Staff recommends that the Commission consider the establishment of project review and special project fees and provide any desired direction.

PRIOR COMMITTEE ACTION

None

FISCAL IMPACT/FUNDING SOURCE

Established a processing fee would generate funds to pay for the County staff costs to bring projects to the Commission.

PREPARATION:

Prepared By:

Greg Plucker, Community Development Director (530) 458-0483

ACTION FOR THE CLERK

None at the present time.

ATTACHMENTS:

- Attachment #1 PUC Section 21671.5 (PDF)
- Attachment #2 Gov Code 66016 (PDF)

STATE OF CALIFORNIA
LEGISLATIVE COUNSEL BUREAU
AUTHENTICATED
ELECTRONIC LEGAL MATERIAL

State of California

PUBLIC UTILITIES CODE

Section 21671.5

21671.5. (a) Except for the terms of office of the members of the first commission, the term of office of each member shall be four years and until the appointment and qualification of his or her successor. The members of the first commission shall classify themselves by lot so that the term of office of one member is one year, of two members is two years, of two members is three years, and of two members is four years. The body that originally appointed a member whose term has expired shall appoint his or her successor for a full term of four years. Any member may be removed at any time and without cause by the body appointing that member. The expiration date of the term of office of each member shall be the first Monday in May in the year in which that member's term is to expire. Any vacancy in the membership of the commission shall be filled for the unexpired term by appointment by the body which originally appointed the member whose office has become vacant. The chairperson of the commission shall be selected by the members thereof.

(b) Compensation, if any, shall be determined by the board of supervisors.

(c) Staff assistance, including the mailing of notices and the keeping of minutes and necessary quarters, equipment, and supplies shall be provided by the county. The usual and necessary operating expenses of the commission shall be a county charge.

(d) Notwithstanding any other provisions of this article, the commission shall not employ any personnel either as employees or independent contractors without the prior approval of the board of supervisors.

(e) The commission shall meet at the call of the commission chairperson or at the request of the majority of the commission members. A majority of the commission members shall constitute a quorum for the transaction of business. No action shall be taken by the commission except by the recorded vote of a majority of the full membership.

(f) The commission may establish a schedule of fees necessary to comply with this article. Those fees shall be charged to the proponents of actions, regulations, or permits, shall not exceed the estimated reasonable cost of providing the service, and shall be imposed pursuant to Section 66016 of the Government Code. Except as provided in subdivision (g), after June 30, 1991, a commission that has not adopted the airport land use compatibility plan required by Section 21675 shall not charge fees pursuant to this subdivision until the commission adopts the plan.

(g) In any county that has undertaken by contract or otherwise completed airport land use compatibility plans for at least one-half of all public use airports in the county, the commission may continue to charge fees necessary to comply with this article until June 30, 1992, and, if the airport land use compatibility plans are complete by

that date, may continue charging fees after June 30, 1992. If the airport land use compatibility plans are not complete by June 30, 1992, the commission shall not charge fees pursuant to subdivision (f) until the commission adopts the land use plans.

(Amended by Stats. 2002, Ch. 438, Sec. 13. Effective January 1, 2003.)

Attachment #2

STATE OF CALIFORNIA
LEGISLATIVE COUNSEL BUREAU
AUTHENTICATED
ELECTRONIC LEGAL MATERIAL

State of California

GOVERNMENT CODE

Section 66016

66016. (a) Prior to levying a new fee or service charge, or prior to approving an increase in an existing fee or service charge, a local agency shall hold at least one open and public meeting, at which oral or written presentations can be made, as part of a regularly scheduled meeting. Notice of the time and place of the meeting, including a general explanation of the matter to be considered, and a statement that the data required by this section is available, shall be mailed at least 14 days prior to the meeting to any interested party who files a written request with the local agency for mailed notice of the meeting on new or increased fees or service charges. Any written request for mailed notices shall be valid for one year from the date on which it is filed unless a renewal request is filed. Renewal requests for mailed notices shall be filed on or before April 1 of each year. The legislative body may establish a reasonable annual charge for sending notices based on the estimated cost of providing the service. At least 10 days prior to the meeting, the local agency shall make available to the public data indicating the amount of cost, or estimated cost, required to provide the service for which the fee or service charge is levied and the revenue sources anticipated to provide the service, including General Fund revenues. Unless there has been voter approval, as prescribed by Section 66013 or 66014, no local agency shall levy a new fee or service charge or increase an existing fee or service charge to an amount which exceeds the estimated amount required to provide the service for which the fee or service charge is levied. If, however, the fees or service charges create revenues in excess of actual cost, those revenues shall be used to reduce the fee or service charge creating the excess.

(b) Any action by a local agency to levy a new fee or service charge or to approve an increase in an existing fee or service charge shall be taken only by ordinance or resolution. The legislative body of a local agency shall not delegate the authority to adopt a new fee or service charge, or to increase a fee or service charge.

(c) Any costs incurred by a local agency in conducting the meeting or meetings required pursuant to subdivision (a) may be recovered from fees charged for the services which were the subject of the meeting.

(d) This section shall apply only to fees and charges as described in Sections 51287, 56383, 65104, 65456, 65584.1, 65863.7, 65909.5, 66013, 66014, and 66451.2 of this code, Sections 17951, 19132.3, and 19852 of the Health and Safety Code, Section 41901 of the Public Resources Code, and Section 21671.5 of the Public Utilities Code.

(e) Any judicial action or proceeding to attack, review, set aside, void, or annul the ordinance, resolution, or motion levying a fee or service charge subject to this section shall be brought pursuant to Section 66022.

(Amended by Stats. 2006, Ch. 643, Sec. 19. Effective January 1, 2007.)