

# AGENDA

## GENERAL PLAN WORKING GROUP, ECONOMIC VITALITY COMMISSION, AND PLANNING COMMISSION JOINT MEETING: 6:30 P.M

December 14, 2015



Mare Island Conference Center  
375 G Street, Vallejo, CA 94592

**General Plan Working Group**  
Tony Adams, Chair  
Jonathan Atkinson  
Peggy Cohen-Thompson  
Patricia Gatz, Vice Chair  
Jimmy Genn  
Candace Holmes  
S. Bre Jackson  
Marv Kinney  
Patricia Kutza  
Sarah Nichols  
Brendan Riley  
Cynthia Ripley  
Jim Scoggin  
Nathan Daniel Stout  
Marian Swanson

**Planning Commission**  
Landis Graden, Chair  
Marvin Kinney, Vice—Chair  
Roberto Cortez  
Anthony Adams  
Robert Schussel  
Jim Scoggin  
Disodado "J.R." Matulac

**Economic Vitality Commission**  
Rey Amador  
S. Bre Jackson  
Singh Jagdip  
Diana Dowling  
Blair Abee  
Francisco Salanga III  
Gregoria Torres

This AGENDA contains a brief general description of each item to be considered. The posting of the recommended actions does not indicate what action may be taken. If comments come to the General Plan Working Group or Economic Vitality Commission without prior notice and are not listed on the AGENDA, no specific answers or response should be expected at this meeting per State law.

**Agenda Items:** Those wishing to address the group 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.

**Notice of Availability of Public Records:** All public records relating to an open session item, which are not exempt from disclosure pursuant to the Public Records Act, that are distributed to a majority of the General Plan Working Group will be available for public inspection at City Hall, 555 Santa Clara St., 2<sup>nd</sup> Floor, or the Vallejo Public Library, 505 Santa Clara St. at the same time that the public records are distributed or made available to the General Plan Working Group. Such documents may also be available on the City of Vallejo website at [www.ci.vallejo.ca.us](http://www.ci.vallejo.ca.us) subject to staff's ability to post the documents prior to the meeting.

**Disclosure Requirements:** 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 group 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 group.

**Appeal Rights:** The applicant or any party adversely affected by the decision of the General Plan Working Group may, within ten days after the rendition of the decision of the General Plan Working Group, 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 General Plan Working Group. 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 General Plan Working Group. 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 General Plan Working Group 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 General Plan Working Group'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 General Plan Working Group.

The International Symbol of Access, a white wheelchair icon on a blue square background.	The Mare Island Conference Center is ADA compliant. Devices for the hearing impaired are available from the City Clerk. Requests for disability related modifications or accommodations, aids or services may be made by a person with a disability to the City Clerk's office no less than 72 hours prior to the meeting as required by Section 202 of the Americans with Disabilities Act of 1990 and the federal rules and regulations adopted in implementation thereof.
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If you have any questions regarding any of the following agenda items, please call the assigned planner or project manager at (707) 648-4326.

## AGENDA

City of Vallejo General Plan Working Group, Economic Vitality Commission, and Planning Commission  
December 14, 2015

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1. **CALL TO ORDER [ 6:30 PM ]**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL**
4. **APPROVAL OF THE MINUTES**
5. **REPORT OF THE SECRETARY**
6. **REPORT OF THE PRESIDING OFFICER AND LIAISON REPORTS**

Public Review Draft Sonoma Blvd Specific Plan

### 7. **CONSENT CALENDAR AND APPROVAL OF THE AGENDA**

*Consent Calendar items appear below, with the Secretary's or City Attorney's designation as such. Members of the public wishing to address the group 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 group member or any member of the public.*

### 8. **PUBLIC HEARING**

#### A. Draft Preferred General Plan Future Scenario Discussion

- a. Staff/Consultant Presentation
- b. Economic Vitality Commission (EVC), General Plan Working Group (GPWG) and Planning Commission (PC) Comments
- c. Public Comment
- d. EVC, GPWG, and PC Discussion of the Draft Preferred General Plan Future Scenario

**RECOMMENDATION:** EVC/GPWG/PC acceptance, with revisions, of the Draft General Plan Future Scenario and forward to City Council for direction.

### 9. **COMMUNITY FORUM**

### 10. **ADJOURNMENT**



**MEMORANDUM**  
**PLANNING DIVISION**

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**DATE:** December 14, 2015  
**TO:** Members of the General Plan Working Group, Economic Vitality Commission and Planning Commission  
**FROM:** Mark Hoffheimer, Senior Planner  
**SUBJECT:** Draft Preferred Future General Plan Scenario

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The following provides members of the General Working Group (GPWG), Economic Vitality Commission (EVC) and the Planning Commission (PC) with information about the latest Draft Preferred Future Scenario for consideration, revisions and acceptance at the GPWG/EVC/PC Joint meeting on December 14<sup>th</sup>.



The memo consists of:

- Overview of the General Plan Update Process To-Date
- Role of the Draft Preferred Future Scenario Map and Next Steps
- Draft Preferred Future Scenario Map - GPWG/EVC/PC Meeting on 11/23
- South Vallejo Waterfront – Analysis and Proposed Refinements
- Draft Preferred Future Scenario Map – Staff Recommendation
- Overview of December 14<sup>th</sup> Meeting

**Overview of the General Plan Update Process To-Date**

The General Plan Update process is a three-year effort, begun in early 2014, with expected adoption of a General Plan by City Council in October of 2016. The process to-date has included Guiding Principles (adopted by City Council on July 8<sup>th</sup> 2014); Areas of Opportunity (accepted by GPWG on November 10<sup>th</sup> 2014); Three Future Scenarios (adopted by City Council on June 23<sup>rd</sup> 2015); and Draft Preferred Future Scenario (accepted by GPWG, EVC and PC on November 23<sup>rd</sup> 2015). The process has also included three sets of community workshops, on-line activities and other public meetings, including GPWG meetings.

### **Role of the Draft Preferred Future Scenario and Next Steps**

The Draft Preferred Future Scenario reflects an overall conceptual framework and direction of how the City should grow and evolve over the next 25 years. It is the basis for preparation of the General Plan Land Use Map and associated Goals, Policies and Actions in 2016.

Once accepted by City Council with direction to City staff (scheduled for the beginning of 2016), the Draft Preferred Future Scenario, as the basis of the General Plan Map, will be subject to continued analysis and refinement, to ensure that information is complete, accurate, and reflects existing site constraints. This effort will include, but not be limited to, the ongoing analysis of existing site constraints, existing development agreements, and pending development applications (discussed further under South Vallejo waterfront). It is important to note that, by nature, the process leading to a General Plan Map, and associated Goals, Policies, and Actions, is fundamentally iterative, with continued refinements anticipated. It is also important to note that the community (and the GPWG, EVC, and PC) will have another opportunity to review and comment, in no event later than the time Draft General Plan (with map) is released in the summer of 2016. A measure of the success of the Draft General Plan will be its consistency with the fundamental tenets of the Preferred Future Scenario.

### **Draft Preferred Future Scenario Map - GPWG/EVC/PC Meeting on 11/23**

On November 23<sup>rd</sup>, the GPWG, EVC, and PC at a joint meeting accepted the Draft Preferred Future Scenario map, with revisions, to be forwarded to City Council for direction to City staff.

*The description and map of the Draft Preferred Future Scenario, as incorporated in the Agenda Packet for the meeting, may be found in Attachment 1. The summary of comments from the meeting may be found in Attachment 2.*

### **South Vallejo Waterfront – Analysis and Proposed Refinement**

At the November 23<sup>rd</sup> GPWG, EVC, and PC joint meeting, much attention was focused on the South Vallejo waterfront, particularly as it pertains to the type of generalized land uses and waterfront access desired for the area south of Springs Road, inclusive of the VMT site. *The full set of comments from the joint meeting may be found in the summary of comments in Attachment 2.*

After the meeting, the Draft Future Scenario Map recommended by the GPWG/EVC/PC was researched in greater detail by staff to determine if there were particular constraints on individual properties that would preclude implementation of the proposed land use designations during the 25-year life of the General Plan.

Based on this research, staff recommended the following changes:

- For projects with pending development applications, such as VMT/Orcem site, staff recommends revising the Draft Future Scenario Map, depicting the three sites in the City with pending development applications as a hatched area without a land use designation. This helps ensure that these projects are provided their due process and fair consideration by the City under existing General Plan and Zoning, which the projects are entitled to. Once the development applications have been processed, future land use designations on these properties will be publicly discussed, evaluated, and considered.
  
- For properties with contractual constraints, such as long-term leases, such as the Kiewit Pacific site, located on City-owned land adjacent to the Vallejo Sanitation and Flood Control District Wastewater Treatment Plant, the Draft Preferred Scenario designation needs to remain consistent with the existing General Plan designation and Zoning for the site. In the case of Kiewit, this means an equivalent to an “Industry” designation, rather than a “Commercial/Light Industry” designation. In addition, the linear open space designation along the waterfront at the Kiewit site is inherently incompatible with the long-term maritime-related industrial uses that will continue through the 65-year lease term on the site. The term of the lease between the City and Kiewit extends to 2050, or 10 years after the General Plan horizon of 2040. Therefore, staff recommends removing the linear open space along the Southern Waterfront.

In addition, subsequent to the meeting on November 23, staff reviewed the San Francisco Bay Plan (Bay Plan), completed by the San Francisco Bay Conservation and Development Commission (BCDC). The Bay Plan establishes policies to guide future uses of the San Francisco Bay and shoreline. The revised McAteer-Petris Act, adopted by the State Legislature and signed into law by the Governor, designates the BCDC as the agency responsible for maintaining and carrying out the provisions of the law and the Bay Plan for the maintenance and protection of San Francisco Bay. The Bay Plan designates this area of the Southern Waterfront for “water-related industry.” The Commission may amend the Bay Plan from time to time so long as the changes are consistent with the findings and declarations of policy in the law. Applications for projects within the BCDC jurisdictional area require a BCDC permit, and these permits are issued based on compliance with State law as well as the designations in the Bay Plan. A fuller description of the San Francisco Bay Plan may be found at: [http://www.bcdc.ca.gov/laws\\_plans/plans/sfbay\\_plan#2](http://www.bcdc.ca.gov/laws_plans/plans/sfbay_plan#2). Staff recommends keeping the designations on the Southern Waterfront consistent with the Bay Plan.

### **Draft Preferred Future Scenario Map – Staff Recommendations**

Based on the analysis described above, staff proposes modifications to the Draft Preferred Future Scenario Map recommended by the GPWG, EVC and PC, particularly as it pertains to the South Vallejo waterfront, as follows:

- The VMT/Orcem site would be given a “Pending Development Application” designation
- The Kiewit site would be given an “Industry” designation, rather than “Commercial/Light Industry”
- The green open space along the Mare Island Strait in this area would be removed

*The description and map of the Draft Preferred Future Scenario Map, incorporating staff comments, may be found in Attachment 2. It includes a Summary of Comments from the GPWG, EVC, and PC joint meeting of November 23<sup>rd</sup>. Please note that certain portions of the description are highlighted, making it easier for the reader to clearly understand those areas that were modified since November 23<sup>rd</sup>, reflecting both GPWG, EVC and PC comments and staff recommendations.*

Because the proposed modifications by staff for staff’s recommendation to City Council are inconsistent with the GPWG, EVC and PC recommendations, and after receiving a number of emails from GPWG members, staff decided to reconvene the three groups to review and opine on the modified version of the Draft Preferred Future Scenario (as described in Attachment 2).

### **Overview of the December 14<sup>th</sup> GPWG/EVC/PC Meeting**

At the meeting, staff and consultant will give a brief presentation summarizing the analyses and staff’s recommended refinements to the Draft Preferred Future Scenario, particularly as it relates to the South Vallejo waterfront. Following this, General Plan Working Group Members, Economic Vitality Commissioners, and Planning Commissioners and the community will be invited to comment and ask questions to staff and the consultant. The goal of the meeting is to confirm that the modified Draft Preferred Future Scenario is acceptable to the three bodies or to suggest modifications. Following the December 14<sup>th</sup> meeting, the Draft Preferred Future Scenario will be forwarded to the City Council for their January 12<sup>th</sup> 2016 meeting for direction to City staff. The staff report will present both the staff recommendations and the GPWG, EVC, and PC recommendations, if they differ, and clearly identify discrepancies, if any, between staff recommendations and GPWG, EVC, and PC recommendations.

**Attachments**

- Attachment 1: Description of Draft Preferred Scenario, with Map, from the November 23<sup>rd</sup>, 2015 GPWG/EVC/PC Joint Meeting
- Attachment 2: Description of Draft Preferred Scenario, with Map, for the December 14<sup>th</sup>, 2015 GPWG/EVC/PC Joint Meeting
- Attachment 2, Exhibit A: Summary of GPWG, EVC and PC Comments, from the November 23<sup>rd</sup>, 2015 GPWG/EVC/PC Joint Meeting



## MEMORANDUM

DATE November 18, 2015

TO Andrea Ouse, Community Development Director  
Mark Hoffheimer, Senior Planner  
City of Vallejo

FROM Andrew Hill

SUBJECT Narrative Description of the Preferred Scenario for the Vallejo General Plan Update

Andrea and Mark:

The Preferred Scenario outlines a citywide vision for Vallejo built with ideas that community members contributed at a series of workshops, online activities, and outreach events this year. The vision is anchored by a vibrant downtown and waterfront, which together are a focus of local life and a regional tourist attraction. Strong job centers south of downtown around Solano Avenue, on Mare Island, and along central Sonoma Boulevard north of Redwood Street provide good jobs for local residents and employees from the wider region. Thriving regional retail and entertainment attractions are located at the intersection of the Interstate-80 and Highway 37. A network of neighborhood corridors link these key destinations, supporting safe, livable residential neighborhoods. At some key intersections along these corridors and in residential areas, “village centers” with shops and services catering to the daily needs of residents act as neighborhood focal points

This memo describes the major points of the vision, focusing on key areas of the city. The memo outlines the vision for the core area of the city, the employment districts, the residential neighborhoods and corridors, and the gateways to Vallejo.

The Preferred Scenario Map, attached, shows the proposed land use pattern.

### CORE AREA

#### *Downtown*

- Vibrant downtown Vallejo is a destination for locals and visitors alike.
- A variety of new housing added on York Street, Georgia Street and Virginia Street, including market rate condominiums, live/work units for creative professionals and senior housing. Some surface parking lots on York and Virginia would be developed with mixed-use buildings, and there would be redevelopment of existing buildings on Georgia Street.



- New development downtown preserves and enhances the area's historic character, with compatible and complementary design. Buildings are typically 3 to 5 stories high, with ground floor retail, restaurants, and professional offices. Housing units are located on the upper stories.
- Larger parcels on York or Virginia Streets could host a college campus or student union downtown.
- The historic Empress Theatre anchors a dynamic downtown arts and entertainment district, celebrating local arts and culture.
- Workers, residents, and students activate the downtown area seven days a week, providing the critical mass to support a "cafe culture" and technology access via enhanced fiber and broadband infrastructure, sparking innovation and entrepreneurship.
- The downtown is enhanced as an arts & entertainment district, anchored by the Empress Theater.

### *Waterfront*

- The waterfront is Vallejo's distinctive gem: a treasure for locals and tourists.
- Waterfront promenade extends from South Vallejo, north to River Park and White Slough, offering opportunities for strolling, jogging, skating and cycling. Pause points with seating are provided at particularly scenic spots. As it runs through the Central Waterfront, the promenade connects a series of public green spaces with recreational amenities for families and children.
- Independence Park, south of the Ferry Building, has open space for kite flying and other informal activities, as well as picnic spaces for families, playscapes for children, and public art or monuments and interpretive signage showcasing the City's proud military and maritime history.
- Service Club Area (the green north of the Ferry Building) continues as an open space available for festivals, events, and informal play. Active, family
- In the Northern Waterfront, open space areas along Harbor Way will provide a setting for recreation and possible music and entertainment as well as a visual amenity with interpretive features for scenic recreation.
- A series of linkages connect the waterfront with the downtown area, including the Maine Street extension, the existing Vallejo Station Paseo, the Georgia Street extension and the anticipated Capital Street extension. Together with an enhanced street furnishings (lighting, banners, etc.), these facilitate pedestrian circulation and visual links between the waterfront and downtown. .
- Commercial development, such as office, retail and visitor serving uses, adjacent to the parking structure on Santa Clara Street and across from the bus terminal, bringing commuters, tourists and business visitors to the area and helping to connect the Ferry Building with downtown Vallejo.

Building heights step down closer to the waterfront to ensure that waterfront open spaces remain sunny and open.

- Between Maine and Capital Streets, a cluster of mixed use residential and retail buildings help connect the waterfront with downtown Vallejo. Multi-family and condominium development grouped around public spaces, with retail and restaurant uses reinforce a waterfront and downtown area for live, work and play.
- The Southern Waterfront, west of Mare Island Way between Maine Street and Solano Street, retains the flexibility to have a mix of uses. This could include multi-family or student housing, corporate or educational campus. Open space along the waterfront, including a boat launch, will be a hallmark of any development proposal.

## JOB CENTERS

### *South of Downtown around Solano Avenue*

- Important local employers like Meyer and Petrochem anchor this thriving employment district south of Curtola Parkway in the area adjacent to downtown Vallejo.
- Development with views of Lake Dalwigk and the surrounding open space build on the strengths already in place.
- Attracting new commercial and light industry uses to the area will facilitate a transition to fewer heavy industrial uses over time and bring activities that are more compatible with residences to the north and south.
- The ORCEM/Vallejo Marine Terminal site is shown as Commercial-Light Industry, which could accommodate a range of uses from R&D facilities and light manufacturing to hotels and tourist attractions. However, the land use and zoning for this site are pending Council's upcoming decision on the development currently proposed.

### *Mare Island*

- North Mare Island is a major employment center with over a million square feet industrial, commercial, office R&D and warehouse uses.
- Central Mare Island returns to serve as a substantial employment center, home to light industrial development, and some heavy industrial uses, which utilizes the existing buildings new, well-designed infill buildings of compatible size and function.

- The historic core contains a concentration of civic, retail and office-commercial, and light industrial activities that reuse some of Mare Island's most distinctive historic structures. The area also provides a major public open space along the waterfront, to be used for celebrations, festivals, and tourist attractions like historic interpretation of ships and submarines, and museums. In addition, it features a water connection between the Historic Core and downtown.
- The area south of the historic core serves as a substantial employment center, with a mix of maritime industrial uses and other compatible industrial and commercial uses.
- A waterfront promenade and plaza is an important component of the historic core, offering beautiful views of downtown Vallejo across Mare Island Strait and scenic connections on foot or by bicycle.
- Touro University has expanded its presence on the island, operating educational and administrative facilities, as well as student housing and support services on its campus, in new and rehabilitated buildings.
- Two residential villages composed of 1,400 units in a mix of housing types offer an exceptional quality of life to residents of the island.
- Southern and western portions of the island offer an array of recreational opportunities, including an 18-hole golf course, ball fields, and natural open spaces for hiking and bird watching. There are parks throughout the island for Vallejoans and visitors to enjoy.

#### *Sonoma-Broadway*

- A mix of new commercial and office uses complement the existing retail uses along this section of Sonoma Boulevard, taking advantage of the regional connectivity provided by SR 29.
- Kaiser Permanente and Soltrans anchor a cluster of important employers along Broadway, and an enhanced Sereno Transit Center provides easy access for commuters to the area.

## **RESIDENTIAL NEIGHBORHOODS AND CORRIDORS**

### *Residential Neighborhoods*

- The basic land use pattern of Vallejo's residential neighborhoods would be preserved and enhanced.
- Primarily single-family neighborhoods, such as those found most often on the east side of town, would continue to be characterized predominantly by single-family detached homes.

- Central neighborhoods in the more historic parts of town would remain largely characterized by single-family homes; however, the plan would acknowledge and support the current mix of housing types in these neighborhoods, which include some converted duplexes and fourplexes as well as some smaller scale apartment buildings compatible with the traditional residential neighborhood character.

#### *Network of Neighborhood Corridors*

- A network of mixed-use corridors connects Vallejo's neighborhoods with key destinations around town, including the downtown/waterfront area and key employment centers.
- The corridors act as neighborhood "main streets," with shops, services, and housing for local residents. As shown on the map, they run along: Central Sonoma Boulevard (from Curtola to Redwood), Springs Road, Solano Avenue, Tennessee Street (west of I-80), Tuolumne Street, Broadway Street, and Sacramento Street (near White Slough).
- The corridors run within a half mile of some of the most densely populated neighborhoods in the city, putting local residents within easy walking and bicycling distance. This development pattern would help create walkable, livable neighborhoods where people do not have to drive if they do not want to.
- Each of these neighborhood corridors is a "complete street," with wide sidewalks, street furniture and trees, bicycle lanes, crosswalks and bus turnouts to make it easy, safe and enjoyable to get around by any mode of transportation.
- The neighborhood corridors not only enhance connectivity within Vallejo but also serve as destinations in their own right. Neighbors meet on their local main street as they run their daily errands or on their way to and from school or work.

#### *Village Centers*

- At key intersections along the Neighborhood Corridors – such as the intersection of Sereno Drive and Broadway Street or the intersection of Springs Road and Oakwood Avenue – village centers with shops and services catering to the daily needs of residents act as neighborhood focal points.
- Similarly, village centers at Mini Drive and Sonoma Boulevard, Lemon Street and Sonoma Boulevard, and Magazine Street and Sonoma Boulevard would serve the everyday needs of local residents.

### *White Slough Mixed Use District*

- Mixed-use development fronting the west side of Sonoma Boulevard and Redwood Street, south of White Slough complements existing development in the area and completes the neighborhood corridor connection along Sacramento Street and Redwood Street from the Terrace Park neighborhood to Sonoma Boulevard.
- Closer to White Slough, clustered townhomes provide residents with scenic views and open space for children to play.

## **GATEWAYS**

### *Cooke Site and Fairgrounds of the Future*

- Development on the Cooke site north of Redwood Parkway on the east side of I-80, together with development on the west side of the freeway helps build a connection between several of Vallejo's key regional attractions - the retail center at Gateway Plaza and the existing and planned mixed-use entertainment attractions at the Fairgrounds (known as Solano 360) and Six Flags.
- Attractive commercial-office development on the western portion of the Cooke site is visible from the freeway, and together with other development on both sides of the freeway further north toward Highway 37, strengthens sense of place at this important regional gateway to Vallejo.
- On the eastern portion of the Cooke site, residential development acknowledges the site's natural wetland and topological features, allowing for a mix of housing types that transition to the surrounding single-family neighborhoods.
- On the western side of the freeway, attractive multi-family housing development on vacant and underutilized parcels also contributes to a sense of place.
- Together commercial-office and residential development in this area of the city brings more patrons to the planned restaurant, retail, and entertainment uses on the fairgrounds site, supporting the vision described in the Solano 360 Specific Plan.

### *Columbus/Callaghan Area*

- Land use designations to support and enhance this thriving area of the city amplify its importance as a regional retail and commercial destination.
- Commercial uses in Gateway Plaza encourage development of regional retail and hotel uses.

- A mix of uses on the east side support growth of Solano Community College and help transition from regional mall to the existing single-family neighborhoods.
- Continued growth in this area, including new mixed use development, helps support more frequent transit connections with downtown Vallejo and other areas of the city.
- The Lee site, on the north side of Columbus Parkway, could be the location of a low-rise, well-designed commercial development appropriate to the natural beauty of the surrounding hills. This could include retail, office or hotel development.

#### *Northern Gateway*

- Marquee development, attractive architecture and branded wayfinding signal entry into Vallejo at the border with American Canyon.
- Rancho Square Mall at Sonoma Boulevard and Mini Drive is transformed into a mixed-use retail-residential development accommodating a regional bus rapid transit station. Shops and restaurants here cater to local residents, transit users, and visitors passing through on the way to/from Napa.
- Existing retail development in the large triangular area between Sonoma Boulevard and Broadway Street north of Highway 37 is complemented with new commercial-office development, such as a corporate campus or a hotel.

#### *South Vallejo*

- The southern portion of Sonoma Boulevard from California State University Maritime Academy (Maritime Academy) to the employment district south of downtown (McLane Street) is a residential corridor, with commercial nodes (i.e. village centers) at Magazine and Lemon Streets to supply neighborhood-oriented retail and services.
- The underlying zoning allows for community gardens and smaller-scale urban farms where local residents can grow fresh, healthy food for their families.
- Greenway along the water provides continuous multi-use trail connecting Maritime Academy with the downtown/central waterfront area and Mare Island, via the Causeway.



# CITY OF VALLEJO DRAFT PREFERRED SCENARIO MAP



- Residential**
  - Primarily Single Family
  - Mix of Housing Types
- Mixed Use**
  - Central Corridor
  - Neighborhood Corridor
  - Districts
- Business and Industry**
  - Commercial/Retail
  - Commercial/Office
  - Commercial/Light Industry
  - Industry
- Public Facilities and Open Spaces**
  - Open Space
  - Public/Institutional

- Vallejo Sphere of Influence
- Vallejo City Limit
- Railroad
- Wetland

**City of Vallejo: Draft Preferred Scenario Map - Description of Terms**  
**18 November 2015**

<b>Designation</b>	<b>General Description</b>
<b>Residential</b>	
<b>Primarily Single Family</b>	Predominately single family detached homes
	Some single family attached townhouses; duplexes; and fourplexes in some areas
	Some small-format stores (e.g. corner stores) in some areas
	May occur in a walkable urban or drivable suburban environment
<b>Mix of Housing Types</b>	Single family detached homes; single family attached townhouses; duplexes; and fourplexes
	Larger multi-unit buildings/developments
	Some small-format stores (e.g. corner stores) in some areas
	May occur in a walkable urban or drivable suburban environment
<b>Mixed Use</b>	
<b>District</b>	Buildings oriented to the street or a pedestrian network
	Cohesive/integrated mix of land uses – either vertical mixed-use and/or integrated with a pedestrian network
	Variety of land uses: retail, office, service, entertainment, residential (townhouses/multi-unit), hotel
	Active ground floors in some areas
	Generally occurs in a walkable urban environment
<b>Central Corridor</b>	Buildings oriented to the street
	Local- and regional-serving uses
	Variety of land uses: retail, service, office, residential (townhouses/multi-unit), hotel
	Active ground floors in some areas
	Generally occurs in a walkable urban environment
<b>Neighborhood Corridor</b>	Buildings oriented to the street
	Local-serving uses
	Variety of land uses: retail, service, office, residential (townhouses/multi-unit), hotel
	Active ground floors in some areas
	Generally occurs in a walkable urban environment



**City of Vallejo: Draft Preferred Scenario Map - Description of Terms**  
**18 November 2015**

<b>Designation</b>	<b>General Description</b>
<b>Business and Industry</b>	
<b>Commercial/Retail</b>	Retail, service, entertainment, and hotel, including mixed-use buildings
	Small- to large-format buildings
	Generally occurs in a drivable suburban environment
<b>Commercial/Office</b>	Retail, service, office, and hotel, including mixed-use buildings
	Some larger multi-unit residential buildings/developments (up to 25%)
	Small- to large-format buildings
	Generally occurs in a drivable suburban environment
<b>Commercial/Light Industry</b>	Retail, service, office, and hotel, including mixed-use buildings
	Light industrial uses, including research and development, warehouse and distribution, and light manufacturing, that are generally more compatible with more sensitive uses such as residential
	Small- to large-format buildings
	Generally occurs in a drivable suburban environment
<b>Industry</b>	Heavy industrial uses that use hazardous materials/substances and/or produce noise, odor, air pollution, traffic, and/or sewage impacts that are generally incompatible with more sensitive uses such as residential
	Some office, retail, and service, mostly oriented to industrial uses
	Occurs in a drivable suburban environment
<b>Public Facilities and Open Space</b>	
<b>Public/Institutional</b>	Public and institutional facilities, including schools, libraries, hospitals, community centers, public indoor sports and recreational facilities, and government offices (including police and fire stations)
<b>Open Space</b>	Parks, recreation, wetlands, and preservation areas
	May occur in a walkable urban or drivable suburban environment

DECEMBER 14<sup>TH</sup>, 2015

## DESCRIPTION AND MAP OF THE DRAFT PREFERRED SCENARIO

**NOTE TO READER:** Highlighted text reflects recommendations from the GPWG, EVC, and PC from their November 23 team meeting. *Highlighted text in italics* reflect subsequent recommendations by City staff. The rest of text is unchanged from the November 23<sup>rd</sup> Agenda Packet to the GPWG, EVC, and PC.

The Preferred Scenario outlines a citywide vision for Vallejo built with ideas that community members contributed at a series of workshops, online activities, and outreach events this year. It incorporates recommendations from the General Plan Working Group, Economic Vitality Commission, and Planning Commission from their joint meeting on November 23, 2015. It also incorporates recommendations from City staff, after additional research, reflecting existing site constraints on a limited number of properties, such as existing long-term leases and pending development applications.

The vision for Vallejo is anchored by a vibrant downtown and waterfront, which together are a focus of local life and a regional tourist attraction. Strong job centers south of downtown around Solano Avenue, on Mare Island, and along central Sonoma Boulevard north of Redwood Street provide good jobs for local residents and employees from the wider region. Thriving regional retail and entertainment attractions are located at the intersection of the Interstate-80 and Highway 37. A network of neighborhood corridors link these key destinations, supporting safe, livable residential neighborhoods. At some key intersections along these corridors and in residential areas, “village centers” with shops and services catering to the daily needs of residents act as neighborhood focal points

This memo describes the major points of the vision, focusing on key areas of the city. The memo outlines the vision for the core area of the city, the employment districts, the residential neighborhoods and corridors, and the gateways to Vallejo.

The Preferred Scenario Map at the end of the memo shows the proposed land use pattern.

### CORE AREA

#### *Downtown*

- A vibrant downtown Vallejo is a destination for locals and visitors alike.
- A variety of new housing contributes to the charming character of York Street, Georgia Street and Virginia Street, including market rate condominiums, live/work units for creative professionals and senior housing. Some surface parking lots on York and Virginia Streets are developed with mixed-use buildings, and there is redevelopment of existing buildings on Georgia Street.

- New development downtown preserves and enhances the area's historic character, with compatible and complementary design. Buildings are typically 3 to 5 stories high, with ground floor retail, restaurants, and professional offices. Housing units are located on the upper stories.
- Larger parcels on York or Virginia Streets could host a college campus or student union downtown.
- The historic Empress Theatre anchors a dynamic downtown arts and entertainment district, celebrating local arts and culture.
- Workers, residents, and students activate the downtown area seven days a week, providing the critical mass to support a "cafe culture" and technology access via enhanced fiber and broadband infrastructure, sparking innovation and entrepreneurship.
- The downtown is enhanced as an arts & entertainment district, anchored by the Empress Theater.

### *Waterfront*

- The waterfront is Vallejo's distinctive gem: a treasure for locals and tourists.
- *Where feasible*, a **continuous** waterfront **promenade pathway** extends from the **Zampa Bridge in South Vallejo**, north to River Park and White Slough, offering opportunities for strolling, jogging, skating and cycling. Pause points with seating are provided at particularly scenic spots. As it runs through the Central Waterfront, the promenade connects a series of **larger** public green spaces with recreational amenities for families and children. **It provides access to safe places for in-water recreational activities.**
- Independence Park, south of the Ferry Building, has open space for kite flying and other informal activities, as well as picnic spaces for families, playscapes for children, and public art or monuments and interpretive signage showcasing the City's proud military and maritime history.
- Service Club Area (the green north of the Ferry Building) continues as an open space available for festivals, events, and informal play.
- In the Northern Waterfront, open space areas along Harbor Way provide a setting for recreation and possible music and entertainment as well as a visual amenity with interpretive features for scenic recreation.
- A series of linkages connect the waterfront with the downtown area, including the Maine Street extension, the existing Vallejo Station Paseo, the Georgia Street extension and the anticipated Capital Street extension. Together with enhanced street furnishings (lighting, banners, etc.), these linkages facilitate pedestrian circulation and visual links between the waterfront and downtown. .
- Commercial development, such as office, retail and visitor serving uses, adjacent to the parking structure on Santa Clara Street and across from the bus terminal, bring commuters, tourists and

business visitors to the area and help connect the Ferry Building with downtown Vallejo. Building heights step down closer to the waterfront to ensure that waterfront open spaces remain sunny and open.

- Between Maine and Capital Streets, a cluster of mixed use residential and retail buildings help connect the waterfront with downtown Vallejo. Multi-family and condominium development grouped around public spaces, with retail and restaurant uses reinforce a waterfront and downtown area for live, work and play.
- The Southern Waterfront, west of Mare Island Way between Maine Street and Solano Street, retains the flexibility to have a mix of uses, including multi-family or student housing, a corporate campus, or an educational campus. Open space along the waterfront, including a boat launch, will be a hallmark of any development proposal.

## JOB CENTERS

### *South of Downtown around Solano Avenue*

- Important local employers like Meyer and Petrochem anchor this thriving employment district south of Curtola Parkway in the area adjacent to downtown Vallejo.
- Development with views of Lake Dalwigk and the surrounding open space build on the strengths already in place.
- New commercial and light industry uses in the area facilitate a transition to fewer heavy industrial uses over time and bring activities more compatible with residences to the north and south.
- ~~The ORCEM/Vallejo Marine Terminal site is shown as Commercial Light Industry, which could accommodate a range of uses from R&D facilities and light manufacturing to hotels and tourist attractions. However, the land use and zoning for this site are pending Council's upcoming decision on the development currently proposed.~~
- Pending development applications (as of December 2015), such as those at the Vallejo Marine Terminal (VMT)/Orcem site, preclude consideration of other uses until the development review process is complete. <Replaces bullet above>.
- A long-term lease by Kiewit Pacific Company on property north of the VMT site keeps that property as maritime-industrial use, possibly for the next 35 years.

### *Mare Island*

- North Mare Island is a major employment center with over a million square feet industrial, commercial, office R&D and warehouse uses.
- Central Mare Island is a substantial employment center, home to light industrial development, and some heavy industrial uses, which utilizes the existing buildings and new, well-designed infill buildings of compatible size and function.
- The historic core contains a concentration of civic, retail, and office-commercial, and light industrial activities that reuse some of Mare Island's most distinctive historic structures. **The shops and restaurants contribute to the quality of life of local residents.** The area also provides a major public open space along the waterfront, to be used for celebrations, festivals, and tourist attractions such as historic interpretation of ships and submarines, and museums. Water connections by ferry and water taxi enhance the connection between Mare Island's historic core and downtown Vallejo and its waterfront.
- The area south of the historic core serves as a substantial employment center, with a mix of maritime industrial uses and other compatible industrial and commercial uses.
- A waterfront promenade and plaza is an important component of the historic core, offering beautiful views of downtown Vallejo across Mare Island Strait and scenic connections on foot or by bicycle.
- Touro University expands its presence on the island, operating educational and administrative facilities, as well as student housing and support services, on its campus, in new and rehabilitated buildings.
- Two residential villages composed of 1,400 units in a mix of housing types offer an exceptional quality of life to residents of the island.
- Southern and western portions of the island offer an array of recreational opportunities, including an 18-hole golf course, ball fields, and natural open spaces for hiking and bird watching. There are parks throughout the island for Vallejoans and visitors to enjoy.

### *Sonoma-Broadway*

- A mix of new commercial and office uses complement the existing retail uses along this section of Sonoma Boulevard, taking advantage of the regional connectivity provided by SR 29.
- Kaiser Permanente and Soltrans anchor a cluster of important employers along Broadway, and an enhanced Sereno Transit Center provides easy access for commuters to the area.

## RESIDENTIAL NEIGHBORHOODS AND CORRIDORS

### *Residential Neighborhoods*

- The basic land use pattern of Vallejo's residential neighborhoods remains and their livability enhanced.
- Primarily single-family neighborhoods, such as those found most often on the east side of town, continue to be characterized predominately by single-family detached homes.
- Central neighborhoods in the more historic parts of town remain largely characterized by single-family homes; however, the plan would acknowledge and support the current mix of housing types in these neighborhoods, which include some converted duplexes and fourplexes as well as some smaller scale apartment buildings compatible with traditional residential neighborhood character.

### *Network of Neighborhood Corridors*

- A network of mixed-use corridors connects Vallejo's neighborhoods with key destinations around town, including the downtown/waterfront area and key employment centers.
- The corridors act as neighborhood "main streets," with shops, services, and housing for local residents. As shown on the map, they run along: Central Sonoma Boulevard (from Curtola to Redwood), Springs Road, Solano Avenue, Tennessee Street (west of I-80), Tuolumne Street, Broadway Street, and Sacramento Street (near White Slough).
- The corridors run within a half mile of some of the most densely populated neighborhoods in the city, putting local residents within easy walking and bicycling distance. This development pattern would help create walkable, livable neighborhoods where people do not have to drive if they do not want to.
- Each of these neighborhood corridors is a "complete street," with wide sidewalks, street furniture and trees, bicycle lanes, crosswalks and bus turnouts to make it easy, safe and enjoyable to get around by any mode of transportation.
- The neighborhood corridors not only enhance connectivity within Vallejo but also serve as destinations in their own right. Neighbors meet on their local main street as they run their daily errands or on their way to and from school or work.

### *Village Centers*

- At key intersections along the Neighborhood Corridors – such as the intersection of Sereno Drive and Broadway Street or the intersection of Springs Road and Oakwood Avenue – village centers with shops and services catering to the daily needs of residents act as neighborhood focal points.
- Similarly, village centers at Mini Drive and Sonoma Boulevard; Lemon Street and Sonoma Boulevard; and Magazine Street and Sonoma Boulevard would serve the everyday needs of local residents.

### *White Slough Mixed Use District*

- Mixed-use development fronting the west side of Sonoma Boulevard and Redwood Street, south of White Slough complements existing development in the area and completes the neighborhood corridor connection along Sacramento Street and Redwood Street from the Terrace Park neighborhood to Sonoma Boulevard.
- Closer to White Slough, clustered townhomes provide residents with scenic views and open space for children to play.

## **GATEWAYS**

### *I-80/Highway 37 Gateway: Cooke Site and Fairgrounds Area*

- Development on the Cooke site north of Redwood Parkway on the east side of I-80, together with development on the west side of the freeway helps build a connection between several of Vallejo's key regional attractions - the retail center at Gateway Plaza and the existing and planned mixed-use entertainment attractions at the Fairgrounds (known as Solano 360) and Six Flags.
- Attractive commercial-office development on the western portion of the Cooke site is visible from the freeway, and together with other development on both sides of the freeway further north toward Highway 37, strengthens sense of place at this important regional gateway to Vallejo.
- On the eastern portion of the Cooke site, residential development acknowledges the site's natural wetland and topological features, allowing for a mix of housing types that transition to the surrounding single-family neighborhoods.
- On the western side of the freeway, attractive multi-family housing development on vacant and underutilized parcels also contributes to a sense of place.

- Together commercial-office and residential development in this area of the city brings more patrons to the planned restaurant, retail, and entertainment uses on the fairgrounds site, supporting the vision described in the Solano 360 Specific Plan.

#### *I-80/Highway 37 Gateway: Columbus/Callaghan Area*

- Land use designations to support and enhance this thriving area of the city amplify its importance as a regional retail and commercial destination.
- Commercial uses in Gateway Plaza encourage development of regional retail and hotel uses.
- A mix of uses on the east side support growth of Solano Community College and help transition from regional mall to the existing single-family neighborhoods.
- Continued growth in this area, including new mixed use development, helps support more frequent transit connections with downtown Vallejo and other areas of the city.
- The Lee site, on the north side of Columbus Parkway, could be the location of a low-rise, well-designed commercial development appropriate to the natural beauty of the surrounding hills. This could include retail, office or hotel development. *However, a pending development proposal for a portion of the site precludes consideration of other uses for that portion of the site until the development review process is complete.*

#### *Northern Gateway*

- Marquee development, attractive architecture and branded wayfinding signal entry into Vallejo at the border with American Canyon.
- Rancho Square Mall at Sonoma Boulevard and Mini Drive is transformed into a mixed-use retail-residential development accommodating a regional bus rapid transit station. Shops and restaurants here cater to local residents, transit users, and visitors passing through on the way to/from Napa.
- Existing retail development in the large triangular area between Sonoma Boulevard and Broadway Street north of Highway 37 is complemented with new commercial-office development, such as a corporate campus or a hotel.



*Southern Gateway*

- The southern portion of Sonoma Boulevard from California State University Maritime Academy (Maritime Academy) to the employment district south of downtown (McLane Street) is a residential corridor, with commercial nodes (i.e. village centers) at Magazine and Lemon Streets to supply neighborhood-oriented retail and services. Gaps in the San Francisco Bay Trail have been closed, helping to connect the Maritime Academy and residents in this part of town with key destinations in Vallejo.
- The underlying zoning allows for community gardens and smaller-scale urban farms where local residents can grow fresh, healthy food for their families.
- *Where feasible*, a greenway along the water provides a continuous multi-use trail connecting Maritime Academy with the downtown/central waterfront area and Mare Island, via the Causeway.

# CITY OF VALLEJO DRAFT PREFERRED SCENARIO MAP

December 15, 2015.



- Residential**
- Primarily Single Family
  - Mix of Housing Types
- Mixed Use**
- Central Corridor
  - Neighborhood Corridor
  - Districts
- Business and Industry**
- Commercial/Retail
  - Commercial/Office
  - Commercial/Light Industry
  - Industry
- Public Facilities and Open Spaces**
- Open Space
  - Public/Institutional

- Pending Development Application
- Vallejo Sphere of Influence
- Vallejo City Limit
- Railroad
- Wetland

**City of Vallejo: Draft Preferred Scenario Map - Description of Terms**  
**14 December 2015**

<b>Designation</b>	<b>General Description</b>
<b>Residential</b>	
<b>Primarily Single Family</b>	Predominately single family detached homes
	Some single family attached townhouses; duplexes; and fourplexes in some areas
	Some small-format stores (e.g. corner stores) in some areas
	May occur in a walkable urban or drivable suburban environment
<b>Mix of Housing Types</b>	Single family detached homes; single family attached townhouses; duplexes; and fourplexes
	Larger multi-unit buildings/developments
	Some small-format stores (e.g. corner stores) in some areas
	May occur in a walkable urban or drivable suburban environment
<b>Mixed Use</b>	
<b>District</b>	Buildings oriented to the street or a pedestrian network
	Cohesive/integrated mix of land uses – either vertical mixed-use and/or integrated with a pedestrian network
	Variety of land uses: retail, office, service, entertainment, residential (townhouses/multi-unit), hotel
	Active ground floors in some areas
	Generally occurs in a walkable urban environment
<b>Central Corridor</b>	Buildings oriented to the street
	Local- and regional-serving uses
	Variety of land uses: retail, service, office, residential (townhouses/multi-unit), hotel
	Active ground floors in some areas
	Generally occurs in a walkable urban environment
<b>Neighborhood Corridor</b>	Buildings oriented to the street
	Local-serving uses
	Variety of land uses: retail, service, office, residential (townhouses/multi-unit), hotel
	Active ground floors in some areas
	Generally occurs in a walkable urban environment

**City of Vallejo: Draft Preferred Scenario Map - Description of Terms**  
**14 December 2015**

<b>Designation</b>	<b>General Description</b>
<b>Business and Industry</b>	
<b>Commercial/Retail</b>	Retail, service, entertainment, and hotel, including mixed-use buildings
	Small- to large-format buildings
	Generally occurs in a drivable suburban environment
<b>Commercial/Office</b>	Retail, service, office, and hotel, including mixed-use buildings
	Some light industrial uses
	Some larger multi-unit residential buildings/developments (up to 25%)
	Small- to large-format buildings
<b>Commercial/Light Industry</b>	Generally occurs in a drivable suburban environment
	Retail, service, office, and hotel, including mixed-use buildings
	Light industrial uses, including research and development, warehouse and distribution, and light manufacturing, that are generally more compatible with more sensitive uses such as residential
	Small- to large-format buildings
<b>Industry</b>	Generally occurs in a drivable suburban environment
	Range of heavy to light industrial uses
	Heavy industrial uses, such as manufacturing and ship repair, that generally require a greater amount of separation from sensitive uses, such as residential. Such uses may have the highest impact in terms of noise, smells, traffic and emission.
	Light industrial uses, including research and development, warehouse and distribution, and light manufacturing, are generally more compatible with more sensitive uses such as residential.
	Some office, retail, and service, mostly oriented to industrial uses
<b>Public Facilities and Open Space</b>	Occurs in a drivable suburban environment
<b>Public/Institutional</b>	Public and institutional facilities, including schools, libraries, hospitals, community centers, public indoor sports and recreational facilities, and government offices (including police and fire stations). May include private institutions, such as educational facilities.
<b>Open Space</b>	Parks, recreation, wetlands, and preservation areas, including privately-owned golf courses
	Some compatible visitor-servicing commercial uses
	May occur in a walkable urban or drivable suburban environment

ATTACHMENT 2, EXHIBIT A:  
Recommended Modifications to the Preferred Scenario and  
Record of Comments

Joint Meeting of the General Plan Working Group,  
Economic Vitality Commission, and the Planning Commission,  
November 23, 2015

Summary of Recommended Modifications and Clarifications to the  
Draft Preferred Scenario

Planning Commission

- The narrative should specifically reference closing gaps in the San Francisco Bay Trail as it runs through Vallejo, which would help better connect California State University Maritime Academy with other destinations in the city.
  - *City Staff Comment: City staff supports closing the gap in the San Francisco Bay Trail, recognizing that some existing site constraints, such as the long-term lease at Kiewit Pacific Company in South Vallejo, precludes a continuous pathway along the water's edge. However, the gap can be closed in other ways, such as through enhanced pathways along City streets.*

EVC Comments

- Recommend combining the three gateways near the intersection of I-80 and Hwy 37 into a single gateway, as this gives equal treatment with gateways in South and North Vallejo.

GPWG Comments

- In the narrative about Mare Island, clarify that that markets and restaurants in the historic core will contribute the quality of life of island residents.
- In the narrative, clarify that the Preferred Scenario includes a continuous green band of open space along the waterfront from the Zampa Bridge to the Mare Island Causeway.
  - *City Staff Comment: City staff does not carry this recommendation due to some existing site constraints, such as the long-term lease at Kiewit Pacific Company in South Vallejo, which precludes a continuous pathway along the water's edge.*
- The narrative should emphasize access to and use of the water by boaters and swimmers along the waterfront.
- The narrative should emphasize that livability extends to all neighborhoods in Vallejo, and it should reference enhanced connections between Mare Island and the mainland by ferry and water taxi.

## Record of Comments on the Draft Preferred Scenario

- Clarify tenses in the narratives represent aspirational future.
- Clarify that housing development on York, Virginia and Georgia would occur on vacant or underutilized parcels in the downtown area west of Sonoma Boulevard.
- Need to clarify that markets and restaurants on Mare Island will contribute the quality of life of island residents.
- Request for large format version of the Preferred Scenario Map, and/or zoom in of corridor areas to better understand the delineation.
- Commenter appreciates reference and attention given to Empress Theatre as anchor of arts and culture downtown.
- Vallejo has three golf courses now – should we consider reuse of one of those golf courses in the future?
- Empress Theatre bullet in the memo is repeated. Need to correct by deleting second reference.
- Waterfront promenade – mention that this extends from Zampa Bridge north. Clarify this in the memo to City Council.
- Also need to have a map of the full length of the trail connection along the waterfront in a map in the General Plan.
- Team clarified that the Preferred Scenario Map is a first step towards a General Plan Land Use map that shows the general mix of desired land uses. More specific regulation of built form and use will be defined on a parcel by parcel basis in the zoning code that will follow the Draft General Plan. Staff can also clarify this by expanding the definitions on the table in the packet.
- GPWG member’s recommendation: Preferred scenario needs to reference users of the water, such as boaters, kayakers, paddle boarders and swimmers. All these groups of river users need access points on both sides of the river, and at more locations than the boat launch ramp. What Benicia has in the way of multiple access points to the river is a good example. Or Chicago - concrete steps down to the water.
- GPWG recommendation: Reference connections between Mare Island and the main land by ferry and water taxi.
- Parcel A on the northern waterfront – suggestion that this should not be developed.
- View District in St. Vincent Hill is another suggestion to incorporate as a policy objective in the goals, policies and actions. There are other views to protect as well and the General Plan should recognize this.
- Planning Commission comment: South Vallejo – suggestion that more is needed in terms of development in this part of town. Emphasize the mixed use nodes and community gardens planned for South Vallejo more when presenting to Council.

- Project team clarified that the vision for the employment center south of downtown includes light industrial uses such as light manufacturing, biotech or office space - uses that are more compatible with surrounding residential areas.
- One GPWG member's recommendations for housing policy: in-law units in most single-family neighborhoods; update code requirements for addressing fire damage;
- One GPWG member's recommendations for commercial areas: new buildings will be self-parked; no height limits for commercial buildings.
- One GPWG member's recommendations for waterfront: keep height limits in place; keep it open space on west side Mare Island way; standards for parks in proximity to residences
- One GPWG member's recommendations for sustainability: solar, grey water, rain water catchment, and recycling in residential and commercial areas.
- One GPWG member's recommendations for parking: lower parking space requirements while limiting/eliminating on street parking, while widening sidewalks.
- Incorporate county islands surrounded by City.
- Planning Commission would like to understand the economic impact of certain uses along the corridors to help evaluate proposed projects.
- GPWG member comment: Larger map would help to clarify that there is a continuous green band of open space along the waterfront from the Zampa Bridge to the Causeway.
- GPWG member comment: industrial land use is better located in upland areas.
- EVC member comment: Opportunity to collapse/combine the three gateways at the intersection of I-80/Hwy 37. This will correct any perception that the plan is imbalanced and rebalance it to give equal treatment to South Vallejo.
- Reference the roundabout proposed in the Sonoma Boulevard Specific Plan on Curtola.
- Clarify in the presentation to City Council that livability extends to all neighborhoods and not just those with in a half mile of the neighborhood corridors
- Concern that concerts in the northern waterfront area could have noise impacts on surrounding residential areas. Need to study and mitigate with policy.
- Public comment: Emphasize the development of tourism as a driver of economic development and the plan needs to put specific steps and a time line for doing this.
- Public comment: Southern waterfront is a major entry point to Vallejo via ferry – it needs treatment in the plan in order to enhance.
- Public comment: Emphasize arts and culture downtown. Need more than just one theatre. Recognize the economic development potential of arts & culture.
- Public comment: Connection of Mare Island to the rest of the City and connections for industry on the south end of Mare Island – need to clarify access will be by road, rail and water.

- Public comment: opportunity for port access unique on the southeast side of Mare Island Strait.
- In response to a question from EVC, team clarified that many of the ideas will become part of the policy framework in the Plan – policies and actions that help implement the vision.
- Suggestion for a three dimensional representation of the General Plan vision. Perhaps a design competition open to architects and students to help make that a reality.
- Request that the Plan think about long term job generation for a “lifetime of jobs.”
- Clarification of how the specific plans, including ongoing and recently completed specific plans, will be folded into the General Plan.
- General Plan should mention balance of housing types and catering to various income levels as an objective for Vallejo’s residential neighborhoods. Staff noted that this is an important objective of the recently adopted Housing Element, which is legally part of the General Plan.
- Public comment: Springs Road corridor is good for eastern part of the City – but what type of commercial uses? Plan needs to specify the type of uses, not just more liquor stores. Need shops and services for daily needs.
- GPWG comment: Hope for other than heavy industrial uses on formerly industrial properties on the Southeastern waterfront. Consider highest and best use and public benefit. Public access, even residences – mix of uses including employment could be the best use of this property.
- San Francisco Bay Trail connectivity should be referenced in the Draft Preferred Scenario narrative – closing the gaps through Vallejo. This offers benefit for connecting Maritime Academy students with downtown and points beyond.
- EVC member comment: Use of public lands along the waterfront – shoreline amphitheater and public health-oriented uses could be a good use. Tournaments and pick-up games would be good recreational uses.
- Public comment: Participatory budgeting process elected to fund improvements at Independence Park. Team clarified that the General Plan will incorporate these.