

CITY OF VALLEJO DESIGN REVIEW BOARD

Marti Brown, Chairperson
Kim White, Vice-Chair
Adam Chavez
Kevin Forman
Michael Lin
Dragona Monson

MONDAY
8 September 2008

7:00 P.M.

City Council Chambers, City Hall
555 Santa Clara Street
Vallejo, CA 94590

Materials related to an item on this agenda submitted to the Design Review Board after distribution of the agenda packet are available for public inspection at the counter of the Planning Department during normal business hours. Such documents are also available on the City of Vallejo website at <http://www.ci.vallejo.ca.us> subject to staff's ability to post the documents before the meeting.

Those wishing to address the Board on a scheduled agenda item should fill out a speaker card and give it to the Secretary. Speaker time limits for scheduled agenda items are five minutes for designated spokespersons for a group and three minutes for individuals.

Those wishing to address the Board on any matter not listed on the agenda but within the jurisdiction of the Design Review Board may approach the podium during the "Community Forum" portion of the agenda. The total time allowed for Community Forum is fifteen minutes with each speaker limited to three minutes.

Government Code Section 84308 (d) sets forth disclosure requirements which apply to persons who actively support or oppose projects in which they have a "financial interest", as that term is defined by the Political Reform Act of 1974. If you fall within that category, and if you (or your agent) have made a contribution of \$250 or more to any board member within the last twelve months to be used in a federal, state or local election, you must disclose the fact of that contribution in a statement to the Board.

The applicant or any party adversely affected by the decision of the Board may, within ten days after the rendition of the decision of the Design Review Board, appeal in writing to the City Council by filing a written appeal with the City Clerk. Such written appeal shall state the reason or reasons for the appeal and why the applicant believes he or she is adversely affected by the decision of the Design Review Board. Such appeal shall not be timely filed unless it is actually received by the City Clerk or designee no later than the close of business on the tenth calendar day after the rendition of the decision of the Design Review Board. If such date falls on a weekend or City holiday, then the deadline shall be extended until the next regular business day.

Notice of the appeal, including the date and time of the City Council's consideration of the appeal, shall be sent by the City Clerk to all property owners within two hundred or five hundred feet of the project boundary, whichever was the original notification boundary.

The Council may affirm, reverse or modify any decision of the Design Review Board which is appealed. The Council may summarily reject any appeal upon determination that the appellant is not adversely affected by a decision under appeal.

If any party challenges the Design Review Board's actions on any of the following items, they may be limited to raising only those issues they or someone else raised at the public hearing described in this agenda or in written correspondence delivered to the Secretary of the Design Review Board.

If you have any questions regarding any of the following agenda items, please call the assigned or project planner at (707) 648-4326.

Design Review Board
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A. ORDER OF BUSINESS CALL TO ORDER

B. PLEDGE OF ALLEGIANCE

C. ROLL CALL

D. APPROVAL OF THE MINUTES – August 11, 2008.

E. WRITTEN COMMUNICATIONS: None.

F. REPORT OF THE SECRETARY

None.

G. REPORT OF THE PRESIDING OFFICER AND MEMBERS OF THE DESIGN REVIEW BOARD AND LIAISON REPORTS

1. Report of the Presiding Officer and members of the Design Review Board
2. Council Liaison to Design Review Board
3. Design Review Board Liaison to City Council

H. COMMUNITY FORUM

Members of the public wishing to address the Board on items not on the agenda are requested to submit a completed speaker card to the Secretary. The Board may take information but may not take action on any item not on the agenda.

I. CONSENT CALENDAR AND APPROVAL OF THE AGENDA

Consent Calendar items appear below in section K, with the Secretary's or City Attorney's designation as such. Members of the public wishing to address the Board on Consent Calendar items are asked to address the Secretary and submit a completed speaker card prior to the approval of the agenda. Such requests shall be granted, and items will be addressed in the order in which they appear in the agenda. After making any changes to the agenda, the agenda shall be approved.

All matters are approved under one motion unless requested to be removed for discussion by a board member or any member of the public.

J. PUBLIC HEARINGS

None.

K. OTHER ITEMS

1. Consideration of Supplemental Facts to Support Findings in DRB Resolution Recommending City Council Approval of Vallejo Station Transit Facility. This is not to re-consider the project, but to consider the adequacy of the facts to support the adopted Resolution recommending City Council approval as requested by the DRB.

L. ADJOURNMENT

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- A. The meeting was called to order at 7:05 p.m.
- B. The pledge of allegiance to the flag was not recited because there was no flag.
- C. ROLL CALL:

Present: White, Monson, Chavez, Brown.

Absent: Forman, Lin.

- D. APPROVAL OF THE MINUTES.

On a motion by Board Member Monson, and seconded by Board Member Chavez, the minutes of May 22, 2008 were unanimously passed with changes made by Board Member White. The changes consisted of adding the word "what" into page 6 the first time Board Member White was speaking and correcting the name of "Frank Gehry or Calatrava" on page 9 the first time Board Member White was speaking.

- E. WRITTEN COMMUNICATIONS

None.

- F. REPORT OF THE SECRETARY

Don Hazen: I just want to refer to the memo you received tonight from Allan Panganiban in Public Works. This is the second part of the project you are seeing tonight. It is the parking facility and you will be seeing this project in about 6 or 8 weeks so this is a preview for your consideration.

- G. REPORT OF THE PRESIDING OFFICER AND MEMBERS OF THE DESIGN REVIEW BOARD AND LIAISON REPORTS

1. Report of the Presiding Officer and members of the Design Review Board – Stephanie Gomes is our liaison. She called and said she would not be able to attend tonight's meeting.
2. Council Liaison to Design Review – None.
3. Design Review Board to City Council – None.

- H. COMMUNITY FORUM

Members of the public wishing to address the Board on Consent Calendar items are requested to submit a completed speaker card to the Secretary. Any member of the public who wishes to speak as to any consent item may do so at the public comment period preceding the approval of the consent calendar and agenda. Any member of the public may request that any consent item be removed from the consent calendar and be heard and acted upon in Public Hearing portion of the agenda. Such requests shall be granted, and items will be addressed in the order in which they appear in the agenda. After making any changes to the agenda, the agenda shall be approved.

None.

- I. CONSENT CALENDAR AND APPROVAL OF THE AGENDA

Consent Calendar items appear below in section K, with the Secretary's or City Attorney's designation as such. Members of the public wishing to address the Board on Consent Calendar items are asked to address the Secretary and submit a completed speaker card prior to the approval of the agenda. Such requests shall be

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granted, and items will be addressed in the order in which they appear in the agenda. After making any changes to the agenda, the agenda shall be approved.

All matters are approved under one motion unless requested to be removed for discussion by a Board Member or any member of the public.

On a motion by Board Member Chavez the agenda and consent calendar were unanimously approved.

J. PUBLIC HEARINGS

1. DRB 08-03 is final consideration of the design for the Vallejo Bus Transfer Center proposal to construct an off-street 12 bus bay transit center with a 4,452 square foot, two-story transit administrative building. The project site is located in the Downtown/Waterfront area, bounded by Sacramento Street, Santa Clara Street, Maine Street and Georgia Street. Staff Planner: Doug Zanini.

Staff recommends a recommendation of **approval** to the City Council.

Doug Zanini: The building portion of this project is in the Waterfront Area Only. The rest of the project is in the Waterfront/Downtown Area. This is a CIP project and is slightly different from the private projects that may come before the DRB. As such the role of the DRB in this project is to recommend on the findings to the City Council. It is scheduled to go to the Council on August 26, 2008.

Doug reiterated the findings listed in the staff report: 1) The notice of the public hearing was given for the time and in the manner as prescribed by law; 2) The proposed Bus Transfer Center would not result in any new significant or substantially increased environmental affects than those that were previously identified and analyzed in the Vallejo Station Project and the Waterfront Project Environmental Impact Report; (*although Unit Plans are not required for Capital Improvements Projects, staff recommends that the Design Review Board find as follows*); 3) The Bus Transfer Center meets the Unit Plan requirements contained in chapter 16.116 of the Vallejo Municipal Code in that : a) The Bus Transfer Center is consistent with the intent, purpose, policies, goals, standards and implementation program in the Downtown Vallejo Specific Plan; b) The Bus Transfer Center is consistent with the Waterfront Planned Development Master Plan and Design Guidelines; c) The Bus Transfer Center is consistent with the Disposition and Development Agreement between the Redevelopment Agency of the City of Vallejo and the developer of the Waterfront (Callahan DeSilva); d) The Bus Transfer Center is consistent with the goals and policies of the General Plan; e) The Bus Transfer Center serves to achieve grouping of structures which will be well related one to another and which, taken together, will result in a well-composed urban design, with consideration given to site, height, arrangement, texture, material, color and appurtenances, the relation of these factors to other structures in the immediate area, and the relation of the development to the total setting as seen from key points in the surrounding area; f) The Bus Transfer Center is of a quality and character which harmonizes with and serves to protect the value of private and public investments in the area.

We are therefore asking that you make a recommendation of approval to the City Council.

Sam Kumar: I am the Project Manager for this project. I would like to introduce you to Daniel Hartman, Dan Morris and Elle Noar, who are the consultants for this project. I will let them take over and do their presentation and they are available for any questions you may have.

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Daniel Hartman went through the site using a site plan exhibit. He pointed out the bus circulation. It maintains circulation with the surrounding streets. There is a fence to separate the center. He pointed out the bike lanes. This is the third time before the Design Review Board. We have had 2 study sessions and sub-committee meetings. We are tonight, requesting your approval of this project.

Elle Noar: This project is the culmination of a long process. We learned that the birds-eye view is important but we need to take a closer look at the lower, tactile details as well. We have made changes in the project based on the comments we received at the other meetings. *Elle showed images of the proposed project with the changes.* The site is designed for safety and security but has been made much more "huggable" too. The materials, colors, and textures have been used to break up the mass and make the building as appealing as the rest of the project. We are asking for your approval tonight.

Chairperson Brown opened the Public Hearing.

Janet Sylvain, 340 Georgia St, Vallejo: I own a business and property in the Downtown. I appreciate all the public input that has been solicited for this project. There have been many public input opportunities. I am looking forward to this project getting started. At first there was concern about security but the design reflects that these concerns have been dealt with. I am excited to see something happen Downtown. Even if the Downtown is historic it can be combined with something new, which has that historic overtone, to make something interesting and revitalized. I and the CCRC support this design. We urge you to approve the project and move quickly on getting it started. Thank you.

Ed Buck, 620 Louisiana Street, Vallejo: I have been using public transportation to commute to my job in Richmond since 1995. This project looks good to me. The issues seem to have been resolved. I urge you to move forward with this project and create something that will tie in with the Waterfront and Downtown. Thank you.

Richard Burnett, 139 Cynthia Avenue, Vallejo: I am a transportation advocate and citizen advisor to the Metropolitan Transportation Commission and the City of Vallejo Citizens Transportation Advisory Committee. The architecture looks good and will serve the purpose it has been designed for. The environment is safe and secure. I hope that this project will be approved by you tonight.

Honore McIlhattan, 720 Capitol St, Vallejo: I am on the Board for the CCRC and am a Downtown property owner. I am right down the street from the proposed Transit Center. At first the City did not have a plan for the Bus Center. In the 1990s it became a targeted improvement for the Downtown. It was coupled with the Georgia Street extension. The Transportation Center portion got tied up in red tape. It was part of the Waterfront Plan and got slowed down. The money is not lost. I do not believe this is an ideal solution. We tried to get it right on the waterfront but that is not going to happen. This seems to be a workable plan. This is Plan B and it is pretty darn good. Security is important. This project stands a good chance of being slumproof. It is an upgrade to the current situation. From a business perspective this is something that must be corrected. The design is good and handsome. I ask for your approval of this project.

Chairperson Brown closed the Public Hearing.

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Board Member Monson: I think this design went in the right direction with clean lines, and the mass is appropriate. It is a great step forward. The warm colors are good.

Board Member White: I wanted the pictures to go to the other non-sub-committee members before the meeting so they could consider the new design before the meeting. They did not have the benefit of all the discussion at the sub-committee level. There is only one member here that was not on the sub-committee so I guess it is not as big of a deal this time. In future these things should get out before the scheduled meeting.

Board Member Chavez: I also hoped that more input would have been given to the other Board Members.

Board Member Monson: This is a great change for the better in the building design. I can see that there is a response to the security needs as well as good design.

Chairperson Brown: I would like to thank the public and the work and effort of staff and consultants. I still feel challenged by wanting to see the findings in the staff report that we are asked to approve in the resolution. There are areas in the Design Guidelines that are not in-line with this project. I wanted to see findings that would make it easy to make a recommendation of approval to the City Council. Specifically, I wanted to see tie ins with the building design, the rotunda and the sail design, as well as the architecture. On page 4 of the staff report it says, "AS discussed herein, the project is integrated into the urban fabric through meeting the design guidelines for architecture, landscaping, and use of uniform design elements used throughout the Waterfront and Downtown areas." I would have liked to see findings that talks about how they are consistent. The purview of this Board is to find these consistencies and we need to show that in the documentation.

There are two other problematic pieces to me. It says that the Bus Transfer Center is consistent with the goals and policies of the General Plan. I don't see that supported. Does this statement even need to be in here? It also says that the Bus Transfer Center is consistent with the DDA. How is not discussed in the staff report. Does this statement even need to be in here? I think the findings can be made but they are not here now. I do not know how staff wants to respond.

Claudia Quintana: I put the General Plan and DDA language in the Reso because I believe it needs to be there. There are lots of reference documents used to make these findings. If these reference documents are consistent then the findings made from them are also consistent. I also believe that you need to find facts to support the findings. You should discuss with staff what those facts are. Every project will not be perfect but there is a comfort level where you can say you are satisfied and that comfort level must be reached. You should identify which findings are not addressed to your satisfaction and let staff know how they can fix them so they will meet your needs.

Chairperson Brown: They need to supply the facts that support the findings.

Claudia Quintana: Most people are used to seeing findings with facts listed below them. However, these facts are contained in the totality of what the Board uses to make its decision. As a Board you can take into account what you are seeing visually.

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Chairperson Brown: I appreciate what you are saying but I don't like it. In the future I would like to see supporting evidence listed.

Board Member White: I had similar concerns as Chairperson Brown. There should be more evidence listed. I am concerned about the green concepts. On page 4 of the staff report it says, "According to the project designer, the project is designed using LEED concepts to result in a sustainable project." Pages 3.28 and 3.29 in the Design Guidelines refer to this. We need more details to support "sustainable development." Other areas are deficient in supporting details also. The architecture is not addressed in the staff report.

Board Member Chavez: You have not pinpointed what the details are that support your findings.

Board Member Monson: Can we insert these facts now so that the findings will be supported?

Doug Zanini: The record is taken in its entirety. If you identify holes we can fix them tonight. The minutes are the official record of the Board's thoughts and decisions and they go to the City Council along with any staff report.

Chairperson Brown: Does this project have Federal funding?

Gary Leach: Yes.

Chairperson Brown: What about the loss of parking?

Gary Leach: That has already been mitigated with the diagonal parking. We will also have parking on York Street too which we do not have now. We are working on the parking structure. That is the next project coming to the DRB.

Board Member White: 3.7 #2 in the Guidelines "Parking Lots" say that parking lots must be in the rear of the buildings. This project has one in front of the building. That means the building is not in compliance. Why is that acceptable? What will be around the Center in the future? Can the parking lot be disguised? What treatments are possible?

Chairperson Brown: With the parking on the street and knowing that some Triad buildings are going to be tall (3.1 of Guidelines), how is a 2-story building next to an 8-story building consistent?

Gary Leach: We are taking a large parking lot and breaking it up. Don't we get some credit for that.

Chairperson Brown: OK, I will give you some credit for that.

Doug Zanini: These Guidelines are shoulds not shalls. On the whole the project is consistent even if the project is not 100% consistent with every stated guideline.

Chairperson Brown: I want to be sold on why.

Board Member Chavez: There are things that were not discussed that we want discussed.

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Board Member White: Conversely, on Page 6 of the staff report why was discussed. That was good. There were other areas that were not discussed. I would like to see more support.

Don Hazen: The staff report is one part of the record. You can tell us what you want changed and we can change the resolution tonight. We can add to the record tonight.

Chairperson Brown: I am reluctant to make the changes tonight. I do not want to write the staff report.

Don Hazen: It is too bad that since the packets were delivered on Wednesday that we did not hear about this before tonight so we could have worked some of these things out.

Chairperson Brown: It is too bad that we all have 8 hour jobs and do this voluntarily too. Let's talk about the visual relationship with the Higgins Building.

Gary Leach: There are no buildings that face the Center. All the buildings back into it. The Triad buildings are across Georgia Street.

Chairperson Brown: OK.

Board Member Monson: The new building does relate in terms of scale and mass to the Higgins Building.

Chairperson Brown: I would like you to expand on the DDA consistency.

Claudia Quintana: I looked at exactly what was said in the DDA and cut and pasted it into the Resolution. Redevelopment was to be done in this certain fashion. It is occurring in this fashion. That is why the staff report references the DDA information.

Chairperson Brown: Table 8.1 has inconsistencies with the Downtown Specific Plan and the Waterfront Guidelines overlapping. I want the discrepancies worked out before the project goes to the City Council or the next project comes before the DRB.

Board Member White: I want to see more information about sustainable development. Which ones are being incorporated?

Elle Noar: There are numerous features being incorporated. We are using native plants, minimizing the heat problem, using recycled content, there is minimal electrical usage, efficient illumination program, more natural light in the ceiling, good water circulation and low heat consumption. These are the bigger things. Some of the smaller things would be the type of urinals and sinks we are using in the restrooms. We will catch as much storm water as we can and reuse it but this project does not lend well to storm water usage. We are using locally produced material whenever possible.

Daniel Hartman: All of us are shooting for meeting the LEED Certification list but not getting the certification.

Elle Noar: That is something we are shooting for but for the record I am not promising that.

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Chairperson Brown: What goes to the City Council?

Gary Leach: It goes as a package hopefully with DRB approval on the concept before we get construction bids. This staff report and minutes will go along with anything else sent.

Chairperson Brown: I do not want to go point by point tonight. I know the answers. I believe the findings can be made but I want it correct in the report that goes to Council with relation to the Downtown Character and Design Principles, Site Design, Building Scale and Mass, and Architectural Expression. The answers are there. I want the City Council to know that we looked at them.

Don Hazen: Does the rest of the Board agree with you?

Board Member Monson: I agree.

Doug Zanini: This discussion and everything that has been said is all part of the official record.

Board Member Monson: The staff report should reflect all the things that affect the project.

Chairperson Brown: I want to understand how it is consistent with the General Plan.

Don Hazen: the Downtown Specific Plan and the Waterfront Master Plan had to be consistent with the General Plan when they were adopted. If the project is consistent with these two documents then they are consistent with the General Plan.

Claudia Quintana: There is a section in the General Plan on CIP project. One way that we met this section was to come before you. We have given the public yet one more chance for input. The Planning Commission will also have to find consistency with the General Plan.

Board Member White: On page 4 of the staff report it talks about the canopy frame and the Waterfront vista. Can you talk about that? How does it do this?

Elle Noar: This canopy has a system of cadence that allows the Waterfront to remain. You have filtered light and you are part of the environmental. The view is towards the Island and the water. We have minimized the number of columns and such so the design will not be cluttered.

Board Member Monson: How is the sail structure framing the waterfront?

Elle Noar: The sails are wavy and quite dynamic.

Gary Leach: The parking structure will not block the view.

Chairperson Brown: I want to say for the record that I want more in the report about how this project is consistent or not and why.

Board Member Chavez: I move that we recommend a recommendation of approval based on the findings with the changes stated at this meeting.

AYES: White, Monson, Chavez, Brown.

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NOS: None.
ABSENT: Forman, Lin.

Its unanimous, motion carries.

K. OTHER ITEMS

1. Processing of City projects (CIP)

Chairperson Brown: I asked for this item to be put on the agenda because I was troubled about how this project came before us. I thought the Board should talk about our expectations.

Board Member Monson: We want to see the projects at an early stage. Let us see a schematic design.

Chairperson Brown: I have drafted a Proposed Design Review Broad Process and passed it out to you tonight. I would like discussion on this. It is possible that we would want three meeting on projects. We need to discuss this issue. (A copy of these are included with the minutes.)

Don Hazen: What the DRB will see mostly in the future are unit plans. The unit plan packet tells what the plans will have to be and what has to be submitted. The DRB is empowered to see the unit plans and grant entitlements.

Board Member Monson: What we saw of the overall project tonight was about 50%. We want to see the project at about 20% so we can give input without feeling that our backs are against the wall. Perhaps at a later stage of schematic design would be what we need to see.

Don Hazen: So you are saying not to wait until staff has reviewed the project and the report is written? I have some concerns about meetings not in a public setting. The Public Participation Program in Waterfront projects are set by staff. The DRB can have a representative, or members less than a quorum, come to these meetings. We will ask the City Attorney's opinion on what kind of input you can give as a Board that is legal.

Claudia Quintana: The problem is that you are in an entitlement position as a Board. You give the thumbs up or down. If you have weighed in on the project before all the facts have been presented to you as a Board then that is not a fair hearing. You have already taken in evidence. The DRBs Chairperson Brown is talking about and modeling the process after do not give entitlements. Perhaps you want to be more closely involved in the process and want to restructure so you do not give entitlements. We would have to change the Ordinance then.

Chairperson Brown: I do not believe that is what we want. Is there no way we can have earlier input?

Board Member Chavez: What is in the Ordinance that says we cannot have the information earlier?

Claudia Quintana: The City is in a fiscal crisis like you have never seen before. Staff is completely overworked. It has been my experience even though we work until 10:00 at night we can't get it all done.

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Don Hazen: Effective September 15, 2008 we are out of money for the two part-time temporary planners we have now. That will leave us with three planners, one of which can only work on Lennar projects. Essentially that is two planners for a City of over 120,000. One other point, if someone comes in with a full project and meets all the requirements we have to take the project in.

Chairperson Brown: I have a handout that I wanted included in the packet. It was an oversight that it was not. I want it included in the minutes. We want material in our packet ahead of time. So we can send a representative to other public meetings. In other cities, and I would like it here, a DRB member could be in on the selection of RFP/RFC panels. We must have detailed minutes.

Board Member Chavez: We want the packets earlier than on the Wednesday before the meeting.

Board Member Monson: Maybe one member should be appointed to attend public meetings.

Claudia Quintana: Anyone of you can attend as long as it is less than a quorum. If you do attend you need to disclose that you have done so at the next DRB meeting.

Board Member Monson: Staff will inform the Chair of the public meetings and we will decide amongst ourselves who is going.

Chairperson Brown: We can't violate the Brown Act. Can we have a standing sub-committee?

Claudia Quintana: That is OK. You can set this as a action item on a future agenda.

Don Hazen: You are at the end of the process because you are an entitlement body just like the Planning Commission. They do not get the information for their decisions any earlier than the DRB does.

Chairperson Brown: It is a little different when you are looking at design not land entitlements.

Don Hazen: FYI, we are trying to ask that people with large Downtown or Waterfront projects submit conceptual for our own sake.

Claudia Quintana: Maybe you do want to rethink the mission of the DRB and make some changes in the Ordinance and be involved with process more and not give entitlements.

Chairperson Brown: That is not what we want. Minutes, plans, and other things that I just mentioned, we will get automatically?

Board Member White: David Kleinschmidt was at another meeting and he said that because of projects going over budget some things are eliminated. It will not be the things we are requiring that will go away will it?

Gary Leach: I cannot answer what those things would be right now. I do not know what you have added that would add cost to the project.

Don Hazen: With private projects you are approving designs. If applicants are making major changes they will have to bring it back to the approving body. CIP projects are different.

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2. Rules of Order and Procedure

Don Hazen: All Boards and Commissions have Rules of Order and Procedure. These are patterned after the Planning Commission. We would like a recommendation of approval to the City Council from the DRB.

Board Member Chavez: Since we are more informal how do we comply with the more formal regulations?

Don Hazen: I think there are advantages to being more formal. I have had Deborah Marshall book the Council Chambers for our meeting when it is not already booked for another meeting. The Marketing Center will be our backup.

Board Member Chavez: I just want to be sure everyone agrees. I do not mind.

Chairperson Brown: Can we have closed sessions?

Claudia Quintana: Yes, but not for discussion projects. There is a complete list in the Brown Act of what you can have closed sessions about.

Board Member Monson: Will we replace Julie?

Don Hazen: The City Clerk will set up the interviews with the Council. The Mayor will then announce who the choices are. This has not been done yet.

Board Member Monson: Are there term limits? If we wanted someone to still be Chairperson for a second year is that permitted?

Don Hazen: I think we should put that on a future agenda and vote on it.

Chairperson Brown: I believe the terms are too short. In the section about the minutes on page 12 of the Rules and Procedures, the minutes will be voted on?

Deborah Marshall: Correct.

Board Member White: I make a motion to make a recommendation of approval to the City Council. Board Member Chavez seconded the motion.

AYES: White, Monson, Chavez, Brown.

NOS: None.

ABSENT: Forman, Lin.

Its unanimous, motion carries.

L. ADJOURNMENT

There being no further business to discuss, this session of the Design Review Board is adjourned at 9:06 p.m.

Respectfully submitted,



(for) DON HAZEN, Secretary



City of Vallejo Memo

To: Design Review Board

From: Don Hazen, Planning Manager

Date: September 8, 2008

Re: Bus Transfer Station Facts in support of findings for approval

At the August 11, 2008 DRB meeting the DRB recommended approval of the Bus Transfer Station based on the findings in the resolution. However, the DRB requested that staff provide addition information in support of the findings before the project went to the City Council. The project is tentatively scheduled to be heard by the City Council on September 16, 2008. Supplemental facts in support of the findings that the project is consistent with the Disposition and Development Agreement, the General Plan, the Waterfront Master Plan, the Downtown Specific Plan, and Chapter 3 of the Downtown Design Guidelines are provided in Attachment 1.

Staff requests that the DRB review and concur with the attached supplemental facts or, if deemed appropriate, provide staff with supplemental information to augment the attached consistency justifications to support the DRB's findings of August 11, 2008.

Attachment 1: Supplemental Facts in Support of Findings for Approval

Attachment 2: DRB Minutes

Attachment 3: DRB Staff report/Resolution/Exhibits

SUPPLEMENTAL INFORMATION IN SUPPORT OF FINDINGS FOR APPROVAL

DISPOSITION AND DEVELOPMENT AGREEMENT (DDA) CONSISTENCY

The DRB requested additional information in support of the finding that the project is consistent with the DDA. One of the questions raised by the DRB was why staff had included language in the resolution regarding consistency with the Disposition and Development Agreement.

As stated above, although this is a Capital Improvement Project, staff chose to follow the procedure which would have normally been required of a Unit Plan. Staff did so to obtain public and DRB input as to design issues, and to look at the appropriate documents which are relevant to the development of the land. If this had been a privately developed unit plan application, Vallejo Municipal Code section 16.116.077 would have applied. That section states:

“Unit plans for the projects within the districts specified in the waterfront and Vallejo station project planned development master plan and accompanying waterfront design guidelines (collectively, the “waterfront PDMP/ design guidelines”) for the waterfront area (the “waterfront area”) shall be prepared consistent with the waterfront PDMP/ design guidelines, the disposition and development agreement (the “DDA”) between the redevelopment agency of the city of Vallejo (the “agency”) and the developer of the waterfront area (the “developer”) and the development agreement between the city and the developer. Pursuant to the DDA, the redevelopment agency and the developer are obligated to timely appeal decisions of the design review board regarding unit plans for major projects, as determined by the development services director, to the city council.”

Discussion: Since there is no “Vallejo station project planned development master plan”, one reasonable interpretation of this section is that components of the Vallejo Station Project, including this Bus Transfer Center, should be consistent with the PDMD/ design guidelines, the disposition and development agreement, and any development agreement between the city and the redevelopment agency. Thus, these documents were consulted for guidance in the development of this project. The DDA, specifically was reviewed.

There were several references to Parcel “O” (Bus Transfer Center), contained in DDA Attachment 4, page 22, DDA Amended and Restated (Third) as of February 27, 2007, which describes the site, including a general description of the Bus Transfer Center to include up to 12 bus bays, covered passenger areas, seating, lighting, landscaping, and a 10,000 sq ft transit office. It also states that the Agency shall fund and perform any required site preparation and site remediation in connection with development of the new Bus Transfer Center, along with a reconfiguration of the parking lots. Thus the description and manner of development is consistent with the project.

CITY OF VALLEJO GENERAL (VGP) PLAN CONSISTENCY

The following sections of the General Plan are applicable to this project:

PUBLIC FACILITIES AND OTHER SERVICES

Other Services Goal: *To provide an efficient and financially sound system of urban services to protect the health, safety and general welfare of Vallejo area residents.*

1. *Encourage infilling; that is, development within the urban area already serviced by sewer, drainage and water lines, and streets. (VGP page II-22)*

Discussion: The Bus Transfer Center will provide a more efficient urban service (bus transit) that will be built in as an infill project. Therefore, the project is consistent with this goal and policy.

Water Service:

- a. *Landscaping of public facilities should feature drought tolerant species. (VGP page II-22)*

Discussion: The landscape plan uses predominantly drought tolerant plant species. Therefore, the project is consistent with this policy.

Urban Design Goal 1: *To establish a strong city identity. (VGP page III-6)*

Discussion: The Bus Transfer Center is an integral part of the Vallejo Station Project. The unique architecture of the transit building and the shelter structure will create a "landmark" facility, which will help to establish a strong city identity. Therefore, the project is consistent with this goal.

Urban Design Goal 2: *To have within each neighborhood an image, sense of purpose and means of orientation.*

1. *Each neighborhood should have variation in textures of development through variation in dwelling types, in intensities of development and the patterning of uses and open spaces.*
2. *Respect the character of older development nearby in the design of new buildings, including bulk and texture. (VGP page III-6)*

Discussion: The project establishes a variation of texture through architecture, land use and open space. The project respects the character of older nearby development through similar bulk with surrounding buildings. Therefore, the project is consistent with this goal and these policies.

Mobility Goal: *To have mobility for all segments of the community with a transportation system that minimizes pollution and conserves energy and that reduces travel costs, accidents and congestion.*

1. *When evaluating future expansion of streets and highways, consider incorporation of public transit, bicycle and pedestrian rights-of-way, and distribution of goods and services as a system to maintain the citizenry, rather than as a system devoted solely to the accommodation of the private automobile. (See also sections on Transit and Non-motorized Transportation.)*

2. *All residents, especially the elderly, the handicapped, the young and the low-income individual, should be served by the transportation system. (VGP pages IV-1 & 2)*

Discussion: The project implements these policies. The project is intended to increase the service to the special needs segment of Vallejo's population. Therefore, the project is consistent with the goal and the policies.

Transit Goal: *To have a transit system that results in a significant increase in transit usage especially among commuters and better service for transit dependent residents.*

4. *The transit system should be designed to permit safe use by handicapped people. (VGP page IV-9)*

Discussion: The proposed transit facility would result in better more efficient service for transit dependant residents and should result in an increase in transit usage. The transit facility will be completely handicapped accessible. Therefore the project is consistent with this goal and policy.

Parking Goal: *To have the parking needs satisfied primarily in well-designed off-street parking facilities.*

1. *The City should encourage the elimination of on-street parking in the downtown and on major streets throughout the community in order to facilitate traffic movement. Implementation of this policy will depend upon the extent to which off-street parking can be adequately substituted. Reserve close in parking in public lots for short-term use.(VGP page IV-10)*

Discussion: The project reconfigures existing parking and brings those parking areas into better conformance with landscaping and circulation standards. While the project would result in a slight decrease in surface parking, the Bus Transfer Center is part of the Vallejo Station project, which includes construction of a parking structure near the Center. This will satisfy parking needs with a well-designed off-street parking facility. Therefore, the project is consistent with this goal and policy.

Non-Motorized Transportation Goal 1: *To have facilities that encourage greater use of bicycles for recreation, commuting and shopping.*

2. *Provide off-street parking and locking facilities for bicycles in conjunction with automobile parking as well as near entrances to public facilities and in areas of high people use. (VGP page IV-11)*

Non-Motorized Transportation Goal 2: *To have safe and pleasant access for pedestrians throughout the community.*

3. *Ramps should be installed in all public facilities and all sidewalk corners and mid-block crossings so that disabled persons may participate more easily in routine community activities. New development should follow the handicapped regulations of the Office of the State Architect (Title 24) and the Americans with Disability Act (ADA). (VGP page IV-11)*

Discussion: The project has off-street parking and locking facilities for bicycles near parking and the facility entrance. The facility will be completely handicapped accessible. Therefore, the project is consistent with this goal and these policies.

Air Quality Goal 1: To Improve Vallejo's air quality.

1. *Develop a more balanced transportation system in Vallejo that provides opportunities for non-auto travel through promotion of pedestrian, bicycle and transit modes of travel.*

3. *Reduce carbon monoxide levels in downtown Vallejo through promotion of Transportation System Management for new development, the promotion of bicycle, pedestrian and transit modes of travel in new downtown development, and signal/road improvements that reduce vehicle idling. New drive-up windows should be discouraged in new development in the central city area unless it can be demonstrated that there will be no net increase in carbon monoxide (CO) emissions. (VGP page X-14)*

Discussion: The project implements these policies. The project is a transit project with connections to the ferry and the project has bicycle parking for non-motorized transportation. Therefore, the project is consistent with these policies.

VALLEJO WATERFRONT PLANNED DEVELOPMENT MASTER PLAN (PDMP) AND DESIGN GUIDELINES CONSISTENCY

HISTORY:

On June 5, 2001, the Agency held a public study session regarding the Waterfront/Downtown Master Plan for Public Spaces. The purpose of the study session was to review proposed changes to the land use profiles previously developed. The creation of a transit center strengthened in its relation to the downtown and waterfront area was now emphasized as the key element to successfully revitalizing the Waterfront/Downtown area. The "Vallejo Station Transit Center" design concept now assumed significance for its role in reconnecting the downtown with the waterfront, defining a public open space framework of street corridors and green space, and strengthening Vallejo's identity. Design concepts revolved around creating an extension of the downtown street grid to the waterfront, the creation of a Civic Center complex, the enhancement of multi-modal public transit opportunities and related redevelopment opportunities. The Redevelopment Agency accepted the proposed changes to the Waterfront Master Plan on July 10, 2001.

PDMP page 3

1.3 Project Objectives

The objective of the PDMP is to enable the revitalization of Vallejo's waterfront area and, in conjunction with the Downtown Specific Plan, help to revitalize the adjacent historic downtown. This will occur with land use actions and associated redevelopment actions to ensure that:

- Revitalization is financially feasible;
- The waterfront and downtown regain their historic place as the cultural heart of the community; and
- The waterfront and downtown are revitalized with quality development that is pedestrian- and transit-friendly and that includes higher-density commercial, office and residential uses with innovative public spaces for cultural and recreational activities.

Without the Project, Vallejo's waterfront will remain underutilized and blighted into the foreseeable future, and the community will not receive the benefit of the cultural, retail, employment, housing and recreation opportunities provided by the Project.

PDMP page 4

Discussion: The Bus Transfer Center, as part of the Vallejo Station Project, implements this objective through instituting a pedestrian and transit friendly development with innovative public spaces.

1.4.2 Planning Goals for Public Spaces

- Issues of Use Goal: Balance commercial, residential, employment and transportation uses with recreational, festival, events and other associated uses so that each are accommodated and each help to create synergy for the waterfront and downtown as they function in combination with one another. (WRT)
- Issues of Connection Goal: Enhance connections between the waterfront, downtown and Mare Island utilizing physical and visual connections to the greatest extent possible. (WRT)
- Issues of Culture Goal: Develop a concept for the waterfront that is rooted in the cultures of Vallejo and celebrates its uniqueness. (WRT)
- Issues of Design Goal: Develop a design theme for the waterfront which will reflect the unique identity of Vallejo, celebrate the water's edge and incorporate distinctive elements which will all combine to make a place which is truly unique and which ensures Vallejo's position as one of the world's great waterfronts. (WRT)
- Issues of Sustainability Goal: Concerns of sustainability as they relate to social, ecological and economic issues should figure strongly in the development of the waterfront concept. (WRT)

PDMP page 5

Discussion: The project provides for a transportation use that connects the downtown with the waterfront area. The architecture celebrates Vallejo's maritime history through cues used from sails and ship smoke stacks. The architecture sets up a unifying modern design theme that complements the architecture of the ferry building and will set the theme for future public realm

projects in the waterfront area. The project has been designed with LEED sustainability principles in mind, and will use sustainability elements to the extent possible.

8. Street Furnishings and Public Art

- *Policy:* All street program furnishings should be consistent with the *Vallejo Waterfront Design Guidelines*. All public art should be consistent with a City-approved Public Art Program.
- Adopt a “percent for art” program within one year of approval of the Waterfront Project as a part of a Citywide program. The program should create a centralized fund to ensure that the fees generated by the Waterfront Project are used for public art in the project area. A fee of one percent of the construction cost of the building is recommended for all projects. In addition, the City should designate either the Vallejo Community Arts Foundation or the City's Cultural Arts Commission to be responsible for approving public art projects in the Waterfront Plan Area.

Refer to the *Vallejo Waterfront Design Guidelines Section B. Street Trees, Lighting, and Furnishing* for direction on implementation.

PDMP page 26

Discussion: All street furnishings are consistent with the design guidelines. The project incorporates public art throughout the project.

9.2 Central Waterfront

The Central Waterfront area is centered around the completed extension of Georgia Street from the mid-200 block to Mare Island Way at the Ferry Terminal. The Central Waterfront is the heart of the planning area. This area generally extends between the Capitol Street extension, Mare Island Strait, Maine Street and Santa Clara Street. In addition to the recently completed extension of Georgia Street, this portion of the plan area encompasses two additional primary components of the plan: the Vallejo Station Multimodal Waterfront Transportation Facility and the Civic Center.

9.2.1 Vallejo Station Concept: Public/Private Partnership

Vallejo Station is a proposed multimodal waterfront transportation facility intended to create the principal transit hub serving the City of Vallejo as well as providing a gateway to the North Bay and Solano County. It includes the construction of a parking garage to provide ferry parking for existing and future ferry service from the Vallejo Ferry Terminal; bus transfer facilities to connect local and regional bus services to each other and the ferry (both in the Transit Center to the east of Santa Clara Street and along Mare Island Way); intensive transit-supportive commercial and residential development around and near the bus and ferry service facilities; and several public open space and urban design enhancements to connect the various components of Vallejo Station with the Ferry Terminal and downtown.

The Vallejo Station concept includes three primary features in its development: 1) transportation elements, 2) transit-supportive private sector investments, and 3) public open space and urban design enhancements.

PDMP Page 28

Discussion: The Bus Transfer Center is part of the Vallejo Station Multimodal Waterfront Transportation Facility. The Bus Transfer Center is one piece that creates a transit hub for the North Bay. Therefore, the project implements the above sections of the PDMP.

1. Vallejo Station Transportation Elements under the Water front Project

The off-street design of the new bus transfer facility is planned to be integrated with downtown uses and to minimize the loss of on-street parking. It is intended that patrons benefit from upgraded amenities providing a convenient and safe transit experience. The off-street bus transfer facility would provide up to 12 bus bays, integrating passenger waiting areas that incorporate weather protection, seating, lighting, security features and street trees for visual enhancement. A transit office building would ultimately be developed as an integral part of the bus transfer facility. The office building would contain pass/ticket sales facilities and a public information booth, along with bus driver layover/relief facilities. The bus transfer facility design is planned to meet the Americans with Disabilities Act standards and State Transportation Guidelines for Challenged Patrons.

Regional express bus stops would remain on Mare Island Way, immediately adjacent to the Ferry Terminal (up to 10 bus bays). However, loading areas would be expanded and a system of walkways and plazas would connect the parking structure and local bus transfer facility together. A new drop-off/pick-up area would be developed to serve private autos and employer shuttles. Local bus transit service to Mare Island would connect with the existing Ferry Terminal and the new downtown bus transfer facility.

- Pedestrian facilities: As part of the Vallejo Station Plan, strong east-west pedestrian linkages include walkways along the Georgia Street Extension and a second pedestrian connection through the Paseo Park, both linking the Ferry Terminal area along Mare Island Way with the Bus Transfer Center just east of Santa Clara Street.

PDMP page 29

Discussion: The project implements the above section. No on-street parking is lost with this design. The project meets all the programmatic elements listed above.

- *Parcel O:*

Parcel O accommodates a 10,000 square foot regional bus transit facility and associated parking.

PDMP Page 31

Discussion: The transit building is not actually on Parcel "O". The combined size of the transit building and the shelter area is approximately 10,000 square feet. Therefore, the project is considered to be consistent with this section.

3. Public Open Space and Urban Design Enhancements

Open Space and Urban Design Enhancements are planned in conjunction with the Vallejo Station transportation improvements and transit-supportive private sector investments.

As part of the Vallejo Station Plan, strong east-west pedestrian linkages include walkways along the Georgia Street Extension and a second pedestrian connection through the Paseo Park, both linking the Ferry Terminal area along Mare Island Way with the Bus Transfer Center, just east of Santa Clara Street.

A Paseo Park (Parcel L5) is planned to orient on a central axis through Vallejo Station (Parcel L3), providing a pedestrian-oriented environment linking the various Vallejo Station transportation elements terminating at the Ferry Terminal adjacent to the Festival Green open space at the waterfront. The Paseo Park would be located above the parking structure and along the proposed Hotel/Conference Center (Parcel L4) and condominium development (Parcel L1). The Paseo Park would be landscaped with trees and pedestrian-scale lighting. The neighborhood Paseo Park would include a pedestrian way. Stoops, stairs, residential entrances and lobbies to activate the area would front the Paseo Park. A narrow and low-speed drive aisle would provide access to residential and visitor parking on one side of the drive, and potentially on both sides, as well as emergency vehicle access. Pedestrian walkways, sidewalks and crosswalks are intended to provide direct connections between the bus transfer facilities, ferry parking garage and Ferry Terminal, integrating these Vallejo Station elements together. Bicycle access and storage is also intended to be included in the Vallejo Station project. Vallejo Station is being

PDMP pages 31-32

Discussion: The project is consistent with and implements the section above.

Table 2
Parcel Development Profiles – The Vallejo Station Project

Parcel O	
Parcel Size	0.9 acres
Parcel Location	Portion of 6.2-acre area bounded by Santa Clara, Sacramento, Malne, and Georgia Streets
Max. Building Height	50 feet
Development Profile	Bus Transfer Center. Includes 10,000 gross square feet of public transit office floor area and associated parking.

Discussion: The transit building is not actually on Parcel "O". However, the transit building is 4,452 square feet in size. The combined size of the transit building and the shelter area is approximately 10,000 square feet. The proposed maximum height of the shelter structure is approximately 32 feet (and the transit building is just under 28 feet). Therefore, the project is consistent with this section.

WATERFRONT DESIGN GUIDELINES

Only the bus circulation area and shelter portion of the project are located within the Waterfront area. Section I.3.1 of the Vallejo Waterfront Design Guidelines states that the transit center is a public realm project. Only two sections of the Vallejo Waterfront Design Guidelines apply to a public realm project in the Central Waterfront area: Chapter II, Unifying Elements and Linkages (pgs. 1 through 26) and Chapter III C. Central Waterfront District (pgs. 95 through 152) (Section III.A.1, page 27)

Chapter II sections include:

- A. Waterfront Promenade, Parks, and Open Space
- B. Street Trees, Lighting, and
- C. Major Streets
- D. Gateways

Of these sections the only the Street Trees, Lighting and Furnishings section has guidelines pertinent to the Bus Transfer Center. Street Trees, light fixtures, street furnishings, benches, tree grates, bicycle racks, receptacles, bollards and newspaper racks are all proposed to be consistent with the specifications in the guidelines.

Section III.C.2, Central Waterfront District, does not contain any guidelines that are directly applicable to the Bus Transfer Center project.

Therefore, the project is consistent with the Vallejo Waterfront Planned Development Master Plan and Design Guidelines.

DOWNTOWN VALLEJO SPECIFIC PLAN (DVSP) CONSISTENCY

Policy 4.2.3: Encourage the development of mixed-use office buildings in proximity to the proposed Bus Transfer Center.

While the introduction of residential and retail is critical for the near term revitalization of Downtown, it is important that there be a sufficient employment base to ensure that Downtown is a true mixed-use district and to provide an important daytime customer base for retail establishments and restaurants. The proposed Bus Transfer Center is planned as the primary bus station in Downtown Vallejo. Employment-oriented mixed-use buildings with appropriate retail and residential uses are sensible when adjacent to the Bus Transfer Center and should be encouraged. (DVSP page 4.3)

Discussion: The bus transit building as actually a mixed use building that will serve as an office building for transit personnel. Therefore it adds to the employment base of this section of the downtown and is consistent with this policy.

Enhanced Public Realm

UD Goal 5.3: Revitalize the Public Realm for Pedestrian Comfort .

Improving the quality of the pedestrian environment – the public realm – should be a primary goal in Downtown. The existing street grid and the small block sizes are of a pedestrian scale. Streetscape design enhancements will reduce the visual scale, slow traffic, and create a more balanced and safer pedestrian environment. Similarly, where buildings once stood, there are now several surface parking lots that disrupt the street wall and act as “holes” in the urban fabric. Infill development on these key sites will help

to reestablish the public realm and reconnect pedestrian movement in Downtown.
(DVSP page 5.8)

Discussion: The design of the Bus Transfer Center provides pedestrian circulation under the shelter structure, around the transit building, along the parking lots and between Santa Clara Maine and Sacramento Streets. The existing parking lots are improved with landscaping and streetscape furniture is used to provide for a more human scale and pedestrian friendly experience. Therefore, the project is consistent with this section.

Place-Makers & Place-Markers

UD Goal 5.4: Create a strong sense of entry and orientation within the Downtown.

Place-makers and place-markers include public art, gateways and landmarks, signage and other elements that facilitate way-finding. They are thresholds announcing arrivals and departures in and out of Downtown. They provide legibility and add a distinct identity to a place.

Place-makers and place-markers help promote economic development, cultural tourism, downtown revitalization, and an improved quality of life for Fountain as "Placemaker" a community and can create a civic awareness and expressions of community identity and culture. (DVSP page 5.10)

Discussion: The project includes public art. The striking design of the shelter structure and the transit building create a "landmark" project, which will provide a means of orientation for the downtown area.

Policy 5.4.3: Require new buildings located at or adjacent to Downtown Gateway locations to be designed with an emphasis in massing or architectural expression that reinforces the special characteristics of the site.

Buildings located at the entrances to Downtown can serve as markers that announce one's arrival at a destination. Buildings at such locations should incorporate special architectural features such as vertical towers, spires or other distinct forms. (DVSP page 5.11)

Discussion: There is a gateway at the intersection of Santa Clara Street and York Street. Massing is similar to the Higgins building to the west and architectural expression reinforces the civic use of the site.

Attractive Buildings

UD Goal 5.5: Permit new buildings that are compatible and creative.

While it is important to preserve the attractive historic buildings, Downtown should also allow for new buildings within its setting. Buildings should be well designed and respond to the context. While new buildings and additions to buildings should be compatible with adjacent buildings in terms of its height and massing, they should not mimic historic styles in its entirety. (DVSP page 5.13)

Discussion: The project has been approved by the Vallejo Design Review Board and has been found to be well designed and appropriate to the site context.

Policy 5.5.1: Ensure that buildings contribute to the visual identity of Downtown Vallejo.

The “sense of place” in Downtown Vallejo is created by buildings that have a consistent massing, scale and relationship to the streets, and by incorporating a wide variety of architectural expressions, materials, colors and details. Buildings serve as visual landmarks, help to define public spaces and provide an aesthetic identity for Downtown. They accommodate and integrate a variety of uses, services and activities. Like most traditional downtowns, Vallejo includes a mix of civic and private developments, and buildings with a diverse range of age and architectural character. These varying uses, scales and aesthetics help to create interesting and vibrant experiences for residents and visitors, pedestrians and drivers, drawing them back into the Downtown and encouraging all-day activity. Downtown buildings demonstrate a consistency of massing, scale and relationships to the streets. Building frontages that line the edge of the street contribute to a recognizable “sense of place” of the public realm. Building facades designed with fenestration, cornice lines, massing and other compositional elements that are sympathetic to neighboring buildings and public spaces help create a sense of identity and recognition of the unique locale. This juxtaposition of both variety and consistency in design are clearly identifiable in Downtown Vallejo. In this tradition, Downtown Vallejo will continue to include a mix of old and new buildings helping to provide a unique identity. (DVSP page 5.13)

Discussion: See discussion for UD Goal 5.4 above.

Policy 5.5.2: Ensure that new developments respond to the neighborhood context.

New buildings in Downtown Vallejo should be designed to reinforce the spatial qualities of downtown streetscapes while enhancing the rich architectural character. New buildings should be designed to be sensitive to their local context, respecting the compositional elements, scale and massing of neighboring buildings. Architectural massing should emphasize street intersections and other neighborhood gateways to further define spatial form of the streetscapes and public realm. (DVSP page 5.14)

Discussion: See discussions for UD Goal 5.4 and 5.4.3 above.

Policy 5.5.3: Ensure that new developments, infill projects and building additions enhance the pedestrian environment at street level.

In order to promote a vibrant pedestrian environment and streetscape, downtown buildings should be required to provide a variety of architectural detailing at the pedestrian level in order to achieve a human scale and emphasize interaction between ground level uses and pedestrians in the public realm. Smaller-scale, traditional architectural elements and building components help establish a relationship to human scale, maintaining the pedestrian character of Downtown Vallejo. Additionally, at the ground level buildings should incorporate amenities and architectural elements that serve those in the public realm, such as bicycle racks, weather protection and art. “Build-to” lines incorporated into the Development Standards require new buildings to reinforce the spatial form and characteristics of the streetscape, defining the street wall and concentrating activity on sidewalks and streets in the public realm (additional detail is included in Chapter 9: Development Standards.) Additionally, paseos and pedestrian alleys should be designed with a similar architectural treatment to public pedestrian streets. (DVSP page 5.14)

Discussion: See discussion for UD Goal 5.3 above. The project includes a weather shelter, bike racks and art.

Policy 5.5.4: Require an architectural composition that is well-designed.

New buildings should be creative in their design and façade composition, incorporating a variety of details and architectural elements. Buildings should be designed with active, interesting facades of a variety of scales, and should demonstrate a sense of habitation and activity. High-quality materials that emphasize longevity and permanence should be used in the design of primary facades facing pedestrian streets. (DVSP page 5.15)

Discussion: The transit building has an attractive, contemporary design. The building has exterior tile on the ground floor, horizontal window frame and sunshades, and corrugated metal and sheet metal siding. The design is unique and creative and uses materials that should have a long life span. The transit building and shelter structure uses form and color variation and material texture changes to create interesting, contemporary architecture. Overhangs, windows, varied building materials, wide pedestrian spaces, and a small pedestrian park create a positive visual and contextual experience as experienced from the street level. The new building has distinctive architecture and it will relate well with the similar scale of the Higgins building, the closest building to the west, and with the modern architecture of the proposed shelter structure to the north. The gathering area around the building encourages pedestrian interaction. Flags, the sail structure, landscaping and public art are all proposed amenities that will create a lively streetscape environment. Therefore, the project is consistent with this principle.

Sustainable Development

UD Goal 5.6: Encourage sustainable developments.

Policy 5.6.1: Include sustainable design concepts in site planning and building design.

Sustainability refers to the concept of designing, constructing and operating buildings and landscapes in an environmentally, economically and socially responsible way. Sustainable design and construction reduces energy and water use and uses materials more efficiently. Directing growth whenever possible into existing urban areas, such as downtowns, with infill development is one of the fundamental goals of sustainability. Infill ensures that the number of vehicle trips is reduced considerably. Sustainable design also incorporates site planning concepts that reduce the impacts of storm water on utility systems by limiting impervious surfaces; by reducing the negative impacts of excess light pollution; by integrating with alternative transportation resources, and by incorporating water efficient landscaping and building systems. Alternate sources of energy and heating/cooling equipment management can reduce other impacts on the natural environment. The incorporation of local/ regional, recycled and renewable building construction resources, as well as the management of construction waste all contribute further to Sustainable Developments. The following measures included in the Plan help to execute Goal 5.6 and Policy 5.6.1:

- *Providing incentives for compliance with the US Green Building Council's LEED (Leadership in Energy and Environmental Design) project as a method of evaluation of projects in Downtown*
- *Including sustainable building designs accredited by LEED as a floor area ratio bonus. (DVSP page 5.6.1)*

Discussion: At the DRB hearing, the architect stated that numerous sustainable design features are incorporated into the building and site design. These include ideal solar orientation, use of native plants, minimizing heating requirements, using recycled materials, use of natural light to minimize lighting requirements, efficient water circulation, and use of photovoltaic panels. In addition, the design would use low water using restroom fixtures and locally produced materials where possible.

Program 6.1.c: Design the Bus Transfer Center as an attractive and safe facility.

Encouraging transit reduces the automobile and parking demand in Downtown and increases pedestrian activity on the streets. The perception of the Bus Transfer Center as an arrival destination or a place to wait is an essential part of the transit experience. People who enjoy the center and feel safe using the center are more likely to use transit frequently. An attractive facility is one which is well-maintained, clean, and provides shelter and ample seating opportunities, shade and landscaping, and other amenities. A safe facility is well-lit, regularly and visibly patrolled, and potentially staffed during peak commute periods. (DVSP page 6.4)

Discussion: Design elements such as open visible outdoor spaces, low landscaping, substantial lighting, transit building windows facing the bus circulation area, and a patrol office all lend themselves to a safe facility. Interesting architecture, benches, public art, the shelter structure, lighting, landscaping, and open spaces create a sense of place that results in an attractive facility.

Policy 6.2.4: Prohibit surface parking lots in Central Downtown.

To promote an attractive and pedestrian-oriented environment in Central Downtown, the construction of surface parking lots should be prohibited. (DVSP page 6.8)

Discussion: The project does not create new parking lots but rather reconfigures existing parking lots and brings them into better conformance with efficient circulation, pedestrian/vehicular separation, and landscaping standards. As a result, the existing non-pedestrian oriented parking lots are transformed into pedestrian oriented parking lots. The project, therefore, would meet the intent of this policy.

Program 6.2.f: Provide bicycle parking facilities throughout Downtown and at transit centers.

Secure bicycle parking is a major influence in a person's choice to use a bicycle for transportation. Bicycle parking facilities need to be in highly visible, well-lit public locations with pedestrian activity near important institutional destinations, office buildings, retail areas and at transit stops. About 50% of bicycle parking for commercial uses should be covered. The Bus Transfer Center should provide both bike racks and lockers. (DVSP page 6.9)

Discussion: The project provides secure bicycle lockers adjacent to the bus circulation area. The lockers are near the lit shelter and near proposed street lighting. While no bike racks are indicated on the plan, there is adequate space in the plaza area to provide bike racks if found to be necessary in addition to the lockers.

Transit**CR Goal 6.3: Establish transit as an attractive alternative to automobile use within the downtown.**

Downtown Vallejo is an active transit hub today. It is served by bus, ferry, and links to BART. Presently, 11% of Downtown residents use transit commuting to work (source: U.S. 2000 Census, Journey to Work data). Downtown Vallejo will continue to be transit-focused with the completion of the Bus Transfer Center and improved walking connections to the ferry. (DVSP page 6.10)

Discussion: For all the reasons discussed above, the Bus Transfer Center is a primary element that provides an attractive alternative to automobile use downtown.

Policy 6.3.3: Ensure that Downtown bus stops and the transit center are safe, attractive, and well-maintained.

As stated in Program 6.1.c, a safe facility is well-lit, regularly and visible patrolled, and potentially staffed during peak commute periods. An attractive facility is one of quality design and materials which is well-maintained, clean, and provides shelter and ample seating opportunities, shade and landscaping and other amenities. (DVSP page 6.10)

Discussion: See discussion for 6.1.c above.

General Land Use Provisions

The Downtown Vallejo Specific Plan regulates land uses by District. Table 8.1 presents each District and a list of land use classifications. This table identifies which land uses are permitted or prohibited within each District. In administering this table, the following items must be considered:

The table relies on the land use classification system adopted in Vallejo Municipal Code (VMC) Chapter 16.06 (Zoning Ordinance). Most of the land uses listed in Table 8.1 are described and defined in VMC Chapter 16.06. Therefore, where applicable, it is appropriate to refer to VMC Chapter 16.06 when providing land use interpretations. Some of the land use classifications provided in VMC Chapter 16.06 is not included in Table 8.1. Land use classifications that are not included in Table 8.1 are not permitted in the Downtown Vallejo Specific Plan area. However, when an ambiguity or dispute arises over a proposed land use, the Director of Development Services shall have the authority to render an interpretation and decision, consistent with the provisions of VMC Chapter 16.02 (Zoning – General Provisions) (DVSP page 8.2)

Discussion: Bus stations fall under the “major impact services and utilities” land use category within the DVSP. The project site is located in the Central Downtown Zone 2 area. The land use Table 8.1 of the Specific Plan indicates that bus stations are not a permitted use in the Central Downtown (Zone 2) area and Parking services require a Major Use Permit. This is in conflict with several sections of the Specific Plan that specifically discuss the location, use, and elements of the Bus Transfer Center.

When there is an ambiguity or dispute regarding land use within the DVSP, the General Land Use Provisions of the Specific Plan are used to resolve the inconsistency. The General Land Use Provisions provide authority to the Director of Development Services to render an interpretation when an ambiguity or dispute arises over a proposed land use. In this instance, the Director has determined that the omission of the Bus Transfer Center and parking areas

from Table 8.1 was an oversight and that it is the clear intention of the Specific Plan to facilitate the construction of the Bus Transfer Center. Therefore, the proposed land use has been found to be consistent with the DVSP.

Use of Development Standards

Downtown Vallejo is envisioned to include a wide range of uses and to encourage mixed-use buildings which contribute to a lively urban environment. These standards are designed to promote mixed-use buildings where the first floor uses are those that contribute to an active street environment and the upper floors have the flexibility of including a wider range of uses. The land uses allowed in each of the Downtown districts is listed in detail in Chapter 8: Land Use Regulations.

This chapter contains standards and regulations that are mandatory for all development within the Specific Plan area that require discretionary approval. All projects, proposed within the Specific Plan that shall require the appropriate decision-making body to make the following finding:

“The proposed project meets the goals and policies of the Downtown Vallejo Specific Plan, including the intent of the Downtown Vallejo Design Guidelines.” (DVSP page 9.1)

Development Standards in the Downtown area such as Building Intensity, Floor Area Ratio, and Retail Frontage (FAR) Build-To Lines/Setbacks, (DVSP pages 9.2-9.6) are not applicable to this project since the primary use of the site is for bus circulation, it is not possible to maximize the Building Intensity FAR on the site nor is it possible to create a defined building edge for a block that “creates a sense of enclosure”.

Parking standards require 1 space for every 450 square feet of gross floor area for the upper floors (no parking required for the first floor) for a total of 5 spaces. The reconfigured parking spaces far exceed the required parking. The project also meets the development standards of parking space dimensions, bicycle parking, and off-street loading requirements (loading is to occur that the rear of the building). (DVSP page 9.8)

Street Trees and Landscaping

The goal of the street tree design is to create and ensure a safe, successful, walkable downtown by creating streets and public places that make the downtown community visually interesting, functional, enjoyable, memorable, and a source of community pride. The key elements of the street tree and landscaping design include:

Safety and Comfort: *Street trees and planting islands are used to establish a sense of separation and safety for pedestrians, reduce the scale of the street, and provide shade for comfort to encourage people to walk instead of drive.*

Plant Variety: *Tree species vary in order to avoid a monoculture and to provide seasonal interest with flowering trees and colorful fall foliage. Different species are used to accent and give identity to the various areas such as Vallejo Square, the Paseos, and Festival Green.*

Accent Planting and Sense of Entry: *At key intersections and at entries to the Paseos, accent plant species are used to create a sense of arrival and to orient pedestrians to the various districts and circulation system. These plants are used in conjunction with other gateway elements described below.*

Environmental Appropriateness and Base of Maintenance: *Plants are selected for their horticultural suitability, water requirements, and reliability to survive with limited maintenance. Issues such as significant views are protected or enhanced while issues of shade and wind are considered, especially as relates to the Paseos and Festival Green. The ground plane (i.e., planting islands and cut-outs) will be planted in low-maintenance shrubs, groundcovers, perennials, grasses and wild flowers.*

Hierarchy of Streets and Public Spaces: *Overall streetscape planting is selected to reinforce the hierarchy and identity of the street and public space system, and should support and complement the desired land uses. The hierarchy is described below.*

Santa Clara Street has a fairly continuous planting of beautiful evergreen elms. These should be preserved to the greatest extent possible, and where there are gaps in the planting, new elms should be interspersed. (DVSP page 9.9)

Discussion: The project landscaping supplements the site design's separation of vehicular/pedestrian circulation. It provides beefed up landscaping/planting areas at the parking lots' intersection with city streets and trees provide shade along sidewalks to provide comfort for pedestrians. The landscape plan specifies four tree species, eight shrub species and two ground cover species to provide variety and continuity in landscape design. Flowering trees and shrubs are specified to provide color and seasonal interest.

All specified species are appropriate to the Vallejo micro-climate, are mostly low maintenance and drought tolerant. The project includes elm trees to continue the landscape character of Santa Clara Street.

Minimum Landscaping Requirements for New Development: *The following landscaping standards shall be required for all new development that includes on-site landscaping and surface parking lots (EIR Mitigation Measure POL-1):*

- *Surface parking lots shall be screened from public streets and alleys through landscaping. This screening can be achieved through the planting of a landscape buffer (minimum width of five feet) that includes hedges and trees*
- *A minimum of one tree shall be planted for every six (6) surface parking spaces. The trees shall be planted at a minimum size of 15-gallon and sited to provide shade and to reduce glare from vehicles.*
- *The minimum landscape coverage within a surface parking lot shall be 20 percent. (DVSP pages 9.9-9.13)*

Discussion: The reconfigured parking areas all have landscaped buffer areas between 8 to 38 feet in width with trees and groundcovers. Hedges would not be appropriate in these landscape buffer areas because of sight distance and safety issues. However, the lack of screening hedges is offset by a design that goes beyond minimum buffer width.

There are proposed to be 109 parking stalls. One tree for every 6 stalls equals 18 trees. There are 21 new trees proposed in the parking lot areas. Therefore, the project complies with this requirement.

The trees are proposed to be in 36" boxes, far exceeding the 15 gallon minimum size required. The surface parking lot is approximately 25,800 square feet, which would require approximately 5,160 square feet of landscaping. Including the small park area next to the southern parking lot, the landscape area is approximately 7,000 square feet. Therefore, the project complies with this requirement.

ANALYSIS OF CHAPTER 3 OF THE DOWNTOWN VALLEJO DESIGN GUIDELINES

DVDG implementation is divided into two processes, one process is for "public realm projects" (Chapter 2 of the DVDG) and one process is for "private realm" projects (Chapter 3 of the DVDG). Since the Bus Transfer Center is a public realm project, Chapter 3 of the DVDG would not typically be applied to it.

However, Chapter 2 deals mainly with non-architectural issues such as open spaces, paseos, and streetscapes, etc. whereas Chapter 3 has many more guidelines that address architecture. Since this project involves the review of architectural issues, it is helpful (but not required) to review the project for compliance with the guidelines in Chapter 3.

As part of the DRB's recommendation for approval of the project's design, the DRB directed staff to include discussions in the City Council staff report addressing consistency with Chapter 3 of the Guidelines including: "Downtown Character and Design Principles", "Site Design", "Building Scale and Mass", and "Architectural Expression".

DOWNTOWN CHARACTER AND DESIGN PRINCIPLES

Downtown Vallejo has a distinct urban character reflecting a rich architectural history. The following design principles reflect that urban character and history, and form the basis for the Design Guidelines.

Reinforce the Existing Urban Form

Downtown Vallejo has the physical structure of a traditional mixed-use urban neighborhood, with a variety of uses and activities, including shops, offices, arts and entertainment venues, and residences. Downtown Vallejo's urban form is defined by buildings that maintain a relatively consistent framework of building façades lining a traditional street grid. New developments should continue the urban form of Downtown Vallejo and help reinforce that recognizable urban identity. Appropriate site planning and massing of buildings will reinforce the existing grid form and strengthen the distinct sense of urban identity.

Discussion: The transit center is not a typical or traditional mixed-use neighborhood type use. It is a unique land use with a specific development footprint and vehicular circulation pattern that cannot be developed on a street grid. The large footprint of the project with a relatively small building would create a landmark land use and would not blend in with standard commercial/residential traditional building facades or a traditional grid pattern of the Downtown area. Rather, the Center functions as a transitional area to the more modern architecture of the Waterfront area. Therefore, Staff does not believe that this design principal would apply to the Bus Transfer Center project, because of these unique features.

Enhance the Pedestrian Environment

The rich visual architecture evident in Downtown Vallejo also helps to create an inviting urban environment. Individual buildings contribute greatly to a positive experience for pedestrians with small scale, intimately designed façades and storefronts that emphasize interaction with passersby. This interactive architecture creates opportunities for a lively streetscape environment, with public amenities, places to stroll, shop and dine. The design of new infill buildings should be distinctive, while still part of the visual composition of the streetscape. Designs at the sidewalk level should highlight interaction with pedestrians. The architecture should be carefully composed, with variety in massing, changes in materials and unique details that stay in the memory of visitors and residents.

Discussion: The transit building and shelter structure uses form and color variation and material texture changes to create interesting, contemporary architecture. Overhangs, windows, varied building materials, wide pedestrian spaces, and a small pedestrian park create a positive visual and contextual experience as experienced from the street level. The new building has distinctive architecture and it will relate well with the similar scale of the Higgins building, the closest building to the west, and with the modern architecture of the proposed shelter structure to the north. The gathering area around the building encourages pedestrian interaction. Flags, the sail structure, landscaping and public art are all proposed amenities that will create a lively streetscape environment. Therefore, the project is consistent with this principle.

SITE AND BUILDING DESIGN

Respect the Downtown Historic Context

The core of Downtown Vallejo presents a unique historical resource, demonstrating a traditional American main street character. There are a number of architecturally significant historical buildings represented. The range of architectural styles represents a long of history, lending a sense of authenticity.

New buildings and developments should emphasize a contextual relationship to the character, scale, materials, or massing of nearby historical buildings. In referencing historic architecture, buildings should not be designed to directly mimic historical buildings or styles, but rather utilize architectural designs that reflect an aesthetic relationship. Buildings with a contemporary expression or architectural style can reinforce the history and authenticity of Downtown Vallejo.

Discussion: The proposed building has a contemporary architectural style that does not attempt to mimic surrounding historical buildings. Its scale is consistent with the Higgins building to the west and the commercial buildings to the north of the bus circulation area and it is close enough to the Higgins building to create a relationship through repetition of scale, and alignment of the front façade with the side of the Higgins building which would result in an aesthetic outdoor spatial experience.

Emphasize "Around-the-Clock" Habitation

The best urban streetscapes are lined with buildings overlooking the public realm with windows, balconies, entries and design features that indicate activity and habitation, even when residents and users are not apparent. These visual clues of urban life

connote a sense of ownership and connection to the public realm on the part of residents.

The design of new buildings should attempt to maximize the sense of an active urban life in downtown. The placement and number of windows, doors, balconies and open spaces should demonstrate a clear sense of habitation and occupation towards streetscapes and the public realm.

Discussion: Most of this guideline deals more with commercial/residential streetscapes, which is not relevant to this project. However, Extensive windows on the front façade and the proposed building overlooks the public realm of the Bus Transfer Center with windows, entries, and varied materials that indicate a sense of activity to users.

Incorporate Sustainable Design

The goal of sustainable design is to meet the needs of the present without compromising the ability of future generations to meet their own needs. Meeting this goal requires an approach to development that reduces further depletion of natural resources, air pollution, helps slow global warming, and creates healthier living environments. This approach decreases dependency on non-renewable resources while improving opportunities for more efficient and economical alternatives that are self-sustaining. Selecting proper materials in conjunction with appropriate environmental systems creates healthier living environments for residents and workers. Downtowns are inherently sustainable and resource efficient by virtue of their efficient use of land, resources and services. New developments in downtown are encouraged to further incorporate sustainable design strategies that minimize environmental impact, reduce demand on infrastructure, reduce long term operations, maintenance, and utility costs, provide a healthier indoor environment, and create distinction within the marketplace.

Discussion: At the DRB hearing, the architect stated that numerous sustainable design features are incorporated into the building and site design. These include ideal solar orientation, use of native plants, minimizing heating requirements, using recycled materials, use of natural light to minimize lighting requirements, efficient water circulation, and use of photovoltaic panels. In addition, the design would use low water using restroom fixtures and locally produced materials where possible.

SITE DESIGN

SITE PLANNING

1. Reinforce the Street Grid and the Streetscape Edge

Sites should be planned to reflect the orientation, scale and alignment of the existing block pattern and urban form of downtown. In the central downtown, locate buildings along the edge of the property lines adjacent to public streets and rights-of-way. In districts where setbacks are allowed in the Specific Plan, buildings and façades should align with the property lines and street grid.

Discussion: The unique program for the transit center cannot conform to a block building pattern nor is it logical to place the building at the edge of the property lines. Therefore, this guideline is not relevant to this project.

2. Integrate Site Circulation with Downtown Pedestrian Systems

Organize sidewalks, pedestrian circulation, open spaces and entries to connect and align with surrounding pedestrian circulation patterns, paseos and pathways. Orient pedestrian pathways to connect with links to public transportation, such as bus stops, the ferry and bus terminals.

Discussion: The sidewalks and pedestrian circulation patterns of the project connect and align with surrounding pedestrian circulation and with the bus stop. Therefore, it is consistent with this guideline.

Building Orientation and Street Relationship

1. Orient Primary Building Façades toward the Street

Primary façades are those sides of a building located along or adjacent to the public street or right-of-way, receiving the greatest degree of design treatment and detail, with the highest level of materials and finishes. Primary façades of buildings should be oriented toward the adjacent street and easily identified as the front of the development, associated with the primary address.

Discussion: The primary façade of the building will face the new right-of-way of the bus circulation area. The entire building design has extensive design treatment on all sides. The front façade has the most detailing with regard to entrances, windows, and architectural relief. Therefore, this project is consistent with this guideline.

Views and Visibility

1. Complete Downtown Streetscape Views

Buildings should be consistently located, and their volumes arranged, on the site along the edge of the streetscape so as to maintain, enhance or create a framed view along the length of streetscape corridors. Buildings that will be distinctly visible from the waterfront or surrounding neighborhoods should be located on sites so as to frame views and add a distinct character to views of the downtown skyline.

Discussion: The proposed building is not located along the edge of a streetscape or along a streetscape corridor. Therefore, this portion of the guideline is not applicable. The shelter design and the building design however, will be a landmark site and will add to the distinct character of Vallejo as viewed from the waterfront.

2. Create and Frame Through-block Views

The site plan and massing of buildings should be arranged to provide views that align with paseos, plazas, and pedestrian ways in the public realm, or on adjacent lots or across streets. Building massing should also be composed so as to take advantage of public and private views to interesting or significant buildings on nearby lots.

Discussion: Views from the inside of the building will be primarily oriented to the new shelter structure and the bus circulation area. The shelter and the bus waiting areas and pedestrian circulation areas orient to the waterfront and the future paseo to the west. Therefore, the project is consistent with this guideline.

3. Maximize Visual Interaction

Site plans and building designs should be oriented to maximize visibility to and from interior building uses and residences, providing views into the streetscape, open spaces and the public realm.

Discussion: See #2 above.

Parking

2. Design Landscaped, Pedestrian Oriented Parking Lots

On properties where surface parking is permitted, parking areas and lots should be located behind other street frontage uses, and oriented to the rear or interior of the property. Parking lots should not be located adjacent to public rights-of-way. Planting and other landscape design techniques should be used to screen parking from the view of any public streets. Where residential developments are permitted and planned, access to residential parking spaces should be through an internal circulation system.

Discussion: The existing use of the site is as a "city parking lot" site, which has parking as its primary use. The programmatic requirements of the Bus Transfer Center and the transit building as located with the reconfigured parking lots do not allow for parking areas to be located behind buildings. However, the parking lots are reconfigured so that the narrowest dimension of the parking areas are facing street frontages and the parking lot entrances are all landscaped along the driveways. Therefore, the project is consistent with the intent of this guideline.

3. Minimize Conflicts Between Pedestrians and Vehicles

Parking garages and lots should emphasize pedestrian circulation. Provide clear pedestrian pathways through parking lots, with changes in paving materials. Minimize the number of vehicular access points by locating vehicular entries on alleys and secondary streets. Entries may be permitted from public rights-of-way, but should be located away from corners and mid-block crossings. Pedestrian safety measures should be provided, such as signage, textured surfaces at entries, audible warning devices, visibility mirrors, and other design techniques or technologies.

Discussion: The parking lots are oriented along interior sidewalks. Because of spatial limitations and the infill nature of the project, the parking lots are designed to be parallel to the bus circulation area between Sacramento Street and Santa Clara Street. The entrances therefore would be located near the street corners however; there are no other alternatives which would further minimize conflicts between pedestrians and vehicles. Other safety measures will be installed by the Public Works Department to provide for pedestrian safety, including signage and separation between vehicles and pedestrians. The project also includes a low decorative fence to direct pedestrians to the shelter in a controlled location. Therefore, this project is consistent with this guideline to the extent feasible.

Utilities, Mechanical Equipment and Service Areas

1. Minimize Visual Impacts by Locating Utilities and Service Access in Alleys

Where possible, alleys or secondary streets should be utilized for access to utilities and building services, including, but not limited to, trash/recycling storage and collection, mechanical equipment servicing and fire department connections. Service facilities should generally be located behind street level uses, to the rear or interior of the property, and not located adjacent to the public right-of-way. Where possible, facilities

and equipment should be located within the building envelope. Fire Department connections, water sprinkler risers and other emergency and public works equipment should be located internally to the development. Backflow preventer devices should be located away from public streets accessed from an alley in a recessed location or located underground. Dedicated rooms or offset areas located along alleys should be specially designed to accommodate the equipment, and should be screened from view.

Discussion: Garbage storage would be located in the rear of the proposed building. Utilities and equipment will be integrated into the building design and the backflow preventer is to be screened with landscaping. Therefore, the project is consistent with this guideline.

2. Incorporate Design Elements to Minimize Visual Impacts

Utilize landscape design, art elements or other architectural details to integrate the design of service access, utility connections or other mechanical equipment into the overall design of the development. Consider artist-made building parts for screening if appropriate for the equipment. Any mechanical equipment, including equipment located on rooftops, should be visually screened in a manner that is integrated into the design of the building. Materials used should be finished and incorporate colors that blend with the overall building and reduce their visual impact. Plastic screens, chain link fences, and other utilitarian screens are insufficient for screening mechanical equipment.

Discussion: See #1 above.

Open Space

1. Design Active, Interesting Open Spaces that Relate to the Streetscape

Use ground level open space to complement retail shops, live/work units, cafes and restaurants, or other ground floor uses. Provide benches, sitting areas and other elements that allow people to linger. Use decorative railings, special paving or other design techniques to demarcate outdoor dining areas. Provide physical and visual connections to the public way, while using distinct pavement, landscaping, art, signage, screening or decorative fences to identify the ownership and acceptable uses of the space.

Discussion: The project will include benches, decorative fencing, art, and pedestrian circulation spaces along a small linear landscaped area to the east of the proposed building. The design of the site, the site furniture, the lighting and the landscaping will define the use of the space as a civic use and differentiate it from surrounding uses. Therefore, the project is consistent with this guideline.

3. Make Open Space Visible from Residences

Ensure that open spaces are easily visible and accessible from adjacent residential units or other uses. Provide an appropriate level of pedestrian lighting and avoid safety risks associated with areas hidden from view.

Discussion: The project site is designed to be visible as a visual corridor from the east and the west. Pedestrian lighting is located throughout the project site to address safety risks. Therefore, the project is consistent with this guideline.

BUILDING SCALE & MASSING

Scale, Massing and Volume

1. Reinforce the Streetscape Form

The massing of buildings and the arrangement of volumes at the lower floors should visually reinforce the grid pattern of surrounding streets in Central Downtown by maintaining a street wall at the edge of the adjacent street. Building façades should generally be at least as tall as façades on buildings directly across the street. The relationship of the width of a street to the height of buildings across the street defines the urban character of a streetscape. Streetscape sections where the height of buildings is at least two-thirds of the distance between the buildings will help establish and maintain an urban character in the Downtown Core area.

Discussion: The programmatic limitations of the project and the primary use as bus circulation area, limits the amount of building area (structures) within a relatively large site. Therefore, this guideline is not applicable to the project.

2. Create Visual Interest with a Variety of Building Heights

The perceived heights of buildings are as important as the actual heights, and incorporating varying heights at the street edge will create visual interest in the streetscape. Vary the heights of the building volumes, incorporate changes of materials and rooflines, or step back upper floors.

Discussion: The proposed building would only have a visual relationship with the Higgins building to the west. While the scale of the new building is similar to the Higgins building, the varying materials and volumes of the new building and the shelter is designed to create visual interest within the project site. Therefore, the project is consistent with this guideline.

3. Create a Visual Relationship between Buildings

Create a visual relationship with neighboring buildings by incorporating desirable architectural features and design concepts from neighboring buildings, particularly historically significant structures or landmarks. Some façade elements that may relate to adjoining buildings include:

- *building modulation patterns*
- *ground floor arcades or upper floor setbacks*
- *signage bands above the storefront level*
- *patterns of change in materials, colors, or finishes*
- *architectural elements such as belt courses, cornices, awnings and canopies, window types and patterns*
- *the alignment of storefront windows*
- *transom and clerestory windows*
- *window sills on upper floors*
- *windows opening patterns and styles*
- *roof lines and horizontal changes*

Discussion: See #2 above.

2. Maintain Corners at Upper Levels

Corner edges of buildings should be maintained on upper floors. Locate windows, balconies and other architectural elements near corners, and avoid blank walls or large decks that erode the corner's edge on upper floors. Incorporate distinctive canopies, roof forms and other architectural elements to emphasize the corner.

Discussion: All the corners of the proposed building have articulated architectural elements. Therefore, the project is consistent with this guideline.

Rooflines

1. Enhance Views of the Downtown Skyline

Buildings that will be distinctly visible from the waterfront or from surrounding neighborhoods should contribute interest and variety to the downtown skyline.

Discussion: The transit building and shelter structure uses form and color variation and material texture changes to create interesting, contemporary architecture. Overhangs, windows, varied building materials, wide pedestrian spaces, and a small pedestrian park create a positive visual and contextual experience as experienced from surrounding areas. The new building has distinctive architecture and it will relate well with the similar scale of the Higgins building, the closest building to the west, and with the modern architecture of the proposed shelter structure to the north. Flags, the sail structure, landscaping and public art are all proposed amenities that will add variety to the downtown skyline. Therefore, the project is consistent with this guideline.

2. Create Varied, Interesting Rooflines

Rooflines should be varied to reflect the articulation and modulation of the overall building. Unbroken horizontal rooflines greater than 50' should be avoided. Utilize roof design elements and roof shapes as part of the overall building composition and architectural expression. Use distinctive roof forms, profiles and cornices to provide a termination to the top of the building. Consider that rooflines not visible from the street level may be highly visible from a distance and have a different visual impact. Proponents are encouraged to explore designs from multiple viewpoints.

Discussion: The roofline of the proposed building is mostly flat except for some protruding elements in the center of the roof. While the building does have an unbroken horizontal roofline greater than 50 feet, it is compatible with the contemporary style of the building. In this instance, material changes are used to articulate the roofline instead of a varied shape. Because of this, staff believes that the design is successful in creating an interesting roofline. The shelter's roofline is very varied, creating a remarkable architectural statement. As such, the project is consistent with this guideline.

ARCHITECTURAL EXPRESSION

Neighborhood Architectural Context

1. Relate to the Immediate Architectural Context

Respect the distinctive details, building lines, materials, colors and other details of the surrounding district and neighboring buildings. A variety of architectural expressions or styles may be designed in Downtown Vallejo. Architectural compatibility is not meant to be achieved through uniformity; but through the use of variations in building elements to achieve individual building identity.

Discussion: The proposed project uses variations in building elements to achieve individual building identity. Therefore, the project is consistent with this guideline.

2. Façade Composition

Reinforce the desirable patterns of massing and façade composition found in the surrounding areas, particularly on historically significant structures or landmarks. A relationship to the horizontal lines created by massing and architectural form of neighboring buildings should be reflected in primary streetscape façades, without necessarily mimicking them.

Discussion: This guideline deals primarily with streetscape facades and adjacent buildings. Since the proposed building would not be part of a building streetscape, it does reflect the massing of the neighboring building. Therefore, the project is consistent with this guideline.

Frontage

1. Design Interesting, Active Façades

The horizontal length of larger building façades should be divided vertically into smaller segments that respect the architectural lines, pattern, and scale of the surrounding district and streetscape buildings. Buildings with long horizontal frontages should be composed with multiple façades. All buildings should incorporate elements that break up façade planes and create a visual play of light and shadow. Incorporate changes in modulation, color, materials, and patterns of window openings to visually break down the scale of the façade. Utilize a variety of architectural elements such as balconies, railings, window boxes, mullions, operable windows and doors to enhance the architectural expression of the façade.

Discussion: While the proposed building is not a large building, it incorporates elements to break up architectural planes. This along with the varied building material, particularly the corrugated metal and the horizontal louvers will create a very interesting play of light and shadow as the sun moves across the sky. Variation in color and materials, interesting window patterns are all used in the architecture of the building and the shelter to break down the scale of the facades. Therefore, the project is consistent with this guideline.

2. Create a Distinct Base, Middle and Top

The ground floor of new buildings should be architecturally distinguished from the upper façade, so as to form a visual base for the building. Incorporate distinct window patterns and other architectural elements into middle portion of the building façade. The top floor or roofline should be defined by design elements that create a distinct architectural expression.

Discussion: See #1 above. The building design does distinguish between the ground floor and the upper floor through a change in building material from tile to metal and through a change in the mass of the building. The upper floor is larger than the ground floor which results in an overhang.

3. Promote Pedestrian Interaction at the Ground Floor

The ground floor level should be as transparent as possible to create a sense of interaction with the public realm. Generally, the ground floor should incorporate the highest level of detailing and finishes. Canopies, awnings and signage should be

integrated into the design of storefronts and primary building entries to be easily visible to pedestrians and from vehicles.

Discussion: There is a lot of glass throughout the building, including the first floor. Overhangs and signage are integrated into the design of the ground level. Therefore, the project is consistent with this guideline.

4. Create Distinct Patterns of Windows and Other Openings

Upper floor windows should generally incorporate traditional vertically proportioned window openings within a more solid façade treatment, commonly referred to as punched-openings. Use windows similar in size and shape to those used historically to maintain a consistent façade pattern. Vertical bays or stacked windows with decorative spandrels can help create distinct window patterns. Contemporary architectural window designs that incorporate curtain wall systems may be used on up to 30% of a building's façade, and should be designed as part of a distinct architectural design feature. Decorative or highly detailed sun-shade devices such as bris soleils or trellises of limited size may be integrated into the design of windows and façades. Awnings should not be located on upper floor windows.

Discussion: The design includes many of the above design features. Therefore, the project is consistent with this guideline.

6. Avoid Blank Walls

No large blank wall surfaces will be allowed on façades that are visible from a public right-of-way. The sides of buildings that are visible from public streets should be designed with an architectural treatment similar to that of the primary façade, though the level of finish and detailing may be reduced. Where blank walls are located on pedestrian pathways or Windows grouped together with balconies open space the walls should incorporate landscaping, art or other design measures to minimize the visual impacts.

Discussion: The western wall of the proposed transit building is a blank wall. This area would be closed off to the public. There is some variation in siding material to provide interest.

Architectural Detail and Human Scale

1. Use Unique Architectural Details that Create Identity

Utilize a variety of architectural elements to add dimensional detail to the architectural expression of the façade. Primary façades should include human-scaled details, unique material finishes and architectural elements such as:

- *Decorative masonry patterns and courses*
- *Unique windows and doors*
- *Cornice, trim and roofline details*
- *Detailing on the underside of projecting bay windows and other overhead projections*
- *Decorative metal balconies and railings*
- *Windows with special detailing*
- *Decorative spandrel panels*
- *Unique or custom lighting fixtures*
- *Unique, artist-made building parts that are integrated into the design of the building*
- *Pavers and other surface treatments that create custom patterns*
- *Grates, grills and other screening materials that incorporate artwork or decorative patterns*

- *Other unique or custom features that add to the character of the overall District and streetscape.*

Discussion: The transit building and shelter structure uses form and color variation and material texture changes to create interesting, contemporary architecture. Overhangs, windows, varied building materials, exterior lighting, window treatments all create a positive visual and contextual experience and add dimension to the building. Therefore, the project is consistent with this guideline.

2. High Quality Detail in the Pedestrian Environment

The level of detailing and material durability should be highest at the base of the building in areas accessed by pedestrians. In areas of building façades with little or no human activity, details may be less enhanced. Use standard sizes of masonry, windows and other commonly recognizable building component modules at the sidewalk level to help establish a human scale.

Discussion: See frontage discussions above.

3. Enhance the Building Design with Plants

Incorporate opportunities for greenery and planting to be integrated into the primary façade. Trellises, planter balconies and other custom architectural elements that accommodate plants should be designed as part of the composition of the façade and the overall building. Plants may be located at the sidewalk level in front of storefronts in planter pots, with trees, shrubs, and flowers. These elements should be considered a part of the overall building design with complementary materials and finishes. Consider adding power supplies to tree wells and planters to allow for festive and decorative lighting.

Discussion: The building design does not utilize plants integrated into the primary façade. According to Public Works staff, opportunities to use plants with the architecture will be studied as the project moves forward.

4. Provide a Commemorative Building Plaque

A plaque, sign, panel, or inscription should be permanently mounted on the primary façade or frontage of new buildings, located near a corner easily visible from pedestrian areas. The plaque should include historical information regarding the building or development such as date of construction, developer or owner, "City of Vallejo", the architect, and historical data or images. The plaque should be at least 12" wide by 12" tall, and should be fabricated of bronze, stone, stainless steel, or another durable material expected to last for the life of the building.

Weather Protection

Discussion: This level of detail is not provided at this stage in the design process. Since this is a City project, it is typical for the project to include a plaque.

1. Integrate Weather Protection Elements into Façade

Arcades, awnings, canopies, recessed entries and other methods of weather protection should be designed as integral parts of the building when adjacent to sidewalk and public walkways. At a minimum, weather protection elements should be provided at retail and building entry locations.

Discussion: The bus shelter canopy and the overhang of the building provide weather protection in these areas.

Materials and Finishes

1. Use Authentic Building Materials

Exterior materials on primary façades should incorporate materials common to the buildings in Downtown Vallejo and convey a sense of permanence. At the ground floor, incorporate materials such as bronze, steel, brick or other masonry, and architectural-grade concrete that have a heavy, permanent appearance. Preferred façade materials include:

- brick and stone masonry
- pre-cast concrete lintels, sills and panels
- stucco
- wood profiles and details
- stone (marble, granite) lintels, sills, cladding and detailing
- ceramic and clay tiles or masonry Other materials that are acceptable include:
- metal panels that are pre-finished or painted
- metal and glass curtain wall systems when used for less than 30 percent of the façade area
- synthetic detail profiles when covered with a stucco finish
- concrete masonry units, except gray, and when used in limited quantities at the ground floor and designed with patterns of multiple colors and/or finishes
- other innovative materials and new technologies that convey high quality design and durability Thin materials generally do not convey high-quality and durability.

At the pedestrian level, avoid thin materials such as “stick-a-brick”, stucco finishes, clear-anodized aluminum windows and storefronts, and other light weight materials and finishes.

The following materials and finishes are generally inappropriate:

- Coarsely finished, “rustic” materials, such as wood shakes, shingles, barn board or fir plywood
- Indoor-outdoor carpeting (“astro-turf”)
- Corrugated or expanded metal, except as part of a design feature or detail
- Corrugated fiberglass panels
- Imitation masonry and stone materials or panels
- Silver or clear anodized aluminum sheets
- Silver or clear anodized aluminum extrusions for windows, doorways and storefronts
- Plastic molded imitations of a conventional building material
- Mirrored or metallic reflective glass
- Glass block, except as a limited part of a design feature or detail

To avoid the appearance of a false façade, materials and finishes should return around corners and terminate with an architectural detail or relief.

Discussion: All the materials of building are of authentic building materials. While the design uses corrugated metal siding, it is an architectural detail that is used in a modern way and is not intended to be rustic in style. Therefore, the project is consistent with this guideline.

2. Use Complementary Colors and Finishes

The finishes and colors on painted surfaces should blend with the historic character of the surrounding neighborhoods, and be complementary to common materials, such as brick. Avoid colors that contrast dramatically with the colors of neighboring buildings. Neon and other bright colors should be avoided, except when used in a very limited amount as part of an architectural detail or feature.

Discussion: The colors of the building are grays and tans. These colors are considered earth tones. While they do not match surrounding buildings, they do not contrast dramatically with older surrounding buildings either.

3. Consider the Locations of Material Textures and Finishes

The grade of finishes should be highest at the pedestrian level of buildings. Textures should generally be more fine-grained and smooth in ground floor areas. In areas of building façades with little or no human activity, materials may be less highly finished.

Discussion: The level and grade of finishes is of high quality throughout the building.

Building Lighting

1. Integrate Lighting Design into the Overall Composition

Storefront façades, recessed doorways, outdoor spaces and passageways should be lighted. Lighting fixtures should generally complement the architectural expression and detailing of the building and storefront.

Discussion: The building has contemporary downcast and shielded lighting. The shelter canopy will be up lighted from underneath it to create a glowing effect. The streetlights are the standards that are required for the downtown area. These fixtures should complement the architecture of the building and the shelter.

2. Highlight Architectural Features

Creative use of lighting may be incorporated into the architectural design of buildings to highlight feature elements, particularly at corners.

Discussion: See #1 above.

4. Limit Light Pollution

Use fixtures and a comprehensive lighting plan that maximizes the efficiency of light sources and limits light intrusion into residential units. Pedestrian lights placed on buildings along streets and sidewalks should complement and supplement the pedestrian lighting plan of the street lighting without creating excess light or glare.

Discussion: See #1 above. The lighting plan limits excess lighting and the building lighting is downcast and shielded. The lighting on the shelter is indirect lighting and the street lights are the fixtures required by the Downtown Specific Plan.

Alley Façades

1. Improve Alleys to Enhance Residential Views, Pedestrian Routes and Commercial Services

Uninterrupted ground level blank walls on alleys should be mitigated by incorporating changes in color or materials, changes in plane and varied articulation, landscape plantings, trellises, art, murals or other techniques. Incorporate awnings and decorative signage, pedestrian scale lighting and accent lighting to highlight entries and pedestrian pathways. On alleys with pedestrian connections to parking facilities or open spaces, consider incorporating retail display windows and secondary entries for employees or customers. Use decorative paving to identify entries by incorporating special paving or ground surface treatment spanning the entry's width. The special paving treatment should incorporate a textured surface that will provide visual and audible warnings for traffic calming. Incorporate well-designed screening for mechanical equipment, trash storage and other services. Locate utilities underground.

Discussion: The space between the Higgins building to the west and the proposed building will not be accessible to the public. Therefore, this guideline would not apply.

Green Buildings

2. Design for LEED Certification

The US Green Building Council has developed the Leadership in Energy and Environmental Design (LEED) Green Building Rating System, which provides a national standard for "green building" practices. LEED Certification requires using environment friendly design, construction and maintenance techniques. Information is available at www.usgbc.org/LEED.

Discussion: At the DRB hearing, the architect stated the building would be designed on LEED principles but would not be certified. The building would include numerous sustainable design features are incorporated into the building and site design. These include ideal solar orientation, use of native plants, minimizing heating requirements, using recycled materials, use of natural light to minimize lighting requirements, efficient water circulation, and use of photovoltaic panels. In addition, the design would use low water using restroom fixtures and locally produced materials where possible.

3. Maximize Water Efficiency and Management

- Install water efficient (low-flow) plumbing fixtures.*
- Reduce potable water consumption by collecting, storing and using site storm water or gray water for sewage conveyance and landscape irrigation.*
- Install green roofs to increase evapotranspiration, increase storm water infiltration and reduce heat island effect.*
- Use native plants and landscape elements with low water requirements, composted soils, and efficient irrigation systems with automatic controllers. Avoid the use of any non-native, drought-sensitive or invasive plant species.*

Discussion: See #2 above.

4. Utilize Sustainable Energy Sources to Reduce the Total Energy Consumption within Developments

- Employ systems to re-cycle surplus energy created within the building.*
- Maximize energy efficiency by using 100% Energy Star appliances.*
- Maximize opportunities for natural daylight sources.*

- *Maximize natural ventilation and cooling in buildings with operable windows and appropriate site planning that takes advantage of local wind patterns and solar orientation.*
- *Provide shading for southern and western windows to minimize heat gain and cooling requirements.*
- *Install localized heating and lighting controls and use fluorescent lighting.*
- *Use photovoltaic (PV) energy sources and/or Building Integrated Photovoltaic (BIPV) sources in the roof, cladding or window systems to supplement energy requirements.*
- *Use Green-e electricity resources. (www.greene.org)*

Discussion: See #2 above.

5. Use Appropriate Materials and Resources

- *Increase occupant health and well-being by incorporating unprocessed or low Volatile Organic Compounds (V.O.C.) materials.*
- *Reduce the demand for new material resources by using recycled and renewable materials.*
- *Contribute to the local economy and reduce the energy required in transporting materials by using locally recycled and manufactured materials.*
- *Incorporate recycled content/recyclable building materials and products into the construction.*
- *Implement recycling programs for tenants and provide for storage and collection of recyclables.*
- *Use 100% low V.O.C. paints, coatings and carpets.*
- *Use locally produced and manufactured materials.*
- *Use rapidly renewable materials such as bamboo flooring, wheatgrass cabinetry, poplar Oriented Standard board (OSB), wool carpets and Forest Stewardship Council (FSC) Certified Wood.*

Discussion: See #2 above.

granted, and items will be addressed in the order in which they appear in the agenda. After making any changes to the agenda, the agenda shall be approved.

All matters are approved under one motion unless requested to be removed for discussion by a Board Member or any member of the public.

On a motion by Board Member Chavez the agenda and consent calendar were unanimously approved.

J. PUBLIC HEARINGS

1. DRB 08-03 is final consideration of the design for the Vallejo Bus Transfer Center proposal to construct an off-street 12 bus bay transit center with a 4,452 square foot, two-story transit administrative building. The project site is located in the Downtown/Waterfront area, bounded by Sacramento Street, Santa Clara Street, Maine Street and Georgia Street. Staff Planner: Doug Zanini.

Staff recommends a recommendation of **approval** to the City Council.

Doug Zanini: The building portion of this project is in the Waterfront Area Only. The rest of the project is in the Waterfront/Downtown Area. This is a CIP project and is slightly different from the private projects that may come before the DRB. As such the role of the DRB in this project is to recommend on the findings to the City Council. It is scheduled to go to the Council on August 26, 2008.

Doug reiterated the findings listed in the staff report: 1) The notice of the public hearing was given for the time and in the manner as prescribed by law; 2) The proposed Bus Transfer Center would not result in any new significant or substantially increased environmental affects than those that were previously identified and analyzed in the Vallejo Station Project and the Waterfront Project Environmental Impact Report; (*although Unit Plans are not required for Capital Improvements Projects, staff recommends that the Design Review Board find as follows*); 3) The Bus Transfer Center meets the Unit Plan requirements contained in chapter 16.116 of the Vallejo Municipal Code in that : a) The Bus Transfer Center is consistent with the intent, purpose, policies, goals, standards and implementation program in the Downtown Vallejo Specific Plan; b) The Bus Transfer Center is consistent with the Waterfront Planned Development Master Plan and Design Guidelines; c) The Bus Transfer Center is consistent with the Disposition and Development Agreement between the Redevelopment Agency of the City of Vallejo and the developer of the Waterfront (Callahan DeSilva); d) The Bus Transfer Center is consistent with the goals and policies of the General Plan; e) The Bus Transfer Center serves to achieve grouping of structures which will be well related one to another and which, taken together, will result in a well-composed urban design, with consideration given to site, height, arrangement, texture, material, color and appurtenances, the relation of these factors to other structures in the immediate area, and the relation of the development to the total setting as seen from key points in the surrounding area; f) The Bus Transfer Center is of a quality and character which harmonizes with and serves to protect the value of private and public investments in the area.

We are therefore asking that you make a recommendation of approval to the City Council.

Sam Kumar: I am the Project Manager for this project. I would like to introduce you to Daniel Hartman, Dan Morris and Elle Noar, who are the consultants for this project. I will let them take over and do their presentation and they are available for any questions you may have.

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Daniel Hartman went through the site using a site plan exhibit. He pointed out the bus circulation. It maintains circulation with the surrounding streets. There is a fence to separate the center. He pointed out the bike lanes. This is the third time before the Design Review Board. We have had 2 study sessions and sub-committee meetings. We are tonight, requesting your approval of this project.

Elle Noar: This project is the culmination of a long process. We learned that the birds-eye view is important but we need to take a closer look at the lower, tactile details as well. We have made changes in the project based on the comments we received at the other meetings. *Elle showed images of the proposed project with the changes.* The site is designed for safety and security but has been made much more "huggable" too. The materials, colors, and textures have been used to break up the mass and make the building as appealing as the rest of the project. We are asking for your approval tonight.

Chairperson Brown opened the Public Hearing.

Janet Sylvain, 340 Georgia St, Vallejo: I own a business and property in the Downtown. I appreciate all the public input that has been solicited for this project. There have been many public input opportunities. I am looking forward to this project getting started. At first there was concern about security but the design reflects that these concerns have been dealt with. I am excited to see something happen Downtown. Even if the Downtown is historic it can be combined with something new, which has that historic overtone, to make something interesting and revitalized. I and the CCRC support this design. We urge you to approve the project and move quickly on getting it started. Thank you.

Ed Buck, 620 Louisiana Street, Vallejo: I have been using public transportation to commute to my job in Richmond since 1995. This project looks good to me. The issues seem to have been resolved. I urge you to move forward with this project and create something that will tie in with the Waterfront and Downtown. Thank you.

Richard Burnett, 139 Cynthia Avenue, Vallejo: I am a transportation advocate and citizen advisor to the Metropolitan Transportation Commission and the City of Vallejo Citizens Transportation Advisory Committee. The architecture looks good and will serve the purpose it has been designed for. The environment is safe and secure. I hope that this project will be approved by you tonight.

Honore McIlhattan, 720 Capitol St, Vallejo: I am on the Board for the CCRC and am a Downtown property owner. I am right down the street from the proposed Transit Center. At first the City did not have a plan for the Bus Center. In the 1990s it became a targeted improvement for the Downtown. It was coupled with the Georgia Street extension. The Transportation Center portion got tied up in red tape. It was part of the Waterfront Plan and got slowed down. The money is not lost. I do not believe this is an ideal solution. We tried to get it right on the waterfront but that is not going to happen. This seems to be a workable plan. This is Plan B and it is pretty darn good. Security is important. This project stands a good chance of being slumproof. It is an upgrade to the current situation. From a business prospective this is something that must be corrected. The design is good and handsome. I ask for your approval of this project.

Chairperson Brown closed the Public Hearing.

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Board Member Monson: I think this design went in the right direction with clean lines, and the mass is appropriate. It is a great step forward. The warm colors are good.

Board Member White: I wanted the pictures to go to the other non-sub-committee members before the meeting so they could consider the new design before the meeting. They did not have the benefit of all the discussion at the sub-committee level. There is only one member here that was not on the sub-committee so I guess it is not as big of a deal this time. In future these things should get out before the scheduled meeting.

Board Member Chavez: I also hoped that more input would have been given to the other Board Members.

Board Member Monson: This is a great change for the better in the building design. I can see that there is a response to the security needs as well as good design.

Chairperson Brown: I would like to thank the public and the work and effort of staff and consultants. I still feel challenged by wanting to see the findings in the staff report that we are asked to approve in the resolution. There are areas in the Design Guidelines that are not in-line with this project. I wanted to see findings that would make it easy to make a recommendation of approval to the City Council. Specifically, I wanted to see tie ins with the building design, the rotunda and the sail design, as well as the architecture. On page 4 of the staff report it says, "AS discussed herein, the project is integrated into the urban fabric through meeting the design guidelines for architecture, landscaping, and use of uniform design elements used throughout the Waterfront and Downtown areas." I would have liked to see findings that talks about how they are consistent. The purview of this Board is to find these consistencies and we need to show that in the documentation.

There are two other problematic pieces to me. It says that the Bus Transfer Center is consistent with the goals and policies of the General Plan. I don't see that supported. Does this statement even need to be in here? It also says that the Bus Transfer Center is consistent with the DDA. How is not discussed in the staff report. Does this statement even need to be in here? I think the findings can be made but they are not here now. I do not know how staff wants to respond.

Claudia Quintana: I put the General Plan and DDA language in the Reso because I believe it needs to be there. There are lots of reference documents used to make these findings. If these reference documents are consistent then the findings made from them are also consistent. I also believe that you need to find facts to support the findings. You should discuss with staff what those facts are. Every project will not be perfect but there is a comfort level where you can say you are satisfied and that comfort level must be reached. You should identify which findings are not addressed to your satisfaction and let staff know how they can fix them so they will meet your needs.

Chairperson Brown: They need to supply the facts that support the findings.

Claudia Quintana: Most people are used to seeing findings with facts listed below them. However, these facts are contained in the totality of what the Board uses to make its decision. As a Board you can take into account what you are seeing visually.

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Chairperson Brown: I appreciate what you are saying but I don't like it. In the future I would like to see supporting evidence listed.

Board Member White: I had similar concerns as Chairperson Brown. There should be more evidence listed. I am concerned about the green concepts. On page 4 of the staff report it says, "According to the project designer, the project is designed using LEED concepts to result in a sustainable project." Pages 3.28 and 3.29 in the Design Guidelines refer to this. We need more details to support "sustainable development." Other areas are deficient in supporting details also. The architecture is not addressed in the staff report.

Board Member Chavez: You have not pinpointed what the details are that support your findings.

Board Member Monson: Can we insert these facts now so that the findings will be supported?

Doug Zanini: The record is taken in its entirety. If you identify holes we can fix them tonight. The minutes are the official record of the Board's thoughts and decisions and they go to the City Council along with any staff report.

Chairperson Brown: Does this project have Federal funding?

Gary Leach: Yes.

Chairperson Brown: What about the loss of parking?

Gary Leach: That has already been mitigated with the diagonal parking. We will also have parking on York Street too which we do not have now. We are working on the parking structure. That is the next project coming to the DRB.

Board Member White: 3.7 #2 in the Guidelines "Parking Lots" say that parking lots must be in the rear of the buildings. This project has one in front of the building. That means the building is not in compliance. Why is that acceptable? What will be around the Center in the future? Can the parking lot be disguised? What treatments are possible?

Chairperson Brown: With the parking on the street and knowing that some Triad buildings are going to be tall (3.1 of Guidelines), how is a 2-story building next to an 8-story building consistent?

Gary Leach: We are taking a large parking lot and breaking it up. Don't we get some credit for that.

Chairperson Brown: OK, I will give you some credit for that.

Doug Zanini: These Guidelines are shoulds not shalls. On the whole the project is consistent even if the project is not 100% consistent with every stated guideline.

Chairperson Brown: I want to be sold on why.

Board Member Chavez: There are things that were not discussed that we want discussed.

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Board Member White: Conversely, on Page 6 of the staff report why was discussed. That was good. There were other areas that were not discussed. I would like to see more support.

Don Hazen: The staff report is one part of the record. You can tell us what you want changed and we can change the resolution tonight. We can add to the record tonight.

Chairperson Brown: I am reluctant to make the changes tonight. I do not want to write the staff report.

Don Hazen: It is too bad that since the packets were delivered on Wednesday that we did not hear about this before tonight so we could have worked some of these things out.

Chairperson Brown: It is too bad that we all have 8 hour jobs and do this voluntarily too. Let's talk about the visual relationship with the Higgins Building.

Gary Leach: There are no buildings that face the Center. All the buildings back into it. The Triad buildings are across Georgia Street.

Chairperson Brown: OK.

Board Member Monson: The new building does relate in terms of scale and mass to the Higgins Building.

Chairperson Brown: I would like you to expand on the DDA consistency.

Claudia Quintana: I looked at exactly what was said in the DDA and cut and pasted it into the Resolution. Redevelopment was to be done in this certain fashion. It is occurring in this fashion. That is why the staff report references the DDA information.

Chairperson Brown: Table 8.1 has inconsistencies with the Downtown Specific Plan and the Waterfront Guidelines overlapping. I want the discrepancies worked out before the project goes to the City Council or the next project comes before the DRB.

Board Member White: I want to see more information about sustainable development. Which ones are being incorporated?

Elle Noar: There are numerous features being incorporated. We are using native plants, minimizing the heat problem, using recycled content, there is minimal electrical usage, efficient illumination program, more natural light in the ceiling, good water circulation and low heat consumption. These are the bigger things. Some of the smaller things would be the type of urinals and sinks we are using in the restrooms. We will catch as much storm water as we can and reuse it but this project does not lend well to storm water usage. We are using locally produced material whenever possible.

Daniel Hartman: All of us are shooting for meeting the LEED Certification list but not getting the certification.

Elle Noar: That is something we are shooting for but for the record I am not promising that.

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Chairperson Brown: What goes to the City Council?

Gary Leach: It goes as a package hopefully with DRB approval on the concept before we get construction bids. This staff report and minutes will go along with anything else sent.

Chairperson Brown: I do not want to go point by point tonight. I know the answers. I believe the findings can be made but I want it correct in the report that goes to Council with relation to the Downtown Character and Design Principles, Site Design, Building Scale and Mass, and Architectural Expression. The answers are there. I want the City Council to know that we looked at them.

Don Hazen: Does the rest of the Board agree with you?

Board Member Monson: I agree.

Doug Zanini: This discussion and everything that has been said is all part of the official record.

Board Member Monson: The staff report should reflect all the things that affect the project.

Chairperson Brown: I want to understand how it is consistent with the General Plan.

Don Hazen: the Downtown Specific Plan and the Waterfront Master Plan had to be consistent with the General Plan when they were adopted. If the project is consistent with these two documents then they are consistent with the General Plan.

Claudia Quintana: There is a section in the General Plan on CIP project. One way that we met this section was to come before you. We have given the public yet one more chance for input. The Planning Commission will also have to find consistency with the General Plan.

Board Member White: On page 4 of the staff report it talks about the canopy frame and the Waterfront vista. Can you talk about that? How does it do this?

Elle Noar: This canopy has a system of cadence that allows the Waterfront to remain. You have filtered light and you are part of the environmental. The view is towards the Island and the water. We have minimized the number of columns and such so the design will not be cluttered.

Board Member Monson: How is the sail structure framing the waterfront?

Elle Noar: The sails are wavy and quite dynamic.

Gary Leach: The parking structure will not block the view.

Chairperson Brown: I want to say for the record that I want more in the report about how this project is consistent or not and why.

Board Member Chavez: I move that we recommend a recommendation of approval based on the findings with the changes stated at this meeting.

AYES: White, Monson, Chavez, Brown.

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NOS: None.
ABSENT: Forman, Lin.

Its unanimous, motion carries.

K. OTHER ITEMS

1. Processing of City projects (CIP)

Chairperson Brown: I asked for this item to be put on the agenda because I was troubled about how this project came before us. I thought the Board should talk about our expectations.

Board Member Monson: We want to see the projects at an early stage. Let us see a schematic design.

Chairperson Brown: I have drafted a Proposed Design Review Broad Process and passed it out to you tonight. I would like discussion on this. It is possible that we would want three meeting on projects. We need to discuss this issue. (A copy of these are included with the minutes.)

Don Hazen: What the DRB will see mostly in the future are unit plans. The unit plan packet tells what the plans will have to be and what has to be submitted. The DRB is empowered to see the unit plans and grant entitlements.

Board Member Monson: What we saw of the overall project tonight was about 50%. We want to see the project at about 20% so we can give input without feeling that our backs are against the wall. Perhaps at a later stage of schematic design would be what we need to see.

Don Hazen: So you are saying not to wait until staff has reviewed the project and the report is written? I have some concerns about meetings not in a public setting. The Public Participation Program in Waterfront projects are set by staff. The DRB can have a representative, or members less than a quorum, come to these meetings. We will ask the City Attorney's opinion on what kind of input you can give as a Board that is legal.

Claudia Quintana: The problem is that you are in an entitlement position as a Board. You give the thumbs up or down. If you have weighed in on the project before all the facts have been presented to you as a Board then that is not a fair hearing. You have already taken in evidence. The DRBs Chairperson Brown is talking about and modeling the process after do not give entitlements. Perhaps you want to be more closely involved in the process and want to restructure so you do not give entitlements. We would have to change the Ordinance then.

Chairperson Brown: I do not believe that is what we want. Is there no way we can have earlier input?

Board Member Chavez: What is in the Ordinance that says we cannot have the information earlier?

Claudia Quintana: The City is in a fiscal crisis like you have never seen before. Staff is completely overworked. It has been my experience even though we work until 10:00 at night we can't get it all done.



**STAFF REPORT – PLANNING
CITY OF VALLEJO
DESIGN REVIEW BOARD**

DATE OF MEETING: August 11, 2008

PREPARED BY: Doug Zanini, Contract Planner

PROJECT NUMBER: DRB 08-03; Vallejo Bus Transfer Center Design Review

PROJECT DESCRIPTION: Final consideration of the design of the Vallejo Bus Transfer Center proposal to construct an off-street 12 bus bay transit center with a 4,452 square foot, two-story transit administrative building. The project site is located in the Downtown/Waterfront area, bounded by Sacramento Street, Santa Clara Street, Maine Street and Georgia Street. As this is a Capital Improvement Project (CIP), the Design Review Board responsibility is limited to design review and to make design recommendations to the City Council for final action.

RECOMMENDATION: **Conduct design review and make findings related to consistency with the Vallejo Waterfront Master Plan and with the Downtown Vallejo Specific Plan.**

CEQA/NEPA: The Vallejo Station Project and the Waterfront Project Environmental Impact Report, Certified Oct. 25, 2005

PROJECT DATA SUMMARY

Name of Applicant: Vallejo Redevelopment Agency/ City of Vallejo Public Works Department

Date of Completion: July 8, 2008

General Plan Designation: Retail

**Downtown Vallejo
Specific Plan Designation:** Core Mixed Use (Zone 2)

**Vallejo Waterfront
Planned Development
Master Plan Designation:** Public Building Use/Function (PF) (Parcel "O")

Site/Surrounding Land Use: Site: City of Vallejo Parking Lots G and F (No site address) APN 0055-170-200,260

North: Commercial/Parking

South: Commercial/Multi-family

East: Parking

West: Commercial

Lot Area: 2.2-acres

Building Floor Area: The proposed Transit Building is approximately 4,452 square feet.

Floor Area Ratio (FAR): The FAR for the Transit Building is 0.05.

Building Setbacks: The following building setbacks are proposed: Georgia Street – 359 feet; Maine Street = 132 feet; Santa Clara Street = 136 feet; and Sacramento Street = 201 feet.

NOTICING AND PUBLIC COMMENTS

Notice of the Design Review Board hearing regarding the proposed project was mailed to all property owners within 500 feet of the project site on July 30, 2008 as well as to all other individuals, agencies and other parties requesting notification. Notice was also published in the local newspaper.

BACKGROUND/PROCESS SUMMARY

The project site is uniquely positioned within the City of Vallejo. The site lies within the Downtown Vallejo Specific Plan area and a portion of the project lies within the Vallejo Waterfront Planned Development Master Plan area. The 0.9-acre rectangular portion of the site that contains the bus circulation area and the shelter structure is within the Waterfront Master Plan area (Parcel "O" – see Attachment 1). The remaining portions of the project, including the transit building and the reconfigured parking lots are not within the Waterfront Master Plan area but are within the Downtown Specific Plan area.

The project is a Capital Improvement Project (CIP) and the scope of the DRB review is to find consistency with the Waterfront and Downtown Design Guidelines. While no DRB approval is required for CIP projects, this project is brought before the DRB to provide a forum for DRB and public input on design issues as a recommendation to the City Council. In this regard, staff is requesting that the DRB make findings involving consistency with the Vallejo Waterfront Master Plan Design Guidelines and Downtown Design Guidelines for the portion of the project that is designated as Parcel "O" in the Waterfront Master Plan. The DRB is also requested to review consistency with the Downtown Plan Design Guidelines for the remainder of the project site.

Neither plan addresses the specific design features of the Bus Transfer Center in its design guidelines. Therefore, the project is analyzed based on the generalized design guidelines that apply in each plan.

Following the DRB hearing, City staff will take the project to the City Council incorporating the DRB's recommendations (per Section 43.3 of the Settlement and Release Agreement for the Waterfront).

PROJECT DESCRIPTION

The project proposal is to construct an off-street, 12 bus bay transit center with a 4,452 square foot transit building. (See Attachment 2 for the applicant's specific design

concept and details.) The proposed transit center includes 12,350 square feet of pedestrian canopy shelters, wind screens, seating, bike lockers, a pedestrian plaza and parking. The proposed transit building includes public restrooms, a ticket/information window, bus operator support facilities, a café window and the City Transit Department. In order to accommodate the transit center and the transit building the two City parking lots (Lots F & G) will be reconfigured.

The project proposes some public art near the transit building in the form of sculptures in planter areas and another area for local art work at the easterly entry to the small park area east of the transit building. According to Sheet A100, there are four to five art sculptures display bases in planters.

There are no existing on site buildings however the majority of the existing parking lot improvements will be demolished. Where feasible the existing parking lot features will remain in place in order to reduce construction costs. As identified in the Vallejo Station and Waterfront EIR excavation on the project site could result in disturbance and/or loss of archaeological resources, which could lead to potentially significant archaeological impacts. Due to this potential, a City approved archaeologist will monitor the excavations on the site.

Construction is proposed to begin in early 2009 with site operations beginning in late 2009.

WATERFRONT PLANNED DEVELOPMENT MASTER PLAN ANALYSIS

The program for the Bus Transfer Center was developed before the adoption of the Waterfront Planned Development Master Plan (PDMP) and the Downtown Vallejo Specific Plan (DVSP). While the DRB is not required to find consistency with the policies of the PDMP for non-design guideline issues, the following excerpts of policies are included to provide the conceptual framework, which forms the basis for the design of projects within the Waterfront area. The PDMP states:

"The off-street design of the new bus transfer facility is planned to be integrated with downtown uses and to minimize the loss of on-street parking. It is intended that patrons benefit from upgraded amenities providing a convenient and safe transit experience. The off-street bus transfer facility would provide up to 12 bus bays, integrating passenger waiting areas that incorporate weather protection, seating, lighting, security features and street trees for visual enhancement. A transit office building would ultimately be developed as an integral part of the bus transfer facility. The office building would contain pass/ticket sales facilities and a public information booth along with bus driver layover/relief facilities..." (PDMP Page 29)

Discussion: The proposed design contains all the elements contained in the above description. The loss of 76 parking spaces is considered to be minimal as this area currently underutilizes the existing parking lots.

The PDMP also states:

“There are five overriding goals with associated policies that govern all private development and public improvements. It is the intent of these goals and policies to ensure that the Waterfront area is redeveloped and revitalized in the following manner:

- *As a pedestrian-oriented mixed-use District;*

Discussion: The project is designed to connect the downtown to the waterfront and it provides the pedestrian connection to these two areas of Vallejo.

- *With an integrated urban fabric*

Discussion: As discussed herein, the project is integrated into the urban fabric through meeting the design guidelines for architecture, landscaping, and use of uniform design elements used throughout the Waterfront and the Downtown areas.

- *With visual access and orientation to the waterfront;*

Discussion: The east-west orientation of the transfer center visually orients the project toward the waterfront area. The design limits medium height elements such as shrubs or small trees that would obstruct the vista to the waterfront. The proposed canopies have the multiple purposes of providing shelter, framing the waterfront vista, and evoking the image of sails to tie into the character of the waterfront area.

- *With Quality urban design, and*

Discussion: As discussed herein, the design of the shelter is a unique, contemporary and quality design feature that takes cues from the maritime use of the waterfront through the “sail” design.

- *As an example of sustainable development.” (PDMP Page 7)*

Discussion: According to the project designer, the project is designed using LEED concepts to result in a sustainable project. The project includes bike lockers for 24 bikes to encourage the use of non-motorized transportation in the City. The purpose of the project as a public transit system with design features to encourage pedestrian and bicycle use to reduce the public’s reliance on personal vehicles, thus it provides a good example of sustainable development.

The following policies and standards apply to all public and private development in the PDMP area:

Landscaping

Policy: Planting and the use of hardscape help to create places that are memorable, livable and that possess a unique identity and character. Landscapes should reinforce that best aspects of an environment to make it comfortable for the people living or working there. From sunlit plazas to shady

tree covered streets, the importance of landscaping in creating successful places cannot be overestimated.

Standard: The plant palette should emphasize massing and form rather than individual or small groupings of shrubs and trees. It should include a mixture of deciduous and evergreen species.

Standard: Where possible, plants should be grouped according to their water needs and irrigated separately from other groupings with dissimilar water needs.

Standard: Landscaped designs should consider adjacent site landscaping, either existing or planned and enhance rather than duplicate the landscaping effort.

Standard: Shrubs should be selected not only for drought tolerance but also for local climate extremes, for low maintenance characteristics, and for durability.

Standard: Tree selection and placement should allow for sufficient root space adjacent to paved surfaces.

Standard: Streetscapes should contain primary trees that provide shade for pedestrians, soften and frame the street and adjacent architecture and define public open space.

Standard: Accent trees should be used to define entrances, add variety in form and color and highlight other focal points.

Standard: Alleys in residential areas should also have tree plantings in scale with the smaller available space. Alleys should not appear barren and devoid of vegetation.

Standard: Plantings at intersections and driveways should be located to maintain safe sight line distances.

Standard: Shrub plantings should soften and enhance building massing with a varied layering of forms, color, and texture. (PDMP, Page 26)

Discussion: The proposed design includes a landscaping plan and plant selection that achieves these standards as appropriate within the Parcel "O" development area.

WATERFRONT MASTER PLAN DESIGN GUIDELINE ISSUES

Parcel "O" is within the **Central** Waterfront District of the Vallejo Waterfront. The Central Waterfront includes Vallejo's two major transit connections – the Vallejo Ferry Terminal and the Bus Transfer Center. Because of the transit hubs, this area will see the greatest amount of pedestrian activity, much like the proposed revitalized Downtown. Therefore, the Central Waterfront District can be thought of as "bringing Downtown to the Waterfront." (Waterfront Design Guidelines, Page 6.)

The Waterfront Design Guidelines acknowledges the transition between the Waterfront and the Downtown with special "Downtown" lighting standards with fixtures that are used throughout the downtown area. In addition, it states:

"A variety of street furnishings should be providing along the Waterfront's streets and in its parks and open spaces that draw from the furnishings used in the Downtown and that also achieve a balanced relationship with the more modern design of the existing Waterfront lighting fixtures." (Waterfront Design Guidelines Page 14)

Discussion: The lighting proposed on Parcel "O" is the "Downtown" fixture specified in the Waterfront Design Guidelines. The street furnishings are consistent with the modern design of waterfront areas and the downtown furnishings.

DOWNTOWN SPECIFIC PLAN ANALYSIS

Again, the DRB's focus for this hearing is regarding compliance with the Downtown Vallejo Specific Plan (DVSP) Design Guidelines; however, the following Specific Plan policies are included in this report to assist the DRB with understanding the intention behind the Design Guidelines.

The reconfigured parking lots and the transit building are not located within Parcel "O" of the Waterfront Master Plan and are therefore, only subject to the regulations of the Downtown Specific Plan. The Specific Plan includes clear policies that serve as the "zoning ordinance" for Downtown with specific regulations that apply to the Plan areas. The DVSP states:

"The Specific Plan intends to strike a balanced relationship between two other plans currently underway or recently completed: the Bus Transfer Center Plan and the Waterfront Master Plan for Public Spaces. The Specific Plan will coordinate with goals of these Plans to ensure that projects work together toward a common end of community and Downtown revitalization." (DVSP Page 3.3)

LAND USE

Bus stations fall under the "major impact services and utilities" land use category within the DVSP. The project site is located in the Central Downtown Zone 2 area. The land use Table 8.1 of the Specific Plan indicates that bus stations are not a permitted use in the Central Downtown (Zone 2) area and Parking services require a Major Use Permit. This is in conflict with several sections of the Specific Plan, including the excerpt from page 3.3 above, that specifically discuss the location, use, and elements of the Bus Transfer Center.

When there is an ambiguity or dispute regarding land use within the DVSP, the General Land Use Provisions of the Specific Plan are used to resolve the inconsistency. The General Land Use Provisions provide authority to the Director of Development Services to render an interpretation when an ambiguity or dispute arises over a proposed land use. In this instance, the Director has determined that the omission of the Bus Transfer Center and parking areas from Table 8.1 was an oversight and that it is the clear

intention of the Specific Plan to facilitate the construction of the Bus Transfer Center. Therefore, the proposed land use has been found to be consistent with the DVSP.

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINE ISSUES

“Lighting

“[All other streets] should use City standard; single-head Acorn lights along street and double-head Acorn lights at corners.” (DVDG Page 2.13)

Discussion: The project will use Downtown standard acorn lights.

“Avoid Blank Walls

No large blank wall surfaces will be allowed on facades that are visible from a public right-of-way. The sides of buildings that are visible from public streets should be designed with an architectural treatment similar to that of the primary façade, though the level of finish and detailing may be reduced. Where blank walls are located on pedestrian pathways or open space the walls should incorporate landscaping, art or other design measures to minimize the visual impacts.” (DVDG Page 3.17)

Discussion: The western wall of the proposed transit building is a blank wall. However, it is screened by the Higgins Building to the west and will not be accessible to the public.

“Avoid Long Horizontal Dimensions

Single continuous canopies or other overhead weather protection that emphasizes horizontality are discouraged. Except for arcades, weather protection elements should avoid horizontal runs greater than 20 feet without a visual break.” (DVDG Page 3.19)

Discussion: The shelter structure is a long horizontal element that provides overhead weather protection; however, since it is a “covered passageway” it can be considered an arcade, which is permitted to have horizontal runs greater than 20 feet. Therefore, the project complies with this guideline.

Building Lighting adds both character and safety of public streets and contributes to the overall success of an urban neighborhood. The following Downtown design guidelines address building lighting:

“Building Lighting

...Lighting design techniques and fixtures should limit light pollution while added to the character and rhythm of the streetscape.

Integrate Lighting Design into the Overall Composition

Storefront facades, recessed doorways, outdoor spaces and passageways should be lighted. Lighting fixtures should generally complement the architectural expression and detailing of the building and storefront.

Highlight Architectural Features

Creative use of lighting may be incorporated into the architectural design of buildings to highlight feature elements, particularly at corners.

Limit Light Pollution

Use fixtures and a comprehensive lighting plan that maximizes the efficiency of light sources and limits light intrusion into residential units. Pedestrian lights placed on buildings along streets and sidewalks should complement and supplement the pedestrian lighting plan of the street lighting without creating excess light or glare.” (DVDG 3.25)

Discussion: Staff has reviewed the fixture plan and finds that is consistent with the above guidelines.

ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) was prepared for the Vallejo Station Project and the Waterfront Project, which included the Bus Transfer Center. The EIR was certified on October 25, 2005 and no further environmental evaluation is required. As identified in the EIR, excavation at the project site could result in disturbance and/or loss of archaeological resources which could lead to potentially significant archaeological impacts. Due to this concern, a City approved archaeologist is required to monitor the excavations on the site. Other impacts that would typically be associated with a bus transfer station such as traffic, noise, air quality, etc., are considered to be less than significant and were since the transfer center will replace existing bus stations are located in vicinity. According to transit staff, the amount of traffic, noise, and reduced air quality is not anticipated to increase beyond existing levels in the area.

CONCLUSION/RECOMMENDATION

Staff has determined that the design of the proposed project is consistent with the Vallejo Waterfront Planned Development Master Plan Design Guidelines and the Downtown Specific Plan Design Guidelines. Staff recommends that the Design Review Board recommend approval of the design of the project to the City Council and make the following findings, based on the contents of this staff report, and the evidence and testimony presented at the hearing on this matter.

FINDINGS

1. The notice of the public hearing was given for the time and in the manner as prescribed by law.
2. The proposed Bus Transfer Center would not result in any new significant or substantially increased environmental affects than those that were previously identified and analyzed in the Vallejo Station Project and the Waterfront Project Environmental Impact Report.

Although Unit Plans are not required for Capital Improvements Projects, staff recommends that the Design Review Board find as follows:

3. The Bus Transfer Center meets the Unit Plan requirements contained in chapter 16.116 of the Vallejo Municipal Code in that:

- a. The Bus Transfer Center is consistent with the intent, purpose, policies, goals, standards and implementation program in the downtown Vallejo Specific Plan;
- b. The Bus Transfer Center is consistent with the waterfront Planned Development Master Plan and design guidelines;
- c. The Bus Transfer Center is consistent with the Disposition and Development Agreement between the Redevelopment Agency of the City of Vallejo and the developer of the waterfront (Callahan DeSilva);
- d. The Bus Transfer Center is consistent with the goals and policies of the general plan;
- e. The Bus Transfer Center serves to achieve grouping of structures which will be well related one to another and which, taken together, will result in a well-composed urban design, with consideration given to site, height, arrangement, texture, material, color and appurtenances, the relation of these factors to other structures in the immediate area, and the relation of the development to the total setting as seen from key points in the surrounding area;
- f. The Bus Transfer Center is of a quality and character which harmonizes with and serves to protect the value of private and public investments in the area.

Therefore the Design Review Board recommends approval of the design to City Council.

ATTACHMENTS

1. Parcel "O" Location
2. Applicant Generated Design Concept and Details
3. Resolution
4. Development Plan package
5. Pictures of site

ATTACHMENT 1

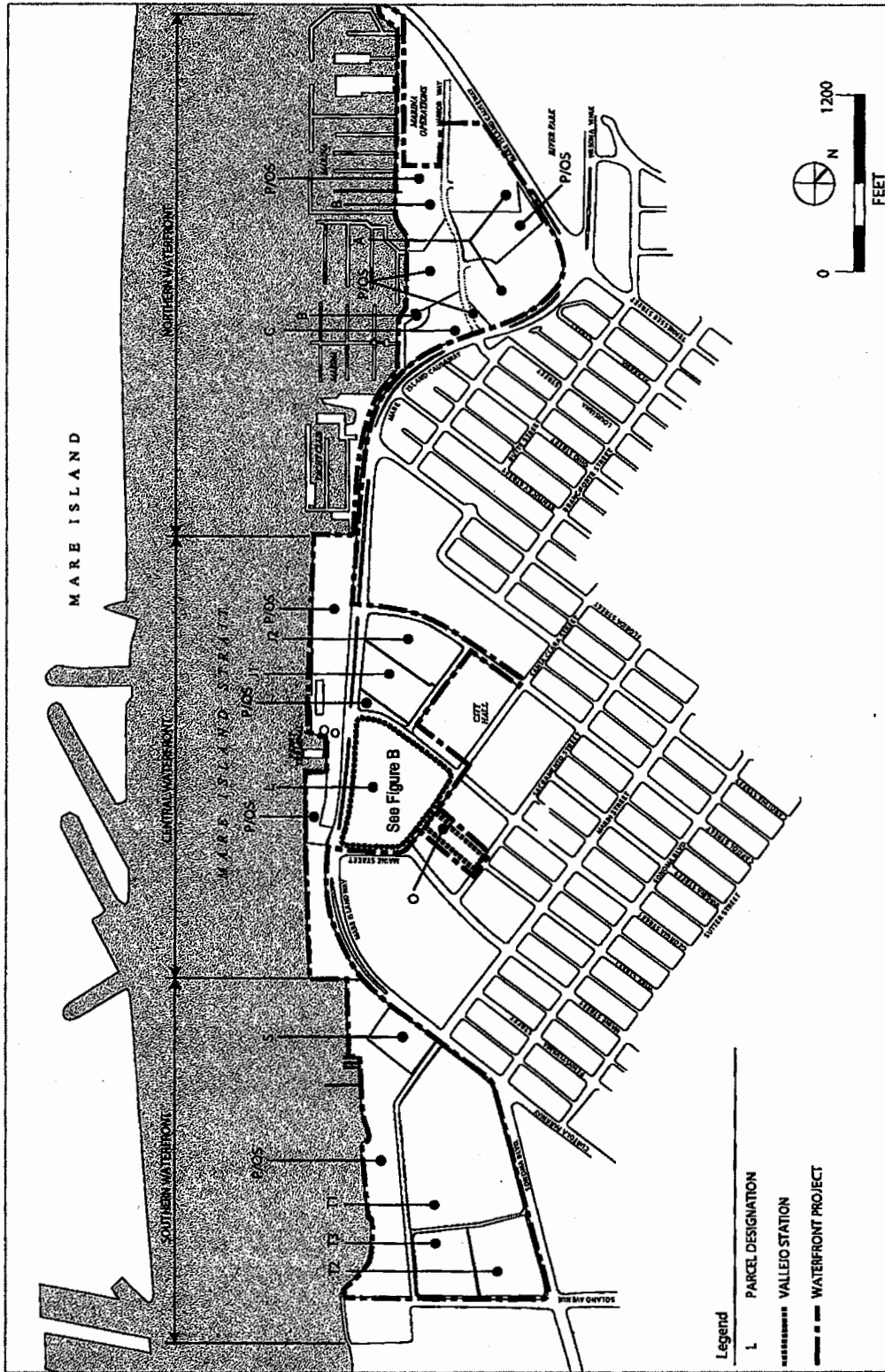


Figure A: Vallejo Waterfront Parcel Boundaries Map

ATTACHMENT 2

VALLEJO BUS TRANSFER CENTER APPLICANT GENERATED DESIGN CONCEPT AND DETAILS

The applicant states that based on the guidelines, comments from public and business owners, the following approach was used for the Vallejo Transit Center structures:

Architecture – The project architecture is based on collaboration between the Waterfront and Downtown Design Guidelines. Although the project area is in the downtown the site is considered to be part of the Vallejo Station project and is addressed in the Waterfront Design Guidelines. Based on the guidelines, comments from public and business owners the following approach was used for the Vallejo Transit Center structures:

- **Transit Center Markers:** Mast head columns mark the four corners of the main bus entry and exit locations on Santa Clara and Sacramento Streets. This structure echoes the structure of the shelter supports. These site identifying entry markers can be used for signage or seasonal images celebrating events and places of interest in Vallejo.
- **The Transit Island Shelter:** We were encouraged to pursue a maritime theme and to bring some fun or delight to the down town by creating a memorable space. The option of a market day or special event space in addition to providing shade and weather protection for transit patrons was mentioned.

We propose a structure of sail like tents to provide a luminous shade area and provide an illuminated surface visible at dusk and night. Intended materials are a Teflon coated fiber glass fabric and columns finished to resist the marine air corrosion. Signage identifying Vallejo Center will be located at the ends of the platforms, mounted to the sail structure, facing the adjoining streets. Signage will consist of raised cut metal letters on a white shield or prow like plate.

- **The Central Rotunda Structure:** A separate structure reminiscent of a steam liner stack, marks the cross walk which aligns with the intended through block paseo. It is a sloped truncated cone that provides shade but not water protection. It is a passageway, not a waiting area like the sail structures. The intended structure would be an aluminum space frame with an aluminum mesh or perforated aluminum panel cover. The top will be encircled by pipes and the raised metal letter identifying the Vallejo Transit Center.

- The Transit Operations Building:
 - Interface of the building with the site: The entry for public and driver use of the building faces the bus platform and is marked by a translucent entry canopy that extends beyond the second floor building overhang that provides protection to transit patrons using the walk up ticket/pass sales windows, café vendor and the public restrooms. A plaza gathering space is provided outside the vendor /café space adjacent to the main landscaped walkway portion of the site that provides opportunities for display of public art projects as discussed later in this narrative.
 - Program requirements: The Transit operations building addresses program security requirements by providing separate means of entry for the public, the transit office staff, and the bus drivers accessing the break room and toilet facilities. The second floor is designed to promote clear site lines to the transit platform from the security/ beat patrol office and Transit operations management offices.
 - Building finishes: The primary first floor finish will be warm toned, porcelain stone tiles in a horizontal pattern with two subtle stripes in a contrasting finish and/or tone. The windows and storefront frame will be a light gray. The upper floor finishes will be metal panels which vary in color and corrugated texture to define the architectural forms and massing of the building. The lower roof portions of the building will have a projecting cornice band to continue the panel color of the taller central portion of the building around the building perimeter. The taller central portion of the building will provide an architectural form that will conceal roof top equipment. A decorative sunshade element at the top of the window line will protect the occupants from direct sunlight and provide a unifying element around the building.
 - Energy and maintenance: The building will be designed with energy efficiency and sustainable materials as a primary criteria for design solutions. The design intent is to make the building as easily maintainable, and environmentally responsible as possible.
 - Signage: The Transit Operations building will have large, raised, cut metal letters identifying the Vallejo Transit Center. Cut metal letters will also be used for identifying the building address and

ticket sales window, and will be suspended from the soffit. Silver colored vinyl letters will be mounted to the glass to identify entries of the building. Vendor signage will be in designated areas on the building and will be approved by the City when that vendor is identified. Standard accessibility compliant signage will be on toilet rooms using raised aluminum image contrasting with a dark gray base.

Landscaping – The Landscape design uses the large open space to the east of the new transit building as a counterpoint to balance out the dramatic bus shelters and also to soften the urban feeling of the bus lanes, bus shelters, and the new transit building.

- **Entry from Sacramento Street:** A half-circle with flowering plants and local artwork will announce the entry to the path that leads to the transit terminal.
- **Path:** The curved path will provide a gentle transition from Santa Clara Avenue to the transit terminal. It is bordered by a low ground cover on both sides. Areas for local artwork will be laid out along the path. A few benches provide seating for passengers who do not have to hurry to their bus or for those who are meeting them. Benches will be the City of Vallejo's standard (see below) with possibly a central arm to discourage sleeping. Low maintenance and low-water use ground covers, shrubs, and/or ornamental grasses will be planted in this area.
- **Entry to path at transit building:** An area for sculpture or other local artwork with flowering plants will divide the foot traffic between the transit terminal and the bus stops. A low seat encircling the sculpture area may provide temporary seating or a place to enjoy a snack purchased from the vendor.
- **Open plaza:** The open plaza next to the bus terminal will provide clear pedestrian access from the south parking lots across to the bus stops as well as the opportunity to add tables and chairs for the vendor. It will be shaded by small ornamental trees that cool the paving and provide some protection from wind. The trees would be deciduous for better visibility in the winter evenings and to let sunlight through during the winter days. Based on preliminary grading, a low wall with a safety railing will preserve the existing Parking Lot G elevations while allowing for a level area at the lower terrace.
- **Views out from the security level:** No trees will be planted immediately in front of the security area (NE corner of transit terminal, second floor), to allow for better visibility across the site.
- **Trees:** A row of tall trees along the southern edge of the large landscape area will add drama and complement the height and size of the shelter canopies; they will also provide mass and a buffer between the open

space and parking lot. Three groups of two smaller trees each will provide a counterpoint along the curved path. If flowering, ornamental plants are chosen, they can also provide seasonal variety. All plants will be chosen according to City of Vallejo guidelines and in consultation with City of Vallejo maintenance staff.

- Pedestrian barrier: A pedestrian barrier will extend along and two feet inside of the bus lanes from Sacramento Street to Santa Clara Street.
- Planting along northern bus lanes: Vase-shaped trees will be planted to soften this area and provide shade for the northern parking lots. These trees will be carefully limbed-up for bus clearance. Low maintenance and low water-use ground cover, shrubs, and/or ornamental grasses will be planted in the landscape strips.

Paving and Other Site Elements – Pedestrian paving will be coordinated with the Vallejo Waterfront Planned Development Master Plan and Design Guidelines, the garage project, and the City, so that there is continuity between the waterfront, downtown, the garage project, and the transit building. The paving for the bus islands will also coordinate with the design of the bus canopies. Some possibilities are standard pavers, colored concrete, pervious pavers, and pervious concrete.

The following site elements are derived from discussions with City of Vallejo staff and the Vallejo Waterfront Planned Development Master Plan (VWPDMP)/Vallejo Waterfront Design Guidelines (March 13, 2007), unless otherwise noted:

- Furniture
 - Benches
 - Manufacturer: Landscape Forms
 - Material: Metal
 - Model: Presidio Collection (with arms, per public meeting of 11/07)
 - Color: Forest Green
 - Trash /Recycling Receptacles
 - Manufacturer: Landscape Forms
 - Material: Metal
 - Model: Presidio Collection
 - Color: Forest Green
 - Bike Racks
 - Manufacturer: DeroRacks, Inc.
 - Model: Hoop rack for 2 bikes max. per loop, in ground mount.
 - Material: Pipe
 - Color: Forest Green

ATTACHMENT 3

RESOLUTION NO. DRB-08-03

**RESOLUTION OF THE VALLEJO DESIGN REVIEW BOARD
RECOMMENDING TO THE CITY COUNCIL, CONDITIONAL APPROVAL OF THE
DESIGN OF THE BUS TRANSFER CENTER BETWEEN SACRAMENTO ST AND
SANTA CLARA ST LOCATED WITHIN THE VALLEJO WATERFRONT PLANNED
DEVELOPMENT MASTER PLAN AREA AND THE DOWNTOWN VALLEJO SPECIFIC
PLAN AREA.**

BE IT RESOLVED by the Design Review Board of the City of Vallejo as follows:

WHEREAS, The Downtown Vallejo Specific Plan and accompanying Downtown Vallejo Design Guidelines were completed and published on April 22, 2005; and on September 20, 2005, the City Council adopted the Downtown Vallejo Specific Plan; and

WHEREAS, The entire project site is located within the Downtown Vallejo Specific Plan area and is subject to the Downtown Vallejo Design Guidelines;

WHEREAS, on March 13, 2007, the City approved the Vallejo Waterfront Planned Development Master Plan and Design Guidelines.

WHEREAS, the portion of the project site designated as Parcel "O" in the Waterfront Planned Development Master Plan area is located in the Waterfront Planned Development Master Plan Area and is subject to the Waterfront Design Guidelines in addition to the Downtown Vallejo Design Guidelines.

WHEREAS, the Bus Transfer Center as part of the overall Vallejo Station project was planned prior to the adoption of the Waterfront Planned Development Master Plan and the Downtown Vallejo Specific Plan;

WHEREAS, the Bus Transfer Center is a Capital Improvement Project and is therefore, not subject to approval by the Design Review Board;

WHEREAS, the potential environmental effects of the Bus Transfer Center, as part of the Vallejo Station Project, were assessed in the Vallejo Station Project and the Waterfront Project Final Environmental Impact Report, which is accompanied by a Mitigation Monitoring and Reporting Program (MMRP). This document was certified by the City Council on October 25, 2005; and

WHEREAS, on Monday, August 11, 2008, the Design Review Board conducted a public hearing on this application.

NOW, THEREFORE, BE IT RESOLVED, that after hearing all qualified and interested persons and receiving and considering all relevant evidence, the Design Review Board makes the following findings relative to recommending approval of the design of the Bus Transfer Center to the City Council:

1. The notice of the public hearing was given for the time and in the manner as prescribed by law.

ATTACHMENT 3

RESOLUTION NO. DRB-08-03

2. The proposed Bus Transfer Center would not result in any new significant or substantially increased environmental affects than those that were previously identified and analyzed in the Vallejo Station Project and the Waterfront Project Environmental Impact Report.
3. The Bus Transfer Center meets the Unit Plan requirements contained in chapter 16.116 of the Vallejo Municipal Code in that:
 - a. The Bus Transfer Center is consistent with the intent, purpose, policies, goals, standards and implementation program in the downtown Vallejo Specific Plan;
 - b. The Bus Transfer Center is consistent with the waterfront Planned Development Master Plan and design guidelines;
 - c. The Bus Transfer Center is consistent with the Disposition and Development Agreement between the Redevelopment Agency of the City of Vallejo and the developer of the waterfront (Callahan DeSilva);
 - d. The Bus Transfer Center is consistent with the goals and policies of the general plan;
 - e. The Bus Transfer Center serves to achieve grouping of structures which will be well related one to another and which, taken together, will result in a well-composed urban design, with consideration given to site, height, arrangement, texture, material, color and appurtenances, the relation of these factors to other structures in the immediate area, and the relation of the development to the total setting as seen from key points in the surrounding area;
 - f. The Bus Transfer Center is of a quality and character which harmonizes with and serves to protect the value of private and public investments in the area.

ADOPTED by the Design Review Board of the City of Vallejo at a regular meeting held on the 11th day of August 2008 by the following vote:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

//s//
MARTI BROWN, Chair

//s//
DON HAZEN, Secretary

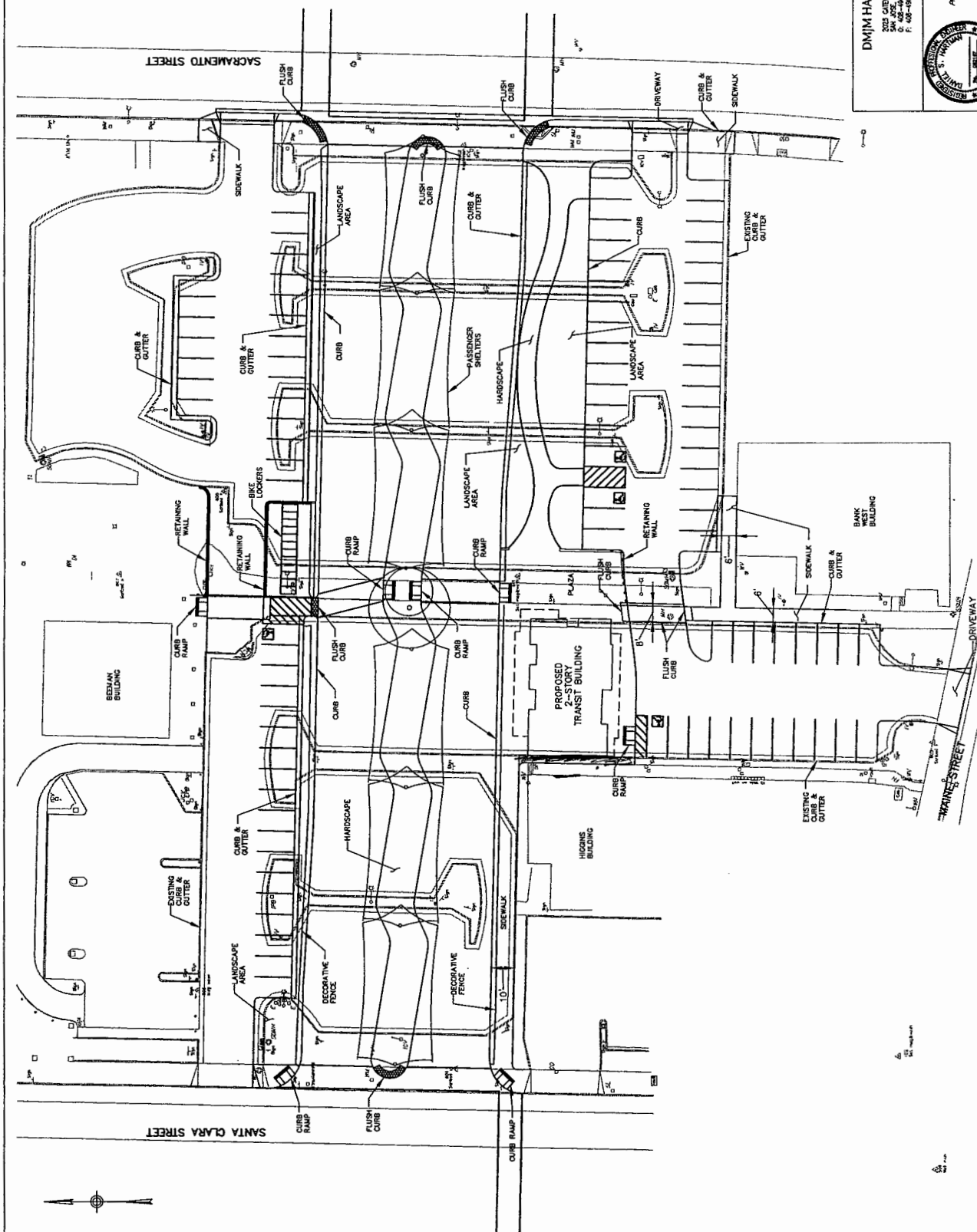
SITE PLAN

VALLEJO TRANSIT CENTER

DMJM HARRIS AECOM
 2025 GATEWAY PLACE SUITE 190
 10000 VALLEJO AVENUE
 VALLEJO, CA 94591
 TEL: 415-440-2010
 FAX: 415-440-2002



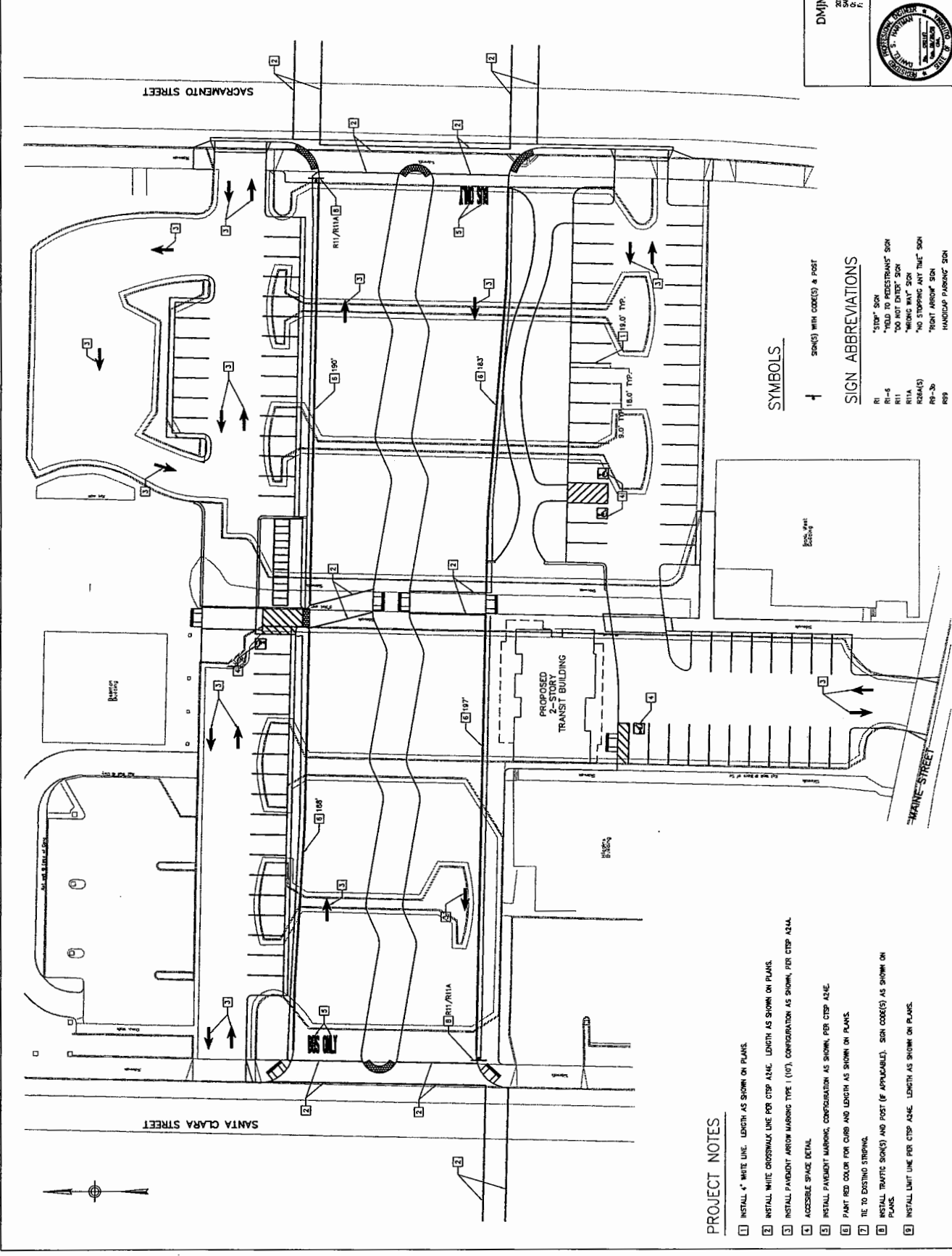
PREPARED UNDER THE DIRECTION OF
 DANIEL S. HARTMAN P.E. C100147 EXP. 06-30-10



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 225 AIRWAY PLACE SUITE 100
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PREPARED UNDER THE DIRECTION OF:
 DANIEL S. HARTMAN RECEIVED: [Blank]

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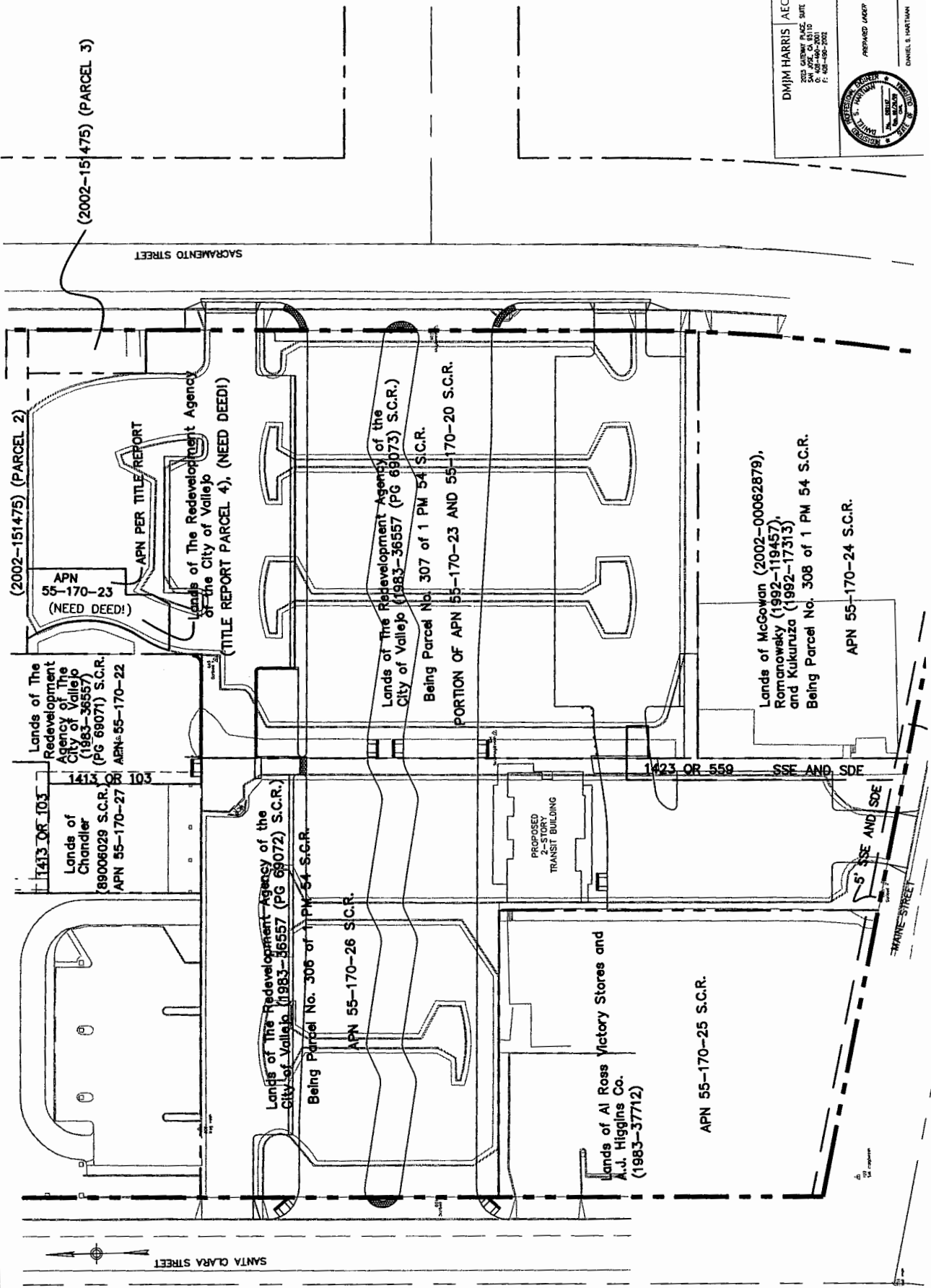
- PROJECT NOTES**
- 1) INSTALL 4" WHITE LINE. LENGTH AS SHOWN ON PLANS.
 - 2) INSTALL WHITE CROSSWALK LINE FOR CTPS AZ16. LENGTH AS SHOWN ON PLANS.
 - 3) INSTALL PAVEMENT ARROW MARKING TYPE 1 (107). CONFIGURATION AS SHOWN. PER CTPS AZ14.
 - 4) ACCESSIBLE SPACE DETAIL.
 - 5) INSTALL PAVEMENT MARKING. CONFIGURATION AS SHOWN. PER CTPS AZ16.
 - 6) PAINT RED COLOR FOR CURB AND LENGTH AS SHOWN ON PLANS.
 - 7) RE TO EXISTING STRIPING.
 - 8) INSTALL TRAFFIC SIGNS AND POST (IF APPLICABLE). SIGN CODE(S) AS SHOWN ON PLANS.
 - 9) INSTALL LIMIT LINE FOR CTPS AZ16. LENGTH AS SHOWN ON PLANS.

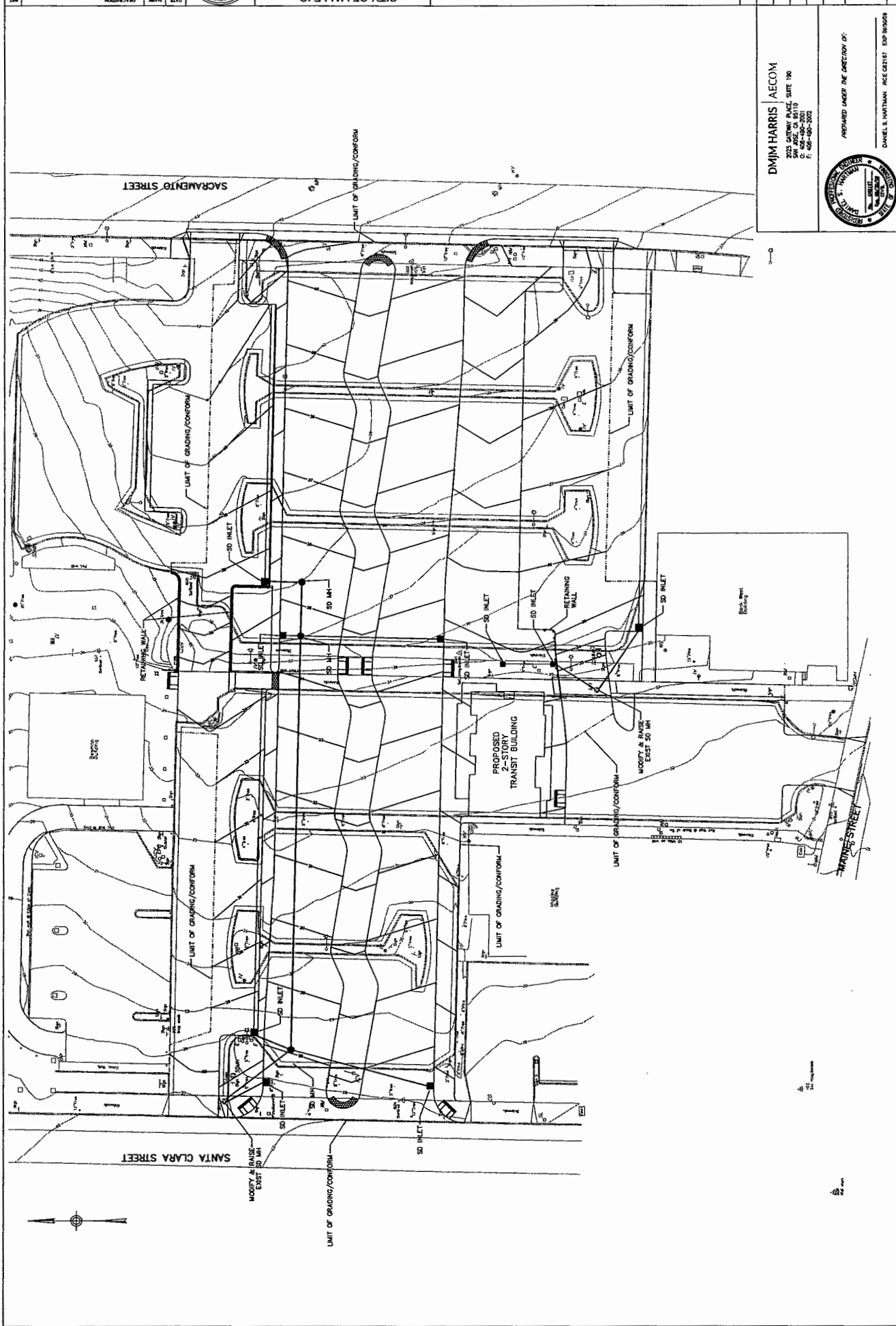
- SYMBOLS**
- ↑ SIGNS WITH CODE(S) & POST
- SIGN ABBREVIATIONS**
- RI "STOP" SIGN
 - RI-4 "YIELD TO PEDESTRIANS" SIGN
 - RI1 "DO NOT ENTER" SIGN
 - RI1A "MOTOR VEHICLES ONLY" SIGN
 - RE(M) "NO STOPPING ANY TIME" SIGN
 - RP-35 "RIGHT ARROW" SIGN
 - RPB "HANDICAP PARKING" SIGN

DWIGHT HARRIS AECOM
 2023 SUTHERLAND PLACE SUITE 100
 VALLEJO, CA 94592-1001
 TEL: 415-645-1000 FAX: 415-645-1002

FORWARDED UNDER THE DIRECTION OF:
 DANIEL S. HARTMAN REC 02187 EDP 06-20-09

PROJECT NO. C102





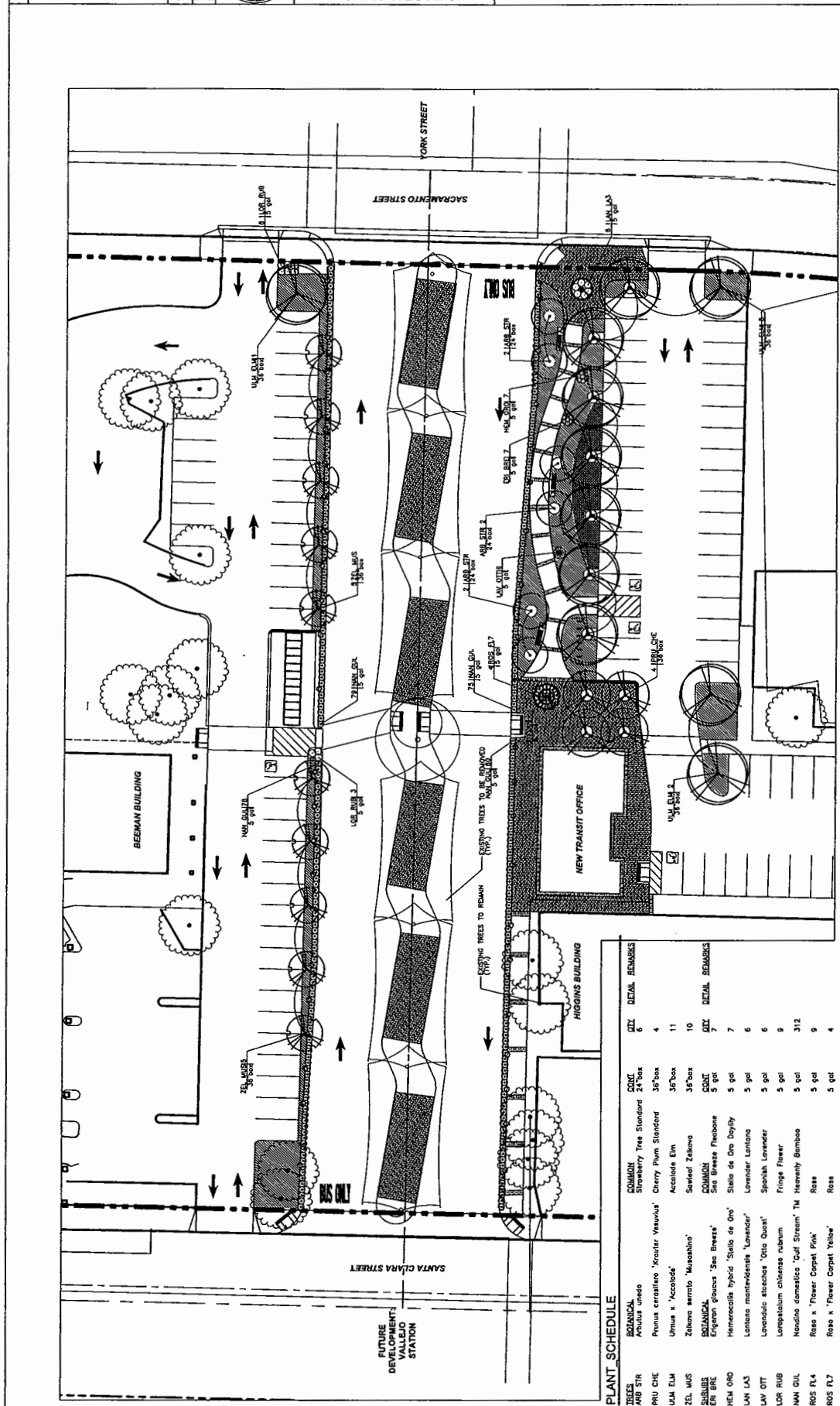
DMJIM HARRIS, AECOM
 2025 SUTWAY PLACE, SUITE 190
 SAN FRANCISCO, CA 94110
 TEL: 415-774-2000
 FAX: 415-774-2002

PREPARED FOR: [Client Name]
 PROJECT NO.: [Project Number]
 SHEET NO.: C104
 DATE: 04/26/19

HORIZONTAL SCALE: 1" = 20'
 VERTICAL SCALE: 1" = 4'
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DESIGNED BY: [Name]

APPROVED UNDER THE CREATION OF:
 DANIEL S. HARTMAN, P.E. CRESIST, EIP 000009





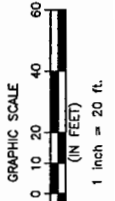
PLANT SCHEDULE

COMMON	CODE	QTY	DETAIL	REMARKS
COMMON Strawberry Tree Standard	24" box	6		
COMMON Cherry Plum Standard	36" box	4		
COMMON Accolade Elm	36" box	11		
COMMON Sericeal Zelkova	36" box	10		
COMMON Sea Breeze Freesiae	5 gal	7		
COMMON Stella de Oro Daylily	5 gal	7		
COMMON Lavender Lantana	5 gal	6		
COMMON Spanish Lavender	5 gal	6		
COMMON Fringe Flower	5 gal	9		
COMMON Tu Heavely Bamboo	5 gal	312		
COMMON Rose x 'Flower Carpet Pink'	5 gal	9		
COMMON Rose x 'Flower Carpet Yellow'	5 gal	4		
COMMON Creeping Blue Bluestem	flat @ 72" oc	4 sf		
COMMON Blue Fescue	flat @ 18" oc	25 sf		

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VERT AS SHOWN
L501
SHEET 17
DATE: 08/26/10

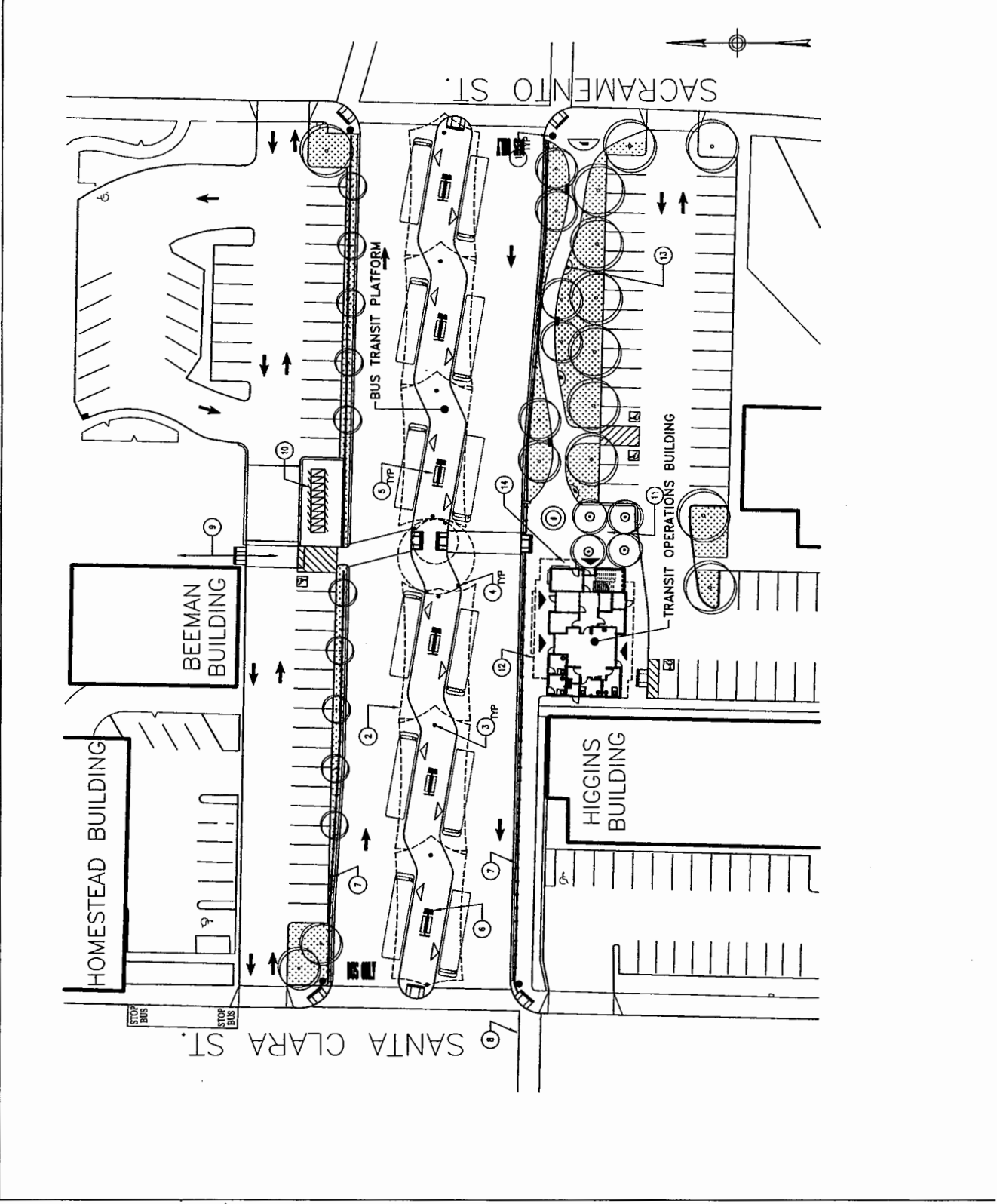


KEYNOTES

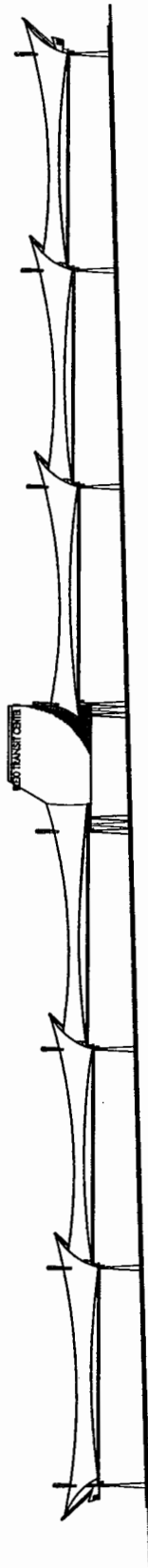
- 1 MARKERS ● ENTRY TO TRANSIT LANES (TYP. OF 4)
- 2 EDGE OF SHELTER
- 3 SHELTER SUPPORT POST (TYP. OF 8)
- 4 ROTUNDA SUPPORT POSTS (TYP. OF 4)
- 5 DOUBLE SIDED WIND SCREEN W/ TWO BENCHES (TYP. OF 6)
- 6 TRASH AND RECYCLING CONTAINERS
- 7 GUARD RAIL ● TRANSIT LAKE
- 8 WALK WAY CONNECTION TO PASSEGO FERRY BUILDING
- 9 WALK WAY CONNECTION WITH PASSEGO GEORGIA ST.
- 10 BIKE STORAGE LOCKERS
- 11 TRANSIT PLAZA
- 12 EDGE OF BUILDING OVERHANG ABOVE
- 13 ART/SCULPTURE DISPLAY BASES IN PLANTER TYP. OF 4
- 14 VENDOR'S SERVICE WINDOW AND ACCESS DOOR

LEGEND

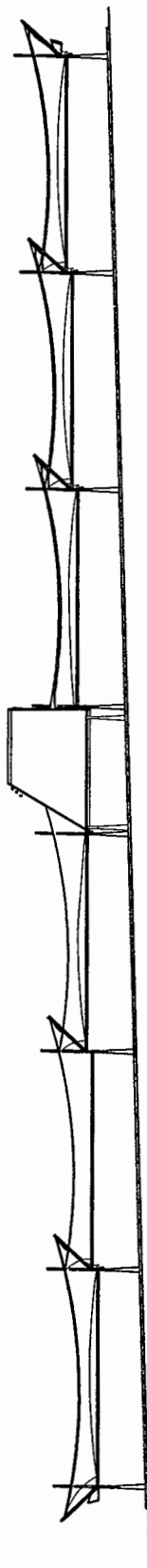
- ▶ POINT OF BUILDING ENTRY
- ◀ BUS LOADING AREA
- GUARDRAIL



VEN ARCHITECTS 500 14TH ST. OAKLAND, CA 94612 T 510.763.1313 www.venarch.com	PROVIDED UNDER THE DIRECTION OF: <small>DRAWN BY: [blank] / CHECKED BY: [blank] / APPROVED BY: [blank]</small>
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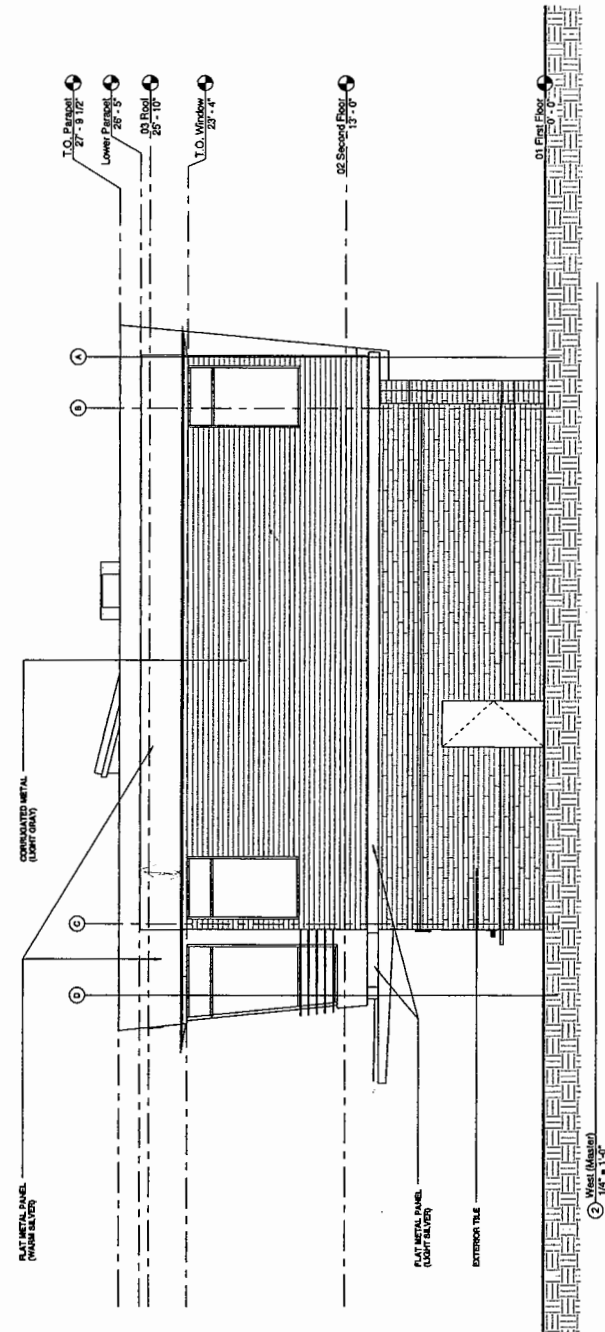
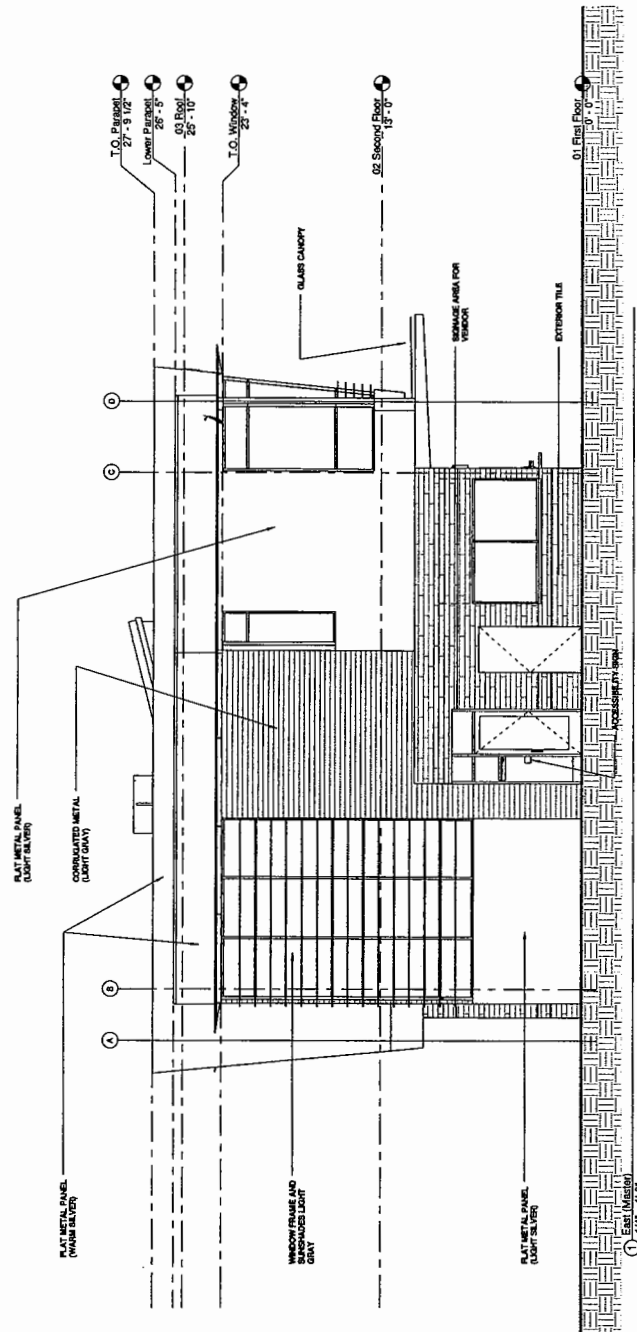
XX SHELTER ELEVATION
 SRT NO. | REV. | SCALE: 1/16" = 1'-0"



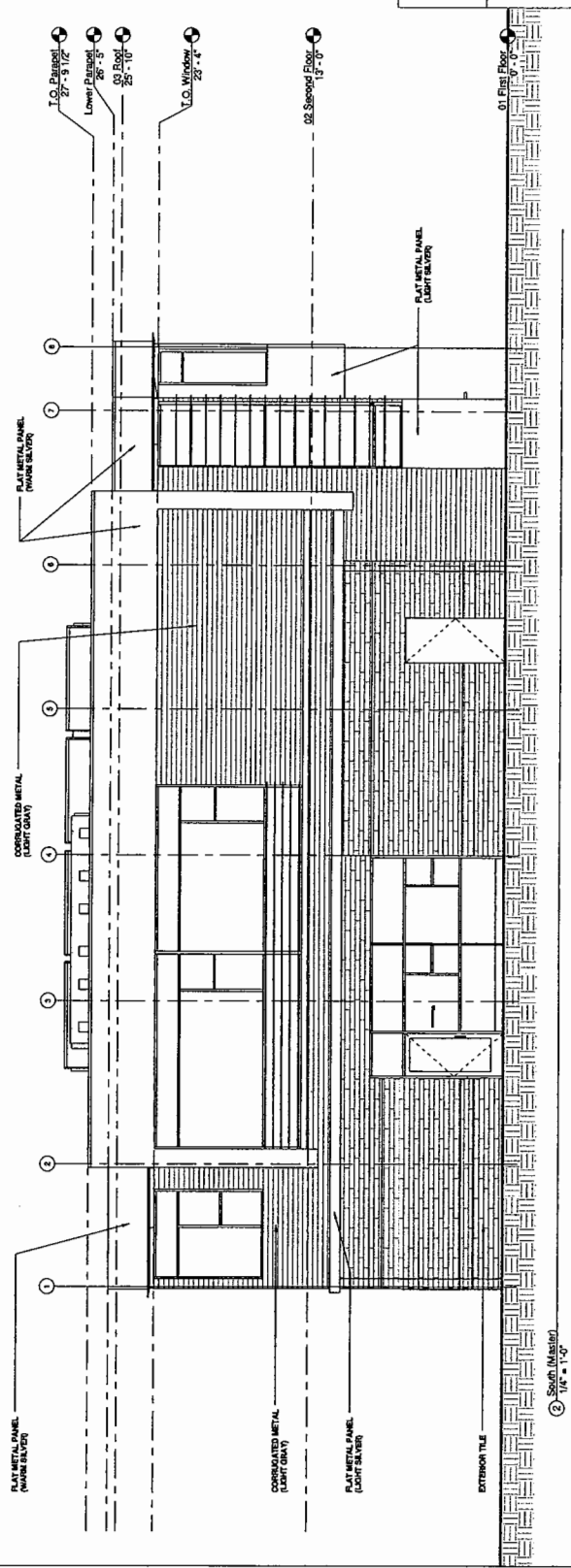
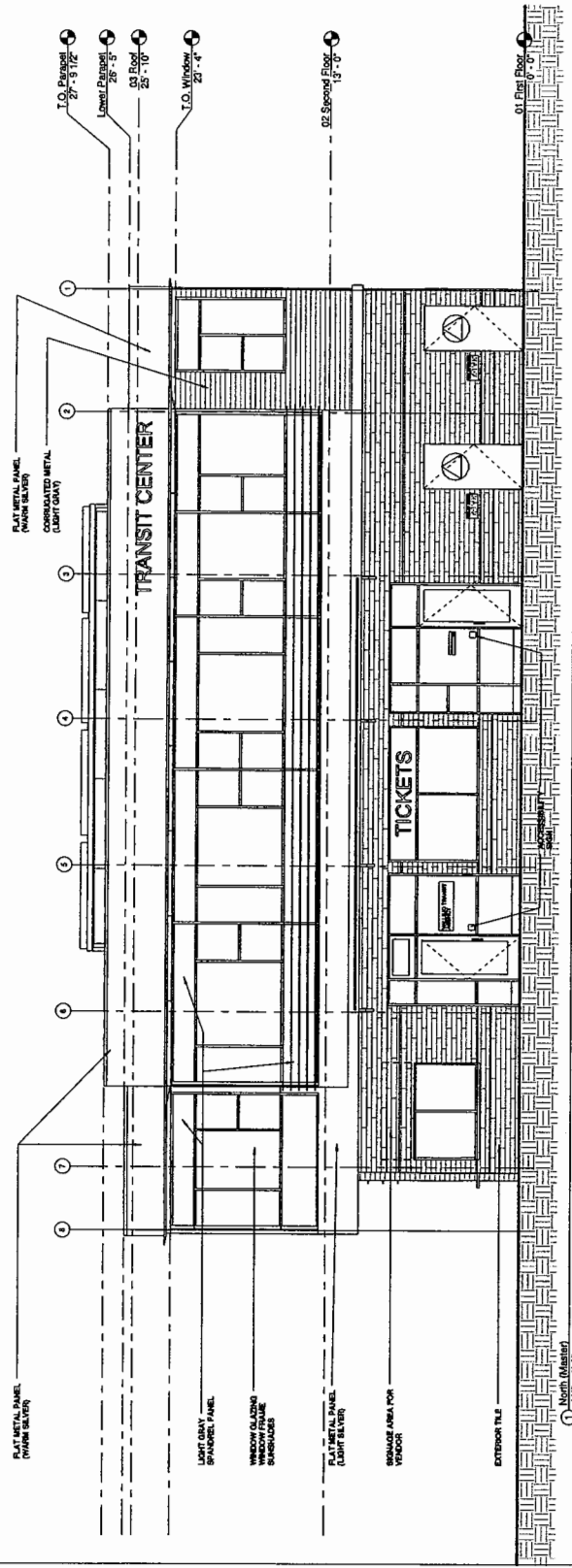
XX SHELTER SECTION
 SRT NO. | REV. | SCALE: 1/16" = 1'-0"

VEN ARCHITECTS

PREPARED UNDER THE DIRECTION OF:

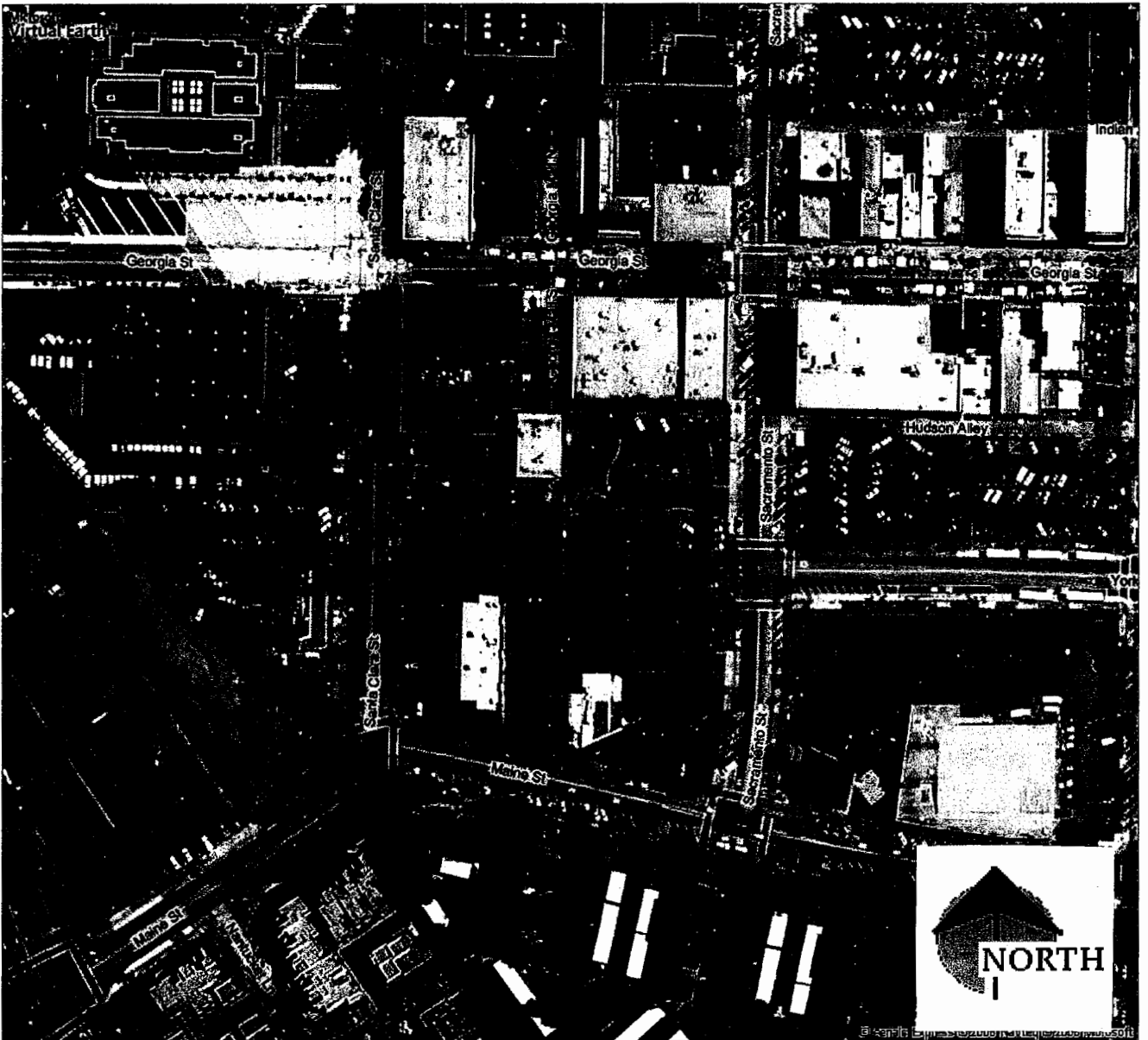


① 1/4" = 1'-0"
 ② Wires (Maximum)
 1/4" = 1'-0"



NOVA ARCHITECTS
 PREPARED UNDER THE DIRECTION OF:
 A202
 1/4" = 1'-0"
 SHEET NO. 01

ATTACHMENT 5



PROJECT SITE AND SURROUNDINGS

ATTACHMENT 5

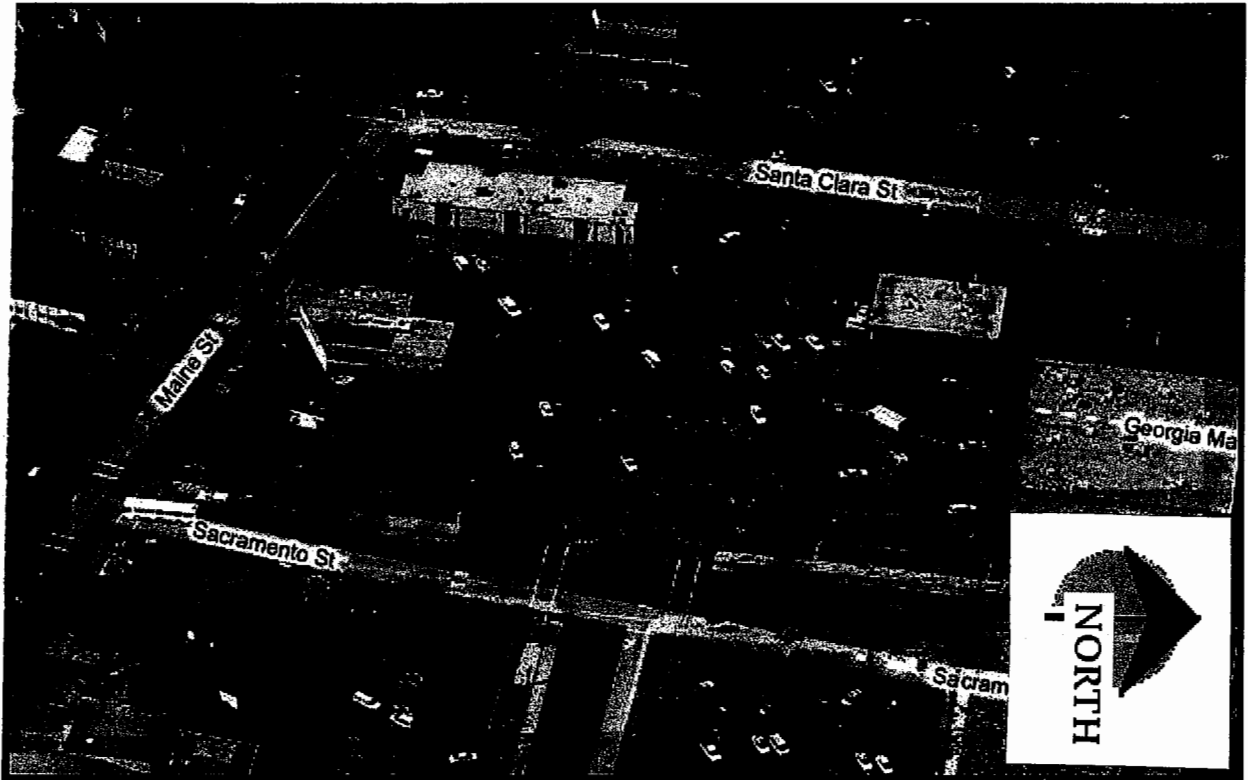


PROJECT SITE FACING EAST



PROJECT SITE FACING NORTH

ATTACHMENT 5



PROJECT SITE FACING WEST



PROJECT SITE FACING SOUTH