

## CITY OF VALLEJO PLANNING COMMISSION

Kent Peterman, Chairperson  
Gail Manning, Vice-Chair  
Norm Turley  
Bruce P. Gourley  
Suzanne Harrington Cole  
Wanda Chihak  
Lori Reese-Brown

**MONDAY**  
**6 October 2008**

**7:00 P.M.**

City Hall  
555 Santa Clara Street  
Vallejo, California 94590

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Materials related to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection on the table in front of Council Chambers 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 Commission 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 Commission on any matter not listed on the agenda but within the jurisdiction of the Planning Commission 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 commissioner 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 Commission.

The applicant or any party adversely affected by the decision of the Planning Commission may, within ten days after the rendition of the decision of the Planning Commission, 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 Planning Commission. 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 Planning Commission. 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 Planning Commission 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 Planning Commission'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 Planning Commission.

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

A. ORDER OF BUSINESS CALL TO ORDER

B. PLEDGE OF ALLEGIANCE

C. ROLL CALL

D. APPROVAL OF THE MINUTES: September 15, 2008.

E. WRITTEN COMMUNICATIONS: None.

F. REPORT OF THE SECRETARY

None.

G. CITY ATTORNEY REPORT

H. REPORT OF THE PRESIDING OFFICER AND MEMBERS OF THE PLANNING COMMISSION AND LIAISON REPORTS

1. Report of the Presiding Officer and members of the Planning Commission
2. Council Liaison to Planning Commission
3. Planning Commission Liaison to City Council

I. COMMUNITY FORUM

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

J. 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 Commission 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 commissioner or any member of the public.*

K. PUBLIC HEARINGS

1. Specific Plan Amendment 08-0004 to allow Multi-Family Residential uses in the Northgate Specific Plan Area where the Belvedere Project is located. Proposed CEQA Action: Mitigated Negative Declaration adopted on July 29, 2003. No further review is required. Staff Planner: Bill Tuikka, 648-5391.

Staff recommends a recommendation of approval to the City Council.

2. Use Permit 07-0012 is an application to request to serve beer and wine at Danny's Kitchen located at the Quality Inn at 38 Admiral Callaghan Lane. Proposed CEQA Action: Exempt. Staff Planner: Marcus Adams, 648-5392.

Staff recommends approval based on the findings and conditions.

3. Site Development 05-0068, Sign Permit 05-0059, Use Permit 08-0011, and Vesting Tentative Map 05-

0014 are applications to redevelop the existing Solano 80 neighborhood shopping center located at Solano & 14<sup>th</sup> Street. The vesting tentative map is to re-subdivide the existing nine parcels into six parcels. The use permit would allow off-site sale of alcohol and two 24 hr drive-thru uses for a fast-food and a pharmacy. The project would be built in four phases. Proposed CEQA Action: Mitigated Negative Declaration. Staff Planner: Marcus Adams, 649-5392.

Staff recommends approval based on the Mitigated Negative Declaration and the findings and conditions.

L. OTHER ITEMS

None.

M. ADJOURNMENT

MINUTES

- A. The meeting was called to order at 7:00 p.m.
- B. The pledge of allegiance to the flag was recited.
- C. ROLL CALL:  
Present: Harrington-Cole, Chihak, Peterman, Reese-Brown, Manning, Turley.  
Absent: Gourley.
- D. APPROVAL OF THE MINUTES.  
Commissioner Manning made a motion to approve the minutes of September 3, 2008. Motion was unanimously approved with Commissioners Manning and Turley abstaining.
- E. WRITTEN COMMUNICATIONS  
None.
- F. REPORT OF THE SECRETARY  
None.
- G. CITY ATTORNEY REPORT  
Chairperson Peterman introduced and welcomed Janet Coleson as the new City Attorney working with the Planning Commission.  
Janet Coleson: Thank you and I look forward to being with you for about the next four months.
- H. REPORT OF THE PRESIDING OFFICER AND MEMBERS OF THE PLANNING COMMISSION AND LIAISON REPORTS  
1. Report of the Presiding Officer and members of the Planning Commission. None.  
2. Council Liaison to Planning Commission. None.  
3. Planning Commission Liaison to City Council. None.
- I. COMMUNITY FORUM  
*Members of the public wishing to address the Commission on items not on the agenda are requested to submit a completed speaker card to the Secretary. The Commission may take information but may not take action on any item not on the agenda*  
None.
- J. 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 Commission 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.*

Vallejo Planning Commission Minutes  
September 15, 2008

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Commissioner Manning: I make a motion that we approve the agenda and the consent calendar. Motion was unanimously approved.

K. PUBLIC HEARINGS

1. Planned Development 07-0008 and Tentative Map 07-0009 are projects to construct 14 townhome units on the existing vacant parcels. To facilitate the proposed development General Plan Amendment 07-0002 is proposed which changes the classification from Commercial to High Density Residential. Zoning Map Amendment 07-0003 proposes changing the zoning designation from Linear Commercial/Low Density Residential to Planned Development Residential. Minor Exception 07-0004 is proposed to provide two of three guest parking spaces. The project is located at 1401 Solano Avenue @ 9<sup>th</sup> Street. Proposed CEQA Action: Mitigated Negative Declaration. Staff Planner: Marcus Adams, 648-5392.

Staff recommends approval of Tentative Map #07-0009, and recommendation to the City Council to approve General Plan Amendment #07-0002, Zoning Map Amendment #07-0003, Unit Plan #07-0008, and Minor Exception #07-0004 subject to the mitigated negative declaration and conditions of approval.

Marcus Adams: I have a short PowerPoint presentation tonight. This project is across from the Wilson-Cornelius former dealership. *Marcus showed pictures of the subject property.* This is a five leg intersection where all the streets converge. The project is on approximately ½ acre. It was previously the auto fleet storage yard for Wilson-Cornelius. One of the applications is a general plan amendment. It is kind of a transitional area, as you go up Solano you get into more of a commercial sector of Solano. If you head west towards the water it becomes more residential in nature. The General Plan designation was Commercial and affects the two parcels. We are changing that designation to HDR. *Marcus showed some illustrations of the project.* Three stories, 14 units, approximately 1600 square feet, 6 ea 4-bedroom units and 8 ea 3-bedroom units. The ground floor would have parking along with a bedroom. The second floor of the 4-bedroom units would have a bedroom on the second floor and the 3-bedroom units would not have a bedroom on the second floor. There are bedrooms on the third floors. There is one large building and a duplex. *Marcus showed some before and after simulations which pictured the surrounding homes and buildings before construction of this project and after.* The closest this project comes to other buildings is 19 feet, after that there is approximately a 60 foot setback. That is more than sufficient to meet setback requirements. The lot coverage of the buildings is approximately 32% and the height is 40 feet.

One of the concerns that we had which came out of the community meeting was parking. I wanted to show you some pictures of the surrounding property. There will be approximately 8 spaces of parking removed. Although the neighbors did state that there was a parking problem in the neighborhood I have visited the site multiple times at various times and I did not see a parking problem. Although I do acknowledge that once you get into the neighborhood, Richmond Park, There are small lots and homes and it is kind of congested. I did not see a problem at the project site though. The only time we did notice people parking in this area was on Sunday when church, further down on 9<sup>th</sup> street, was having services. I did see a couple cars parked along here where there would no longer be parking.

One of the applications is a minor exception to the parking requirement. They are going to be short one guest parking space. Originally the applicant had asked for a three parking space exception but after the community meeting and talking with staff he agreed to provide two guest parking spaces at the end of the property and he reduced the amount of 4-bedroom units from 10 to 6. We felt that would help alleviate any potential parking problems to where staff felt we could support the minor exception application.

I did want to touch some more on the community meeting. There were approximately 10 people at that meeting. Some of the other things that were brought up there were a worry about Section 8 people living there, sewer capacity, and traffic. I went in-depth on each of those items in the staff report. I did want to mention the Section 8, the applicant does not intend for those to be rental units. They plan on selling these at market rate. There is no rule that prevents us from allowing them to rent it but that project is not being constructed as an affordable housing complex. As for sewage capacity, we talked to VSFCO and they said there was more than enough adequate space in the sewer line along 9<sup>th</sup> Street, which is where the project's sewer line would come in. The Traffic Engineer and myself went there twice to look at that intersection. In the long away future, hopefully we will have some more traffic on Solano but that will be taken care of at a future date. As part of that future expansion the applicant will be working with Public Works as far as paying into the future improvements. The Council adopted a Mitigated Negative Declaration. The only mitigation that came out of that was for noise for the units along Solano Avenue. The applicant will have to do some standard practice measures, a higher level of insulation and other construction methods to mitigate the noise coming into the units. That concludes my presentation. The City Attorney wanted to add some language to one of the resolutions so I will let her present that to you tonight.

Janet Coleson: I just wanted to add that there were a number of resolutions in the back of the staff report. The one that is for your actual approval is the Tentative Map 07-0009. I wanted to add language at the very end, after "subject to the findings and conditions in this resolution." I wanted to add contingent upon City Council approval of GPA 07-0002, ZMA 07-0003, PD 07-0008, and Minor Exception 07-0004. That way this approval of the Tentative Map will be contingent of the City Council's approval of all the other things that go together in this package.

Commissioner Turley: Would that recommendation on page 2, would that be sufficient or do we still need to add something?

Janet Coleson: I just want to make sure that it is very clear and that is why I like to see that language in the resolution.

Commissioner Harrington-Cole: Did you tell us that with 14 units on this lot it came out to an average of 26 units per acre?

Marcus Adams: Correct.

Janet Coleson: When I read on page 2 it says LDR housing is 8.7 housing units per acre. Am I missing something?

Marcus Adams: Page 2 of the staff report?

Commissioner Harrington-Cole: I am sorry, page 3, under Zoning Analysis.

Vallejo Planning Commission Minutes  
September 15, 2008

Marcus Adams: It does exceed the 8.7 for LDR. That is why we had to do the GPA because it exceeds what the existing.....

Commissioner Harrington-Cole: So this is three times the considered preferable.

Marcus Adams: The current zoning there which is on that one small parcel does exceed. I want to clarify though the 26 is for all 14 units if you took just those 2 units that are on that parcel, I did not work that out but, it would not be 26 units per acre on that one parcel. The applicant is merging the two parcels so as a whole you get 26 units per acre. On that one parcel it would be far less although you would still have to change the zoning because it would still exceed the 8.7.

Commissioner Harrington-Cole: I also read here that there is going to be a six foot retaining wall between the tot lot and the next house. Is that correct?

Marcus Adams: The wall is also going to be screened with some landscaping. I think you are right about it being six feet.

Commissioner Harrington-Cole: So that the tot lot is not going to be exactly on this guy's back fence. There will be a wall and some landscaping.

Marcus Adams: Yes.

Commissioner Harrington-Cole: The duplex is going to be 5' taller than the rest of the units?

Marcus Adams: No, all of the buildings are the same height.

Commissioner Harrington-Cole: When you addressed noise on Solano for inside the units, was there any consideration of noise coming from inside the unit outside into the neighborhood?

Marcus Adams: No special consideration. They will have to meet the City Noise Element requirements. Generally we have never had problems with residential exceeding the noise standards of Vallejo, coming out for residential.

Commissioner Harrington-Cole: Are the balconies on the third floor and the second floor?

Marcus Adams: Yes.

Commissioner Harrington-Cole: So the third story balconies are going to be higher than the houses behind them. Correct?

Marcus Adams: Yes.

Commissioner Harrington-Cole: My experience says that that noise being higher than the rest of the houses will carry further. So that noise will be more likely to drift into the neighborhood. No I admit that initially my concern was great but as I looked at it, it is only the last three units on that building. I just wondered if there was any consideration given that.

Marcus Adams: Nothing more than I said earlier. That setback is 65 feet.

Commissioner Reese-Brown: The language that the attorney quoted for the resolution, do we have or can we get a copy of that?

Janet Coleson: No, it was only brought up just prior to the meeting.

Deborah Marshall: It will be in the minutes.

Commissioner Reese-Brown: OK. Marcus can you go back to the photo on 8<sup>th</sup> and Reis Street? That is a residence right next to the project is it not?

Marcus Adams: Correct.

Commissioner Reese-Brown: Was there a shadow study at all. The project is actually a three-story building. That residence won't have privacy from this project. I see the trees but I am not sure how far they will go back and they are on the neighbor's property. If they were to ever get cut down would that neighbor have privacy from the top unit of the project? I don't think so.

Marcus Adams: The balcony where he faces faces out on 9<sup>th</sup>. The window that faces the neighbor is a bedroom window.

Commissioner Reese-Brown: I would be good to get a shadow study if we could just to see if that would cast shadows down on that residence there. My second question is, 26 units per acre, and this is a 21,000 square foot lot. When I think about 14 units going on 21,000 square feet it seems pretty dense to me. An acre is 43,560 square feet. Usually with an acre like that you can get 5,000 square feet, 5,000 divided into 43,560 that is about 8.7 lots correct, if you were building single-family homes there?

Marcus Adams: Correct.

Commissioner Reese-Brown: But now you have 14 units there on 21,000 square feet. That seems a bit dense. That is just a concern that I have. The other question that I have is since the applicant is requesting so many concessions, GPA, ZMA, etc, are there going to be any in lieu fees paid by the applicant consistent with housing or State Law. I know that there are in lieu fees. Since we are giving the applicant concessions allowing them to go three stories high and then GPA, ZMA and parking. None of these units are affordable. They are all market rate. Can we look at some kind of in lieu fees that go to the City?

Marcus Adams: Don may want to address that but it was not discussed to my knowledge.

Don Hazen: The applicant did not request any zoning concessions on this project. It was not pursued under the State Density Bonus. The normal impact fees apply to this project just like any other project. With respect to the density I think staff was looking at this as an infill project which for the most part is currently zoned commercial. This parcel did not have commercial potential. We were looking at the highest and best use of the property. We felt that, long term down the road, we really wanted to encourage live/work and those, as you know, are typically higher density. We were kind of looking long-term here. As far as the buffer between this project and the single-family, what we took for current zoning was the fact that that rear parcel was designated LDR. The thought behind this was really to create a transition on this parcel. So while we did not look at any shading analysis, what we tried to do was provide a separation between the two projects that would be consistent with a single-family development, at least like a 20 foot rear yard setback. We recognized that to get the density it needed to be taller.



Commissioner Reese-Brown: The site is currently zoned commercial, live/work, to be consistent with existing commercial uses even though they are not bringing any type of real benefit to the area. Now you are changing it to an all residential HDR and if the Planning Commission approves this we are giving the applicant all of these changes to the General Plan, zoning, parking, etc. I cannot see how the applicant is providing anything for the City. He has all market rate units here and he is asking for a lot for the City not to be getting any type of benefit from that.

Don Hazen: I guess we do not see the GPA and ZMA as a concession. We see the current designation as not being the appropriate designation for long-term land use trend in this area. We did not see that as a concession and from a code standpoint the only concession that we are offering is the waiver of not meeting full on-site guest parking. Originally they wanted three spaces waived and we got that down to just one.

Commissioner Reese-Brown: It is still a concession. I don't care if there is just one or many.

Don Hazen: OK but you said multiple concessions.

Commissioner Reese-Brown: I think it is an improvement to the area. I like the townhomes and I like the design. I just think it is a little too dense. I think that even if the developer is not going to pay any in lieu fees, or offer one of those units below the market rate. They are saying no.

Don Hazen: We do not have an inclusionary housing ordinance in this City. We do not have the mechanism to require that.

Commissioner Chihak: What is the 10 foot abandonment that is mentioned here along Solano?

Marcus Adams: The applicant felt that for this project he needed that 10 feet to get the units and the site plan to work. He petitioned the City to abandon those 10 feet along 9<sup>th</sup> and Solano. Public Works analyzed that and determined that there are no future widening plans for 9<sup>th</sup> ever and they were fine with that. With Solano, even though there are plans to widen it they could still give up that 10 feet but they are not going to be able to park along 9<sup>th</sup> Street any more.

Commissioner Chihak: So the development will actually go to the back of the curb? There will be no strip there that the City has to maintain or anything?

Marcus Adams: Right, there will be nothing for the City to maintain. I do want to point out that in the future there will be sidewalk and curbs and a bike lane along Solano. Now, there is not even a curb or sidewalk.

Commissioner Turley: When do you expect construction to begin?

Marcus Adams: You may want to ask the applicant that.

Commissioner Turley: If there is going to be considerable street parking why that is going to interfere with the regular street sweeping isn't it?

Marcus Adams: If there were people parking in the street then, yes, I guess it could. I can't think of any other neighborhoods where they restrict the parking because of street sweeping, at least not more than a couple. We need to

remember that along 9<sup>th</sup> they are not going to be able to park along the street there. The curb is going to be painted red to prevent parking there. The only impact would be maybe if people were parking on the opposite side of the street. They can still do that now.

Commissioner Turley: Do you think a no parking on street sweeping day would be appropriate?

Marcus Adams: My personal opinion is that it is too early to tell. From my personal visits out there I do not see people parking on either side of 9<sup>th</sup> Street. I think we have to wait and see once these units are fully occupied and see what kind of impact they have.

Commissioner Manning: I want to commend you for a very thorough report, as usual, and again I want to thank you and the staff for taking extra time to go out on Sundays and at night to really explore the issues that were raised by the neighborhood.

Chairperson Peterman opened the Public Hearing.

Fred Sessler: I am a Vallejo Real Estate Broker and I represent the owner of the property, Richy Klein, and he does business under the applicant name, Val Prop. I am located at 617 Amador Street. Mr. Hazen said everything I was going to say in his beginning remarks. For the essence of time I do want you to know that present and ready to make presentations or answer any of your questions if the developer, Glen Gordon, the architect is present, Ray Hedgy, and the engineer, Bob Karn, from RAK Engineering is also present. I will be available if there are any real estate questions. I have been marketing the property. I appreciate your remarks about the transition in the neighborhood. It certainly will be an addition to the neighborhood. We hope the neighbors will really enjoy it. In the essence of time I will turn it over to the developer, Glen Gordon, Mr. Hedgy and Mr. Karn, if you have any other questions. Thank you.

Glen Gordon, Malibu California: I am the developer of this project. I too want to thank the City and the staff for their work on this. We have worked on this for a long time. Marcus kind of alluded to this before but through this process we have actually redesigned this entire project during the process from the initial application to meet some of the concerns and criteria as to what was originally presented. We have actually lowered the height of the buildings on this; we have moved the buildings back more from what they were before. One of the things that I wanted to respond to was they are market rate units but these are not to be expensive market rate units. We are trying to build units that do not call for subsidies whatsoever but are affordable in the sense of true market rate. They can be purchased and appeal to as broad of an audience as we can. They have been designed very carefully in working with staff on this concerning that. We want to be able to give people and families a good place to live at an affordable price but a market price today. That has been a challenge for any developer coming into any city today is how to build places today that are more affordable and affordable to more people but at market rate. Also to answer a question regarding shadows, the building itself when you are looking at the corner of the duplex right here, that is actually a south facing wall. From a sun standpoint and everything else there really won't be much of a shadow with respect to the adjoining neighborhood right there on that. And again I think we have pretty much almost doubled setbacks on this. What actually transpired because of that was a cost increase to the project but it was required because of working with the designers. We will probably be undergrounding the utility along Solano and

possibly even along 9<sup>th</sup> Street within the project's boundaries. Because of the need to move and then what happens with a building that is too close to a power line which requires undergrounding. That is another aspect of what has happened in the planning process. One other aspect that I will talk about real quickly is that there are two exclusive guest parking spaces. There happens to be more guest parking for the project but it has to do with the duplexes themselves. We are not asking for credit. They could be credited but each one of those units actually has their own guest parking space because of the way that the units are set back from the street and everything else which also is a place where a guest could park but it would be exclusive to those individual units and not exclusive to the whole complex. Those are in a sense a little bit of a credit but we just did not have the room and had a good plan with that. Thank you.

Commissioner Harrington-Cole: Based on your experience with 8 ea 3-bedroom units and 6 ea 4-bedroom units, I understand you made less 4-bedroom units than you wanted, about how many people do you think will be housed on this property?

Glen Gordon: If you figure the average household in California it come out to 52, if you use your figures it is 56. Somewhere in there.

Commissioner Harrington-Cole: So somewhere between 50 and 60 people on this lot. If we assume that they are two parent households, and you can hardly buy a house these days if you aren't, There would be approximately two cars per unit. So there would be 28 cars as well, do you think?

Glen Gordon: Each unit has a two car parking garage.

Commissioner Harrington-Cole: So for the most part it will be self-contained.

Glen Gordon: Correct.

Commissioner Harrington-Cole: I am a little concerned that it is dense; that there are a lot of units in there.

Glen Gordon: Again one of the things today which is a challenge for every city and every place is how to deal with providing affordable units at market rate and how to put them in and yet my only comment is it is different in different areas where there is even much higher densities than this is. Once you have a parking deck and put in what you call a parking garage with a deck and the units are built on the deck the cost of construction today has escalated dramatically in the last three years. Quite honestly that is the reason for part of this design. How do we keep this down? How do we get rid of those parking structures and that is how we make these more affordable is by not having major parking structures sitting there which would lift these even higher out of the ground. That is just one of the challenges.

Commissioner Chihak: Having come from the development side of the business I appreciate how difficult it is to make the numbers work on some of these projects. I actually did a lot of work when the City was looking at the affordable and inclusionary housing ordinances and the difficulty of making any multi-family residences work in the City of Vallejo. I think this is a great transition for the area. I think one way to address the concerns with parking is if the HOA did require that the garages be used for parking and not storage, which sometimes happens. That would free up those two spaces in front for guest parking which I

think you were eluding too. I could not tell by looking at the plans exactly how the tot lot works. Are there security gates?

Glen Gordon: We do not have a complete detail on that yet. It is a little bit early in the process for that. When we put in a tot lot one of the things that we wanted to show was that there is a community area there above and beyond the requirements of the Map Act and everything else. One of the things with respect to that is we have been asked in other projects before if we were going to put gates on the driveways and stuff like that. Going around the City we have not found these types of developments and we have not really worked in how screened off, whether it will be a fence or something like that. Again it is more of a community space as well as for children. We all have to face liability issues when it comes to structures. In the report it said it was about 3,000 feet. Actually that space is almost 5,000 feet. Just that one space alone. We have the ability to design a children's area into that as well as a place for adults to sit around and rest.

Commissioner Chihak: The units that do front Solano Avenue are set up to be Live/Work correct?

Glen Gordon: They can be.

Commissioner Chihak: They do have two entries?

Glen Gordon: Correct.

Commissioner Chihak: I think that is very good. I have seen this done in a lot of cities where redevelopment is just starting and it seems to have been very successful. It really gives the area a shot in the arm to kind of bring in more development.

Commissioner Manning: When do you think you would start construction assuming this was approved?

Glen Gordon: After today's market place I could not tell you exactly. This is the time for planning and as we continue on with planning we will take every advantage of whenever it is possible. We don't know at this point in time. I think the market still has to work itself out from inventories that are there. The unfortunate part is that we are in almost an inverse curve today where it does not matter that prices went down because the cost of construction went up. We have to wait for some of this to work itself out. Hopefully we would start within the next 12 months. Again, one of the areas we do is to pursue types of financing whether it be through state or whatever to try and help buyers. In a market like today you have to be creative. I would be lining up financing for buyers I would not just wait for buyers to come in and say go get a loan. That is what was happening before. There will be certain programs from the State and everything else. One of the things that we have targeted is that the price of these units will be truly conforming rate loans. We are hoping as soon as possible but we don't know right now.

Commissioner Manning: A difficult question is what a sense of the prices would be.

Glen Gordon: I would like to get it into the mid to high \$300,000.

Commissioner Harrington-Cole: When you say market rate, about where do you think you are going to hit in the market pricewise?

Glen Gordon: Mid to high \$300,000.

Chairperson Peterman closed the Public Hearing.

Commissioner Manning: I want to say that I think that this is another example, and I think this is the third one I have seen since I have come on the Commission, of infill housing. I think that for many of us it is a little bit of a shock or discomfort about how many units are on one space. However, that is consistent with the plans for infill housing. If our City had the funds to do a General Plan Update, one of the things that I think we would be looking at on the Planning Commission, is what is our policy concerning infill and what are our recommendation about that. Unfortunately we don't have the funds so what we have presently is what we have to look at when these come before us. I think this is a good plan. I think this is a very sweet little neighborhood with a lot of blight around it. It is not really a commercially usable space and I think this is a good use of that area. I think, at times, it is appropriate to do further studies, like shadow studies, and things like that but I do not see the need for that with this project. When we need further studies it is, in my mind, because maybe I am on the fence about something. I am very pro this plan. I definitely will support it. I would like to hear from the other Commissioners and what they think about this.

Commissioner Reese-Brown: I was not asking for a shadow study. I just wanted to inquire as to whether that building would cast a shadow on the single-family residence next door. Because there were some community residents that were concerned about a three-story development coming in. They had some concern about the homes not being compatible with the neighborhood. I have to say again that I do like the development. I believe I said that earlier. I just thought there were a little too many units. It will be a great improvement for the area. I just hope that when, and I hope City staff gets involved real soon in doing a General Plan Update, because these kinds of challenges come up quite often. If others come and propose individual zoning map and general plan amendments they may end up not being compatible with what we want in the future. With that being said I am going to support it but I just want to say for staff that when developments come along in the future they would look at the site and the density and the neighbors around.

Commissioner Chihak: I just wanted to compliment Commissioner Manning on how well she put that. I think that is exactly right and I am in 100% agreement with you. I really do think this is a good project for the area. I did want to point out that in the report it did say that economic development staff had looked at the area and because of the low traffic it was really not good for retail and commercial. I think this addition will compliment the neighborhood.

Chairperson Peterman: I must concur and I think that infill is the way to go in Vallejo. If you have an area for community and an area for people to get together and having just gone through National Night Out that sense of community is so important and I appreciate that you built that in and also that the building is not just a building but is something that is attractive too.

Chairperson Peterman: Can we make the motions in one motion or do we need to do them one by one.

Janet Colson: You can do them all together.

Commissioner Manning: I make a motion that we make a recommendation of approval to the City Council for PD 07-0008, GPA 07-0002, ZMA 07-0003, and Minor Exception 07-0004. I make a motion that we approve TM 07-0009 contingent upon City Council approval of the above stated applications.

AYES: Harrington-Cole, Chihak, Peterman, Reese-Brown, Manning, Turley.

NOS: None.

ABSENT: Gourley.

Motion Carries.

2. Use Permit 08-0008 is an application requesting to establish a 1,280 square foot massage therapy business using existing facilities. Requested hours of operation are 9 a.m. to 7 p.m. seven days a week. The applicant proposes to have three full time employees. The project site is located at 1776 Solano Ave. Proposed CEQA Action: Exempt. Staff Planner: Doug Zanini, 649-3409

Staff recommends approval based on the findings and conditions.

Don Hazen: Doug Zanini is on vacation this week so I would like to make a brief presentation from the dais. Massage establishments require a use permit in a linear commercial zoning district. The staff report contains the analysis that is relevant for a use permit. Primarily what we look for on use permits is identifying potential impacts that might be caused by this use at the particular location. What you will see in the staff report are primarily conditions of approval that will help insure that this use is a legitimate massage establishment and also go a little bit further than what our current ordinances provide for on massage establishments. As part of the analysis of this project, Doug did a very good job in surveying other cities and seeing how they are approaching massage establishments. What we have suggested as conditions of approval really barrow from other cities. We have tied those to particular impacts and we feel that those conditions are necessary to make the findings for approval. I will briefly go through some of those conditions that we would recommend be adopted as part of this project. Parking: as the cover sheet to the staff report notes there are nine on-site parking spaces associated with this site. If we were looking at a new project on a new site it would require approximately 20 to 24 spaces. This site is what we call a legal non-conforming site in that when it was originally approved by the City it was approved in this configuration with nine spaces. That building was intended for retail and office. A massage establishment is actually a less intense use than what the site was designed for. The parking is grandfathered in. We feel that they have a legal right to continue using this building with that deficiency. With that said we do note that there has historically been some cross-lot parking and pedestrian access. It has never been formalized or recorded. If these people wanted to use that parking they would have to go through the process of getting the owner's permission and recording the agreement. We have correspondence from the two business owners on that side who are supportive of this project and don't mind them using the parking. For purposes of our review it is not necessary to provide the additional parking.

We also looked at the individual requirements of the employees. What should we do there to ensure the public health and the welfare of the patrons? You will see conditions of approval concerning the Police Department doing background checks, which is already in our Municipal Code (VMC). What we have added at the advice of the City Attorney is putting in certain criteria for when that background check is occurring that could be basis for the Police Chief rejecting

that application. Currently the VMC just says the Police do a background check, well how do you know whether to accept or reject that background check? So we have put in those thresholds that the applicant must meet. We require background checks on all massage therapists.

We analyzed the consistency with the General Plan in terms of land use compatibility. Again, the zoning does permit it with a use permit. The surrounding business natures are primarily commercial and office. If this is a properly run massage business we do not feel that there would be any adverse effects on the adjacent properties. The main emphasis of the staff report is to identify those conditions of approval to help promote that properly run business.

The Police Department looked at the requested hours of operation. Originally when this was submitted they asked for 7 days a week from 9 AM to 10 PM. The Police Department (PD) requested that that be cut back to 7 PM. It is my understanding that the applicant concurs with that. So we made that a condition of approval. We have no reason at this point to believe that the applicant would be opposed to that. Other conditions that the PD has asked for would be installing television monitors inside and outside the business, including over the cash register, the entrance door and the parking lot. That would help ensure they have a safe secure way of running a business.

There is also a condition that staff is recommending that is not in the VMC. That is that each massage therapist receives State certification through training of at least 250 hours. That appears to be the way that most cities are going in their massage ordinances. We borrowed that from the City of Benicia. We are comfortable with that as a requirement as well.

The project is categorically exempt from CEQA because it is an existing facility. Page 7 & 8 of your staff report contain the findings for the recommended approval. As conditioned we believe you can make those findings for approval. That concludes my presentation unless you have any questions.

Commissioner Chihak: Is the parking agreement required to be in place before they can open or do they have an opportunity to go ahead and open and then finalize that paperwork?

Don Hazen: This is a legal non-conforming site with nine parking spaces. They are able, if approved this evening, to conduct business with the current parking. It does not require that they acquire any additional parking. We discussed this only because we have heard that there are some businesses who are worried that the parking will spill over on their site. It would be more of a civil matter. Unless you actually have those property owners record an agreement that you could share that parking and the two property owners would have to work out their conflicts. As far as we are concerned it meets code as a legal non-conforming.

Commissioner Chihak: OK, good. I just wanted to be sure of that. Thank you.

Commissioner Reese-Brown: I also agree that this is a really well put together report. I like the conditions that are put in here. It would be really good for this type of use to have conditions like this. Are there any other massage businesses in close proximity to this one?

Don Hazen: There are about four other establishments in town but there are none close to this facility.

Vallejo Planning Commission Minutes  
September 15, 2008

Commissioner Reese-Brown: I can't wait for it to open.

Commissioner Harrington-Cole: How many therapists will there be?

Don Hazen: Three.

Commissioner Harrington-Cole: Will they all be on-site or could I call and say, "Can you send a therapist over, my back has gone out?"

Don Hazen: That would be a question for the applicant.

Commissioner Turley: Mr. Hazen, suppose this was an application for a barber shop. Would you require cameras inside and outside of a barber shop and in the parking lots and so forth?

Don Hazen: Probably not but again that was a PD recommendation based on their past experiences with this type of business in the City. I think they are just trying to prevent another similar occurrence. They are treating massage establishments different than a barber shop.

Commissioner Turley: You probably would not require the of a barber shop stenciled on the roof either, would you?

Don Hazen: That is a tough one. We know the reasoning behind that and I think that will start a new trend with what the PD will be conditioning projects with in the future.

Commissioner Turley: You probably would not require that the barbers have so many hours training, now would you?

Don Hazen: I do not know if they are licensed by the State or not.

Commissioner Turley: I will continue later.

Chairperson Peterman: Thank you Commissioner Turley. I have a couple questions myself. I went out there and looked and it seems as if the parking lot has been resurfaced and restriped. Is that the restriping as requested or did you want it restriped again?

Don Hazen: I also saw the same thing, looking at the site. The Public Works Department (PW) wants to see the most easterly lot restriped to 90 degree parking to eliminate a dangerous space that is close to the driveway. What is out there now in the way of striping is not what the PW was asking for. One of those lots would still need those spaces to be restriped.

Chairperson Peterman: I just have to say that I would disagree with that. I think that business has been there forever. If it were a new business coming in or if they were changing the building, if they were re-landscaping. If they were doing any other things I would say restripe but just to change the business in a building and have them restripe the parking lot is ridiculous. That is how we lost the COSTCO expansion is by asking them to do too many things that they refused to do and so we did not get a COSTCO expansion. I just think it is beyond stupid so I would not support that part of the project. I have a question about the certification hours they are asking for. Will that be attached to other massage establishments in the City or would it be just for this one project?



Vallejo Planning Commission Minutes  
September 15, 2008

Don Hazen: Just this application.

Chairperson Peterman: OK. I also noticed that a lot of cities ask for certification from a qualified school. I certainly think that that might be enough. Also, concerning the background checks, the PD is going to carry those out, is that correct?

Don Hazen: That is correct.

Chairperson Peterman: Considering the state of our City right now how sure are we that that will happen?

Don Hazen: When we reminded the PD that the VMC currently requires them to do the background checks, I did get the, "Oh, we really don't have the resources." In a conversation with the Chief I emphasized to him that it is a current VMC requirement and the City Council expects that that would be carried out.

Chairperson Peterman: I think it is important that they be certified. I had a friend who had a bad massage and could barely walk for almost a year. Do we have to have a formal parking agreement?

Don Hazen: We have letters from business owners, not the property owners. The City does not want you to consider that parking as part of this project. We do not have the legal agreement. They are legal non-conforming with the nine spaces. If they wish to gain additional parking for their business they will have to talk to the adjacent owners.

Chairperson Peterman opened the Public Hearing.

Mr. Lee: I live at 237 Taro Street in San Francisco. We chose this location for our business. We checked the City out before deciding to start our business. We have read in the paper that business in Vallejo is slow but we were just looking for a space for performing the tradition of Chinese massage therapy. If you are uncomfortable or tired this is very good for the people. We appreciate if you could approve this application. We will do our best to offer the service to the people living here in Vallejo. In the nearby cities, when they see the advertising, they will drive to come here. We will offer our best service to the people of Vallejo and the cities nearby.

Chairperson Peterman: Any questions?

Chairperson Peterman closed the Public Hearing.

Commissioner Turley: I really have a problem with this one. I pick up the newspaper so frequently and see how many businesses are moving out of Vallejo. I will support any business who wants to come to Vallejo as long as it is legitimate and meet other criteria. I really welcome the businesses to Vallejo. Now, according to the PD the applicant has already passed a background check.

Chairperson Peterman: Commissioner Turley it is not the applicant it is the employees who have to pass the background check.

Commissioner Turley: We have already established that these are fine legitimate people. That is for sure. Now, we go on further to page four, about midway. The PD recommends that the project be conditioned so that the street address

be illuminated and visible along the street. I just simply do not understand because I have not seen this with other businesses. I am not saying that it is not anywhere else in Vallejo, I am just simply saying that I do not think that is necessary. The PD conditions that the hours of operation be from 9 AM to 7 PM and that the security cameras be installed so that you can record activity inside and outside the building including the cash register, the entrance door, and the parking lot. With traffic the way it is on Hwy 80, you know, just a heck of a lot of people do not even get home until 7:00 PM. I can't see any reason in the world why this business can't stay open until 10:00 PM. I just don't see any legitimate reason at all. Staff has provided suggested wording in the conditions of approval that require proof of 250 hours of training and proof of certification for all massage employees. Well, they must be experienced, that's for sure. I don't really know if 250 hours of training is excessive or not. That is why I asked Mr. Hazen, "Would we require a barber to have so many hours of training to prove that he is a legitimate barber?" No. This location is only one block from the Sheriff's Office. There is plenty of pedestrian traffic in that building. There are real estate offices. There is even an attorney in that building. Now, if there is any hanky panky going on how long do you think it is going to take people to figure it out? I don't think it is going to take long at all, maybe a little more than a heartbeat. There is an attorney's office right downstairs in that building. This is right next to the parking lot that Al Lavezzo, the largest attorney in Vallejo, has his office. If there is anything wrong going on, man, they are going to find it in 10 seconds. I am telling you. Now, there were two letters, in our packet, of welcome to this business but there was not one single letter of opposition. None whatsoever. Attachments 5 and 6 are the two letters. I don't see why these people have to have a professional painter paint the address on the roof of this building so that a helicopter can see it. That's why that is wrong. Putting in all those cameras, those cameras are not cheap. They are expensive. In the rooms, by the cash register, in the parking lot.

Chairperson Peterman: Commissioner Turley they are not going to be in the rooms. That would be an illegal invasion of privacy.

Commissioner Turley: OK. So anyway, with all these conditions on it I will definitely vote no. Thank you.

Commissioner Manning: First of all I want to say that we do welcome new business here in Vallejo. I agree with Commissioner Turley we really want to show open arms to new business in Vallejo. I am sure that if you have other massage businesses, you run into this in other cities, and I know Benicia is struggling with this. Thanks to the staff for this being really well researched. We have, to my knowledge, two massage parlors in Vallejo that are houses of prostitution. They have been open for a long time. Vallejo has a long salty history of prostitution. There is concern. I am concerned. I live in an area that has had and continues to struggle with prostitution on the streets. I am a big advocate of massage. I get massages all the time. I have friends that are massage therapists and I know that they personally struggle with this issue, they have a legitimate business yet there is the pseudo front for prostitution with massage. It is very hard for a government to try and find out what the middle line is here. The reality is that once a business is up and running it can look really good from the outside. There are lots of websites up out there about where to come for prostitution in Vallejo, what streets to go to, what businesses to go to. I can share some of those web sites with people if they would like to know. I am not using them but because I live in a neighborhood where we have a problem and so I have been apprised of this. It is shocking. When I talk to friends of mine that are in the massage business they say they welcome when cities set up

hours of certification. If you are a legitimate massage business, and the applicant here does Chinese massage, I am sure they take great pride in the methods they are using and want to hire people that are well trained. I agree with Chairperson Peterman about the striping. Sometimes I just can't believe the things we add on. For these poor businesses that are trying to get up and running I don't see the point in that. Why do we have to put the numbers on the roofs of businesses, I am assuming that this is something that the PD is starting to implement for all businesses because they do use helicopters and when they have street numbers on the roof it does help. I personally don't have a problem with that. I will support this. I again welcome your business. I have never tried Chinese massage. I would love to try it. I did not hear you object to the conditions that were put on here. If I had heard you object I would be a bit concerned. Open to 7:00 PM, for a reputable massage business, I think that is a wise idea. If you are open until 10:00 PM that leads to misunderstandings about the type of business you are running.

Commissioner Reese-Brown: I respect Commissioner Manning's opinion but I agree with Commissioner Turley that if it could be open until 9:00 PM or 10:00 PM that would be great. A lot of people who work full time do not get back into town until 7:00 PM with traffic, some later. If you could change the hours to 9:00 PM or 10:00 PM I think that would be a great idea. You could test it for a while and see how it does. I agree that the striping is an added cost to the business. I don't think that should be necessary. Who conditioned that?

Don Hazen: That was a Public Works condition of approval. One of the spaces was angled so it backed out onto the street. They wanted to make it 90 degrees so you were backing out into the parking lot not the street. It was a safety concern.

Commissioner Reese-Brown: That makes sense in that case. I agree that massage therapists should have certification. People do go to school to become a massage therapist so why not have a certificate to show that they are qualified. I support this project. I think the conditions are great. It offers a viable business in the community.

Commissioner Harrington-Cole: I do support the PD closing hours of 7:00 PM because I have had so much trouble with businesses that do stay open late and do end up causing problems. Like Commissioner Manning I live in a neighborhood where massage parlor was not legitimate and it took a long time to get it closed. I support the 7:00 PM closing I think you work in the City or don't get home until late, go on the weekend or go some other time but I think we are only asking for issues. I live near an alley and we are asked to put numbers on the alley and it makes sense to have lighted street numbers. It certainly makes good sense to have your address on the roof. If they did not require it, it would be smart to do it. I am going to support this application as the staff has recommended.

Commissioner Chihak: Don, is the condition to do the restriping, a condition for the applicant or for the owner?

Don Hazen: How they work that out is really between the two of them. We are conditioning the project. Owner/applicant, the City does not really care who does it, just that before they open that one lot would have to be restriped.

Commissioner Manning: I make a motion that we approve Use Permit 08-0008 with the findings and conditions put forth by staff.

Vallejo Planning Commission Minutes  
September 15, 2008

Chairperson Peterman: Would you accept a friendly amendment to delete the striping from the conditions of approval?

Commissioner Manning: Yes I would.

AYES: Harrington-Cole, Chihak, Peterman, Reese-Brown, Manning, Turley.

NOS: None.

ABSENT: Gourley.

Motion Carries.

L. OTHER ITEMS

None.

M. ADJOURNMENT

There being no further business to discuss, this session of the Vallejo Planning Commission is now adjourned at 8:30 pm.

Respectfully submitted,



(for) DON HAZEN, Secretary

Item K1

**STAFF REPORT  
CITY OF VALLEJO  
PLANNING COMMISSION**

**AGENDA ITEM:**

**DATE OF MEETING:** October 6, 2008

**PREPARED BY:** Bill Tuikka

**PROJECT NUMBER:** SPA 08-0004

**PROJECT DESCRIPTION:** The proposed Specific Plan Amendment to the Northgate Specific Plan (Plan) would amend Section 3, "Mixed Use Land Use Area" of the Plan, adding an additional permitted land use "Multi-Family Residential" to the permitted use chart on Page 25 of the Plan. The "Mixed Use Land Use Area" is the portion of the Northgate Specific Plan area where the Belvedere residential project is located. The Multi Family Residential land use is defined in Chapter 16.06 of the Zoning Ordinance. No changes would be added to the Permitted Use Definitions on Page 27 of the Plan.

**PROJECT DATA SUMMARY:**

Name of Applicant: Belvedere Homes, Mandarich Developments

General Plan Designation: Northgate Mixed Use

Zoning Designation: Mixed-Use Planned Development

Location: Northgate Specific Area Plan, Mixed Use Development area.

**RECOMMENDATION:** Recommend City Council Approval

**CEQA:** A Mitigated Negative Declaration was adopted on July 29, 2003 for the Northgate Specific Plan. No further review is required under the California Environmental Quality Act (CEQA) pursuant to Section 15162 of Title 14 of the California Code of Regulations.

## **PROJECT SUMMARY**

### Background

The Northgate Specific Plan was originally adopted in 1988 along with the certification of a Final EIR (Northgate FEIR) for the Plan area. This Plan area covers approximately 1,165 + acres of land in an area of the City that had been historically referred to as the "Northeast Quadrant." The Plan established basic parameters and limitations for development in the area. The Plan includes provisions and standards for land uses, provisions for needed public services and infrastructure, and an implementation plan.

In July 2003, the City approved an amendment to the Plan and the Vallejo General Plan, which established new General Plan Land Use Designations and Specific Plan land use classifications for the then vacant 109 acres of the Plan area. The primary purpose of these amendments was to broaden the permitted land uses for this area, allowing a mix of land uses including retail, commercial, lodging, independent/assisted living including congregate living and continuing care and community education uses.

### Belvedere Project

The original residential land uses in the Plan area required that the residential uses include assisted or supportive services for seniors. In June 2006, the City approved an amendment to the Plan allowing an additional land use under the Independent/Assisted living definition after application by Mandarin Developments for a 336-unit age qualified ownership condominium project called Belvedere. This amendment added a land "Independent Living" that allowed residential accommodations in the Belvedere project that do not feature any support services for seniors; however it contained provisions that at least 80% of the units must be occupied by one person at least 55 years of age or older. Accordingly, the Belvedere project was to be built consistent with this Plan amendment. Several of the buildings in the Belvedere project are now nearing completion. The completed project will contain 336 units in 14 buildings and a 9,400 square foot clubhouse on a 15-acre site.

### Current Request for Specific Plan Amendment

In response to the changing economic market, Belvedere Homes, LLC has applied for an amendment to the Plan to allow the Belvedere project to be occupied as standard multi-family housing as defined in Chapter 16.06 of the Zoning Ordinance. This would remove the age restriction in the current Plan, and add an additional permitted land use called "Multi-Family Housing" to the chart on page 25 of the Plan, with the footnote (1) Uses as defined with the Zoning Ordinance Chapter 16.06.

### Project Area

The proposed amendment involves the land use now as the "Northgate Mixed Use Land Use Area" as shown on the map on page 21 of the Plan.

## **ANALYSIS**

In order to permit the establishment of standard non-age restricted multi-family housing at the Belvedere project, the Plan would need to be amended to allow multi-family housing as defined in Chapter 16.06 of the Zoning Ordinance. Staff considered what impact such a change to the Plan would have and determined that additional traffic generation is the only possible impact that allowing standard multi-family housing instead of age-restricted housing would have on the Plan area. A report analyzing these potential traffic changes was prepared by Kimley-Horn and Associates, Inc. and submitted to the City for analysis. This report concluded that the non-age restricted project would be expected to generate only 19 more AM peak trips and 15 more PM trips during the AM and PM peak-hours than the approved age-restricted project.

This additional trip generation is believed to be well within acceptable trip generation for the site. A May 2003 traffic study based analysis of the Belvedere site on a “most likely” and “worst case” scenario, before approval on any project on the site. The “most likely” land uses included elderly attached housing, hotel, congregate care facility and a high turnover restaurant and would generate. The “worst case” scenario included uses such as a shopping center, electronic super store and also a high turnover restaurant. A non-age restricted condominium project would be expected to generate 538 fewer trips than the “most likely” buildout scenario, and would generate significantly less trips than the “worst case” buildout alternative. Based on this data, staff believes that the change of land use from 336 age-restricted condominiums to non-age restricted condominiums is within the scope of the May 2003 traffic study that was prepared for this site.

### Consistency with the General Plan

The General Plan designation is Northgate Mixed Use, which allows a variety of housing types; therefore the addition of a multi-family housing type is consistent with that designation. The text change only adds a type of housing allowed by the General Plan.

### Conclusion

Approval of this amendment would allow the Belvedere project to be available to a wider population than with the current restriction that requires one resident to be at least age 55.

## **ENVIRONMENTAL REVIEW**

The General Plan amendments and amendments to the Specific Plan approved by the City Council on July 29, 2003 resulted in a need to prepare a revised Initial Study and Mitigated Negative Declaration to analyze the impacts associated with a residential land use and many other land uses for this site. The Initial Study was prepared prior to the July 2003 Specific Plan adoption, as part of the approval process for the Specific Plan Amendment. The Negative Declaration adopted in July 2003 is considered adequate for review of this amendment and therefore there is no need to prepare an Initial Study or adopt a new

Negative Declaration. This project was reviewed pursuant to the requirements of the California Environmental Quality Act (CEQA) and has been determined to be exempt per Section 15162 (a) of Title 14 of the California Code of Regulations. This Text Amendment is covered by this Section which states that no subsequent Mitigated Negative Declaration needs to be adopted as: a) no substantial changes are proposed as a result of this change to the Specific Plan that would require major revisions to the Mitigated Negative Declaration that was adopted on July 29, 2003; and b) no substantial changes have occurred with respect to the circumstances of the housing project as a result of a change to the Specific Plan to allow the project to be occupied as a multi-family development instead of a senior project which would require major revisions to the Mitigated Negative Declaration that was adopted on July 29, 2003; and c) no new information of substantial importance is presented which was not known at the time that the Mitigated Negative was adopted. This application presented to the Planning Commission will only address the analysis and mitigation measures applicable to allowing the Belvedere project to be sold to the general population and not just seniors age 55 and over.

## **RECOMMENDATION**

Staff has determined that the proposed amendment is consistent with the City's General Plan, the Vallejo Municipal Code Zoning Ordinance and the intent of the Northgate Specific Plan, and all applicable ordinances, standards, guidelines, and policies. Therefore, staff recommends that the Planning Commission:

1. Recommend approval of the amendment to the Northgate Specific plan as presented in this staff report. (SPA 08-0004)
2. Recommend that the City Council Adopt an Ordinance adopting an amendment to the Northgate Specific Plan (SPA 08-0004).

## **APPEAL**

The applicant or any party adversely affected by a decision of the Planning Commission may within ten days after the rendition of the decision of the Planning Commission appeal in writing to the City Council by filing a written appeal with the City Clerk and Planning Division. 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 Planning Commission. 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 Planning Commission. If such date falls on a weekend or city holiday, then the deadline shall be extended until the regular business day.

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## ATTACHMENTS

1. Resolutions and Ordinances
  - A. Planning Commission Resolution
  - B. Ordinance to Amend the Northgate Specific Plan
    - Exhibit 1 – Changes to Page 25, Northgate Mixed Use Development Permitted Uses chart; Revisions to text in Section 3, Mixed Use Land Use Area, page 23.
2. Staff Report Exhibits
  - A. Vicinity and 500' Radius Map

Prepared by: Bill Tuikka  
Bill Tuikka, Associate Planner

Approved by: Don Hazen  
Don Hazen, Planning Manager

**CITY OF VALLEJO PLANNING COMMISSION**

**RESOLUTION NO. PC 08-27**

**A RESOLUTION OF THE PLANNING COMMISSION  
TO AMEND SECTION 3, "MIXED USE LAND USE AREA" OF THE  
NORTHGATE SPECIFIC PLAN ADDIING AN ADDITIONAL LAND USE  
"MULTI FAMILY RESIDENTIAL"  
SPA 08-0004**

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**I. GENERAL FINDINGS**

WHEREAS, Section 65450 et seq. of the California Government Code provides for preparation and adoption of Specific Plans for the systematic implementation of the General Plan; and

WHEREAS, the Northgate Specific Plan was prepared to guide the development and allowed uses within the Northgate area; and

WHEREAS, the Specific Plan also serves as the Master Plan for the Northgate Mixed Use Planned Development; and

WHEREAS, the Specific Plan was first adopted in October 1988 and amended in 1989, 1999, 2003 and 2006; and

WHEREAS, an application was submitted by Belvedere Homes, LLC on August 8, 2008, to amend the Northgate Specific plan for the purpose of adding an additional permitted land use "Multi Family Residential" to the permitted use chart on Page 25 of the Plan;

WHEREAS, the 336-unit Belvedere Homes project was approved in 2006 as age qualified "Independent Living" housing, requiring at least 80% of the units to be occupied by one person at least age 55 or older;

WHEREAS, Belvedere Homes, LLC has stated that current market conditions require that the units be able to be marketed to the general population, resulting in the request to add an the additional land use "Multi Family Residential" to the permitted land uses in the Mixed Use area of the Northgate Specific Plan area;

WHEREAS, upon review of the application received from Belvedere Homes, LLC, the Planning Division determined that an amendment to the Northgate Specific Plan would be necessary;

WHEREAS, the proposed amendment to the Specific Plan is referenced as Specific Plan Amendment 08-0004; and

WHEREAS, Section 3 of the Specific Plan shall be as amended by Specific Plan Amendment 08-0004; and

WHEREAS, when compared to Section 3 of the Specific Plan, the Specific Plan, as amended by Specific Plan Amendment 08-0004 includes changes to the policies regarding occupancy of residential units in the Northgate area; and

WHEREAS, the City has complied with the requirements of the Local Planning Law (Government Code section 65300 et seq.), the current State of California General Plan Guidelines, and the City's applicable ordinances and resolutions with respect to approval of the amendment to the Specific Plan, as amended by Specific Plan Amendment 08-0004; and

WHEREAS, pursuant to Government Code Section 65090, notice of the Planning Commission's hearing was published in at least one newspaper of general circulation within the City of Vallejo at least 21-calendar days before the Commission's public hearing; and

WHEREAS the City of Vallejo Planning Commission conducted a duly noticed public hearing to consider the proposed Specific Plan Amendment on October 6, 2008, at which testimony and evidence, both written and oral, were presented to and considered by the Planning Commission;

WHEREAS based on evidence received at the public hearing, the Planning Commission makes the following factual findings:

## **II. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS.**

Section 1. The proposed Code Text Amendment was reviewed pursuant to the requirements of the California Environmental Quality Act (CEQA) and was determined that the Negative Declaration adopted in July 2003 is considered adequate for the review of this Amendment. The General Plan amendments and amendments to the Specific Plan approved by the City Council on July 29, 2003 resulted in a need to prepare a revised Initial Study and Mitigated Negative Declaration to analyze the impacts associated with a residential land use and many other land uses for this site. The Initial Study was prepared prior to the July 2003 Specific Plan adoption, as part of the approval process for the Specific Plan Amendment. As a result, the Negative Declaration adopted in July 2003 is considered adequate for review of this amendment and therefore there is no need to prepare an Initial Study or adopt a new Negative Declaration. This project was reviewed pursuant to the requirements of the California Environmental Quality Act (CEQA) and has been determined to be exempt from preparing a new Initial Study per Section 15162 (a) of Title 14 of the California Code of Regulations. This Text Amendment is covered by this Section which states that no subsequent Mitigated Negative Declaration needs to be adopted as: a) no substantial changes are proposed as a

result of this change to the Specific Plan that would require major revisions to the Mitigated Negative Declaration that was adopted on July 29, 2003; and b) no substantial changes have occurred with respect to the circumstances of the housing project as a result of a change to the Specific Plan to allow the project to be occupied as a multi-family development instead of a senior project which would require major revisions to the Mitigated Negative Declaration that was adopted on July 29, 2003; and c) no new information of substantial importance is presented which was not known at the time that the Mitigated Negative was adopted. This application presented to the Planning Commission will only address the analysis and mitigation measures applicable to allowing the Belvedere project to be sold to the general population and not just seniors age 55 and over.

Section 2. The Planning Commission finds that, based on the facts stated above, the proposed Specific Plan Amendment will not have a significant environmental effect.

Section 3. The planning commission hereby makes these findings based on the whole record, including the environmental findings contained in the "*Environmental Review*" section of the staff report and incorporated herein by this reference.

### **III. FINDINGS RELEVANT TO SPECIFIC PLAN AMENDMENT FINDINGS FOR PROJECT APPROVAL AND FOR DETERMINATION OF PROJECT CONSISTENCY WITH APPLICABLE GENERAL PLAN**

Section 1. Planning Commission finds, based on the facts contained in the staff report attached herein and incorporated herein by this reference, and given and the evidence presented at the public hearing that:

- A. The proposed Specific Plan Amendment is consistent with the intent, purpose and development standards of the Northgate Specific Plan.
- B. The proposed Specific Plan Amendment is consistent with the goals and policies of the Vallejo general plan.

### **IV. RESOLUTION RECOMMENDING AMENDMENT TO THE NORTHGATE SPECIFIC PLAN FOR SPECIFIC PLAN AMENDMENT 08-0004,**

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission hereby APPROVES this resolution to amend the Northgate Specific Plan by adopting Specific Plan Amendment 08-0004 based on the findings contained in this resolution, with reference to the staff report attached including Exhibit 1, the proposed ordinance.

### **V. VOTE**

PASSED and recommended that City Council APPROVE this resolution and ADOPT the Ordinance at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 6<sup>th</sup> day of October, 2008, by the following vote to-wit:

AYES:  
NOES:  
ABSENT:

---

KENT PETERMAN, CHAIRPERSON  
City of Vallejo PLANNING COMMISSION

Attest:

---

DON HAZEN  
PLANNING COMMISSION SECRETARY

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF VALLEJO ADOPTING  
SPECIFIC PLAN AMENDMENT NO. SPA 08-0004 and AMENDING  
THE NORTHGATE SPECIFIC PLAN**

THE COUNCIL OF THE CITY OF VALLEJO DOES ORDAIN AS FOLLOWS:

SECTION 1. Findings and Determination.

The City Council hereby finds and determines that:

- A. As required by Government Code Section 65358(a), the proposed Specific Plan Amendment No. SPA 08-0004 regarding the Amendment to the Northgate Specific Plan, as defined and described in City Council Resolution No. ( ) is in the public interest of the people of the City of Vallejo, and is in conformity with public convenience, the general welfare and good land use practice by allowing telecommunication facilities for the benefit of the greater Vallejo community, and
- B. The Amendment to the Northgate Specific Plan is consistent with the objectives, goals, policies and general land uses specified in the City’s General Plan.

SECTION 2. Adoption of the Amendment to the Northgate Specific Plan.

Based on the findings herein and in the resolutions recited above, the City Council hereby adopts and incorporates Specific Plan Amendment No. SPA 08-0004, entitled “Amendment to the Northgate Specific Plan, dated Oct XX, 2008,” as specified in Exhibit 2 attached hereto and incorporated herein by this reference.

SECTION 3. Severability.

This Ordinance and the various parts thereof are hereby declared to be severable. Should any section of this Ordinance be declared by a court of competent jurisdiction to be unconstitutional or invalid, such decision shall not affect the validity of the Ordinance as a whole, or any portion thereof other than the section so declared to be unconstitutional or invalid.

SECTION 4. Effective Date.

The effective date of this Ordinance shall be thirty (30) days after the final passage.

FIRST READ at a regular meeting of the Council of the City of Vallejo held on the \_\_\_\_\_ of \_\_\_\_\_, and finally passed and adopted at a regular meeting of the Council held the \_\_\_\_ day of \_\_\_\_\_, by the following vote

**AMENDMENT TO THE NORTHGATE SPECIFIC PLAN**

The Northgate Specific Plan is hereby Amended as follows:

Page 25- The Chart titled “Northgate Mixed Use Development”, Permitted Uses, shall be modified to add an additional column as below:

Land Use	Commercial	Neighborhood Shopping & Services	Mixed Use
Multi-Family Residential	-----	-----	P

The Text on page 23 shall be modified as shown in *italics*:

**SECTION 3. MIXED USE LAND USE AREA**

The intent of the Mixed Use category is to allow for the opportunity of a diversity of land uses which will create employment opportunities such as lodging and senior housing including Independent / Assisted Living uses, as well as provide a potential retail/commercial function. *The Mixed Use category also allows Multi-Family Residential housing.* The functional goal is to develop a unified and well designed project which integrates all uses.

The Mixed Use area is located within the Northgate Mixed Use Development on the east side of Ascot Parkway south of Columbus Parkway. Its central location and diversity of permitted uses will set the standard by which other developments within the Plan will measure themselves. The “Development Standards”, Appendix “A”, establish architectural and landscape guidelines for the design of the area.

Housing types, such as Independent / Assisted Living shall be classified as Commercial uses for establishing all fees, special taxes and Mello Roos collected by the City.

Within the Mixed Use Land Use area, the permitted uses of Independent / Assisted Living shall be exempt from having to provide or dedicate park land either internal to a proposed project or external to that project.

The uses that will be allowed in the Mixed Use area, with an approved Planned Development Unit Plan, are listed within the following table titled “Northgate Mixed Use Development Permitted Uses.”







MANDARICH DEVELOPMENTS  
**Northgate Specific Plan Area**  
Vallejo, California

NOT TO SCALE



**RBF**  
CONSULTING

2101 Arden Boulevard, Suite 200, Sacramento, CA 95834-2303 • 916.928.1113



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© USFWS

Google

Pointer, 38°07'59.52" N, 122°12'27.39" W, elev 215 ft, Streaming, 100%, Eye alt 2834 ft

■

**M A N D A R I C H**  
**D E V E L O P M E N T S**

Re: Belvedere

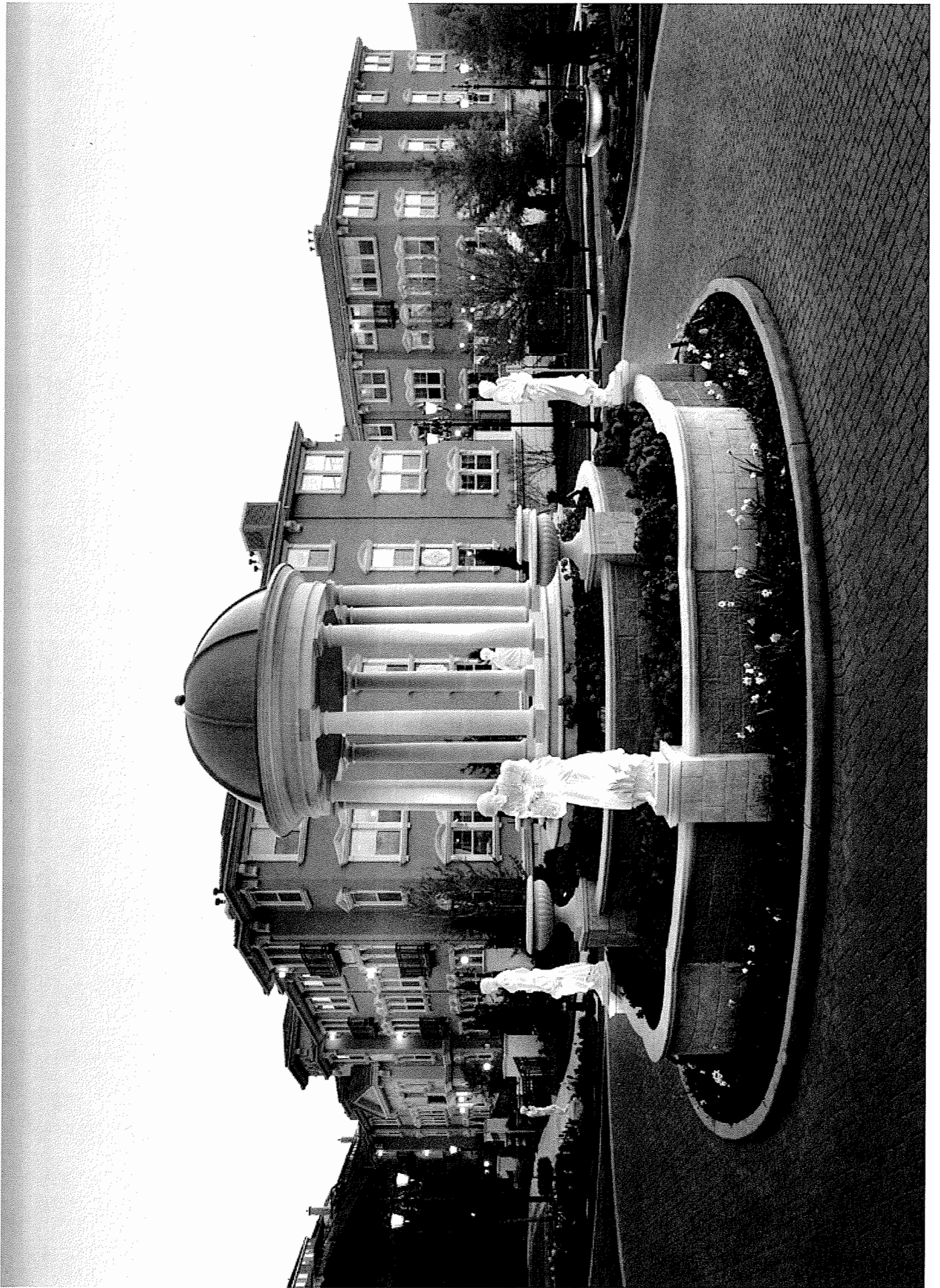
Dear Planning Commission:

Enclosed are floor plans, photographs, and a rendering of the clubhouse for Belvedere. I will be at the Planning Commission meeting on October 6<sup>th</sup> to answer any questions that you may have regarding our request for the proposed amendment to the Northgate Specific Plan.

Your consideration of our request is greatly appreciated.

Belvedere Homes, LLC  
Mandarich Developments – Manager

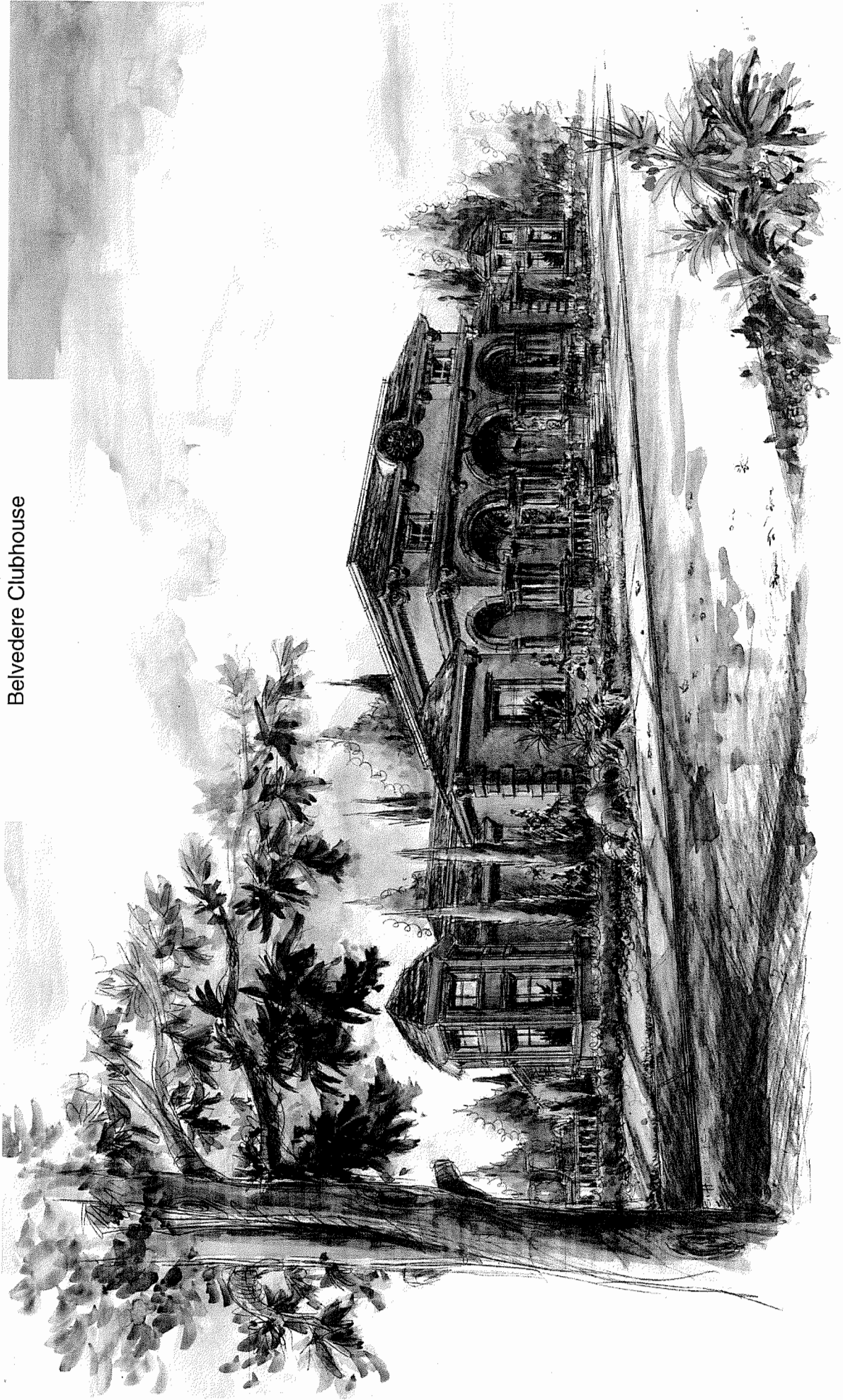
  
Gary L. Mandarich, President



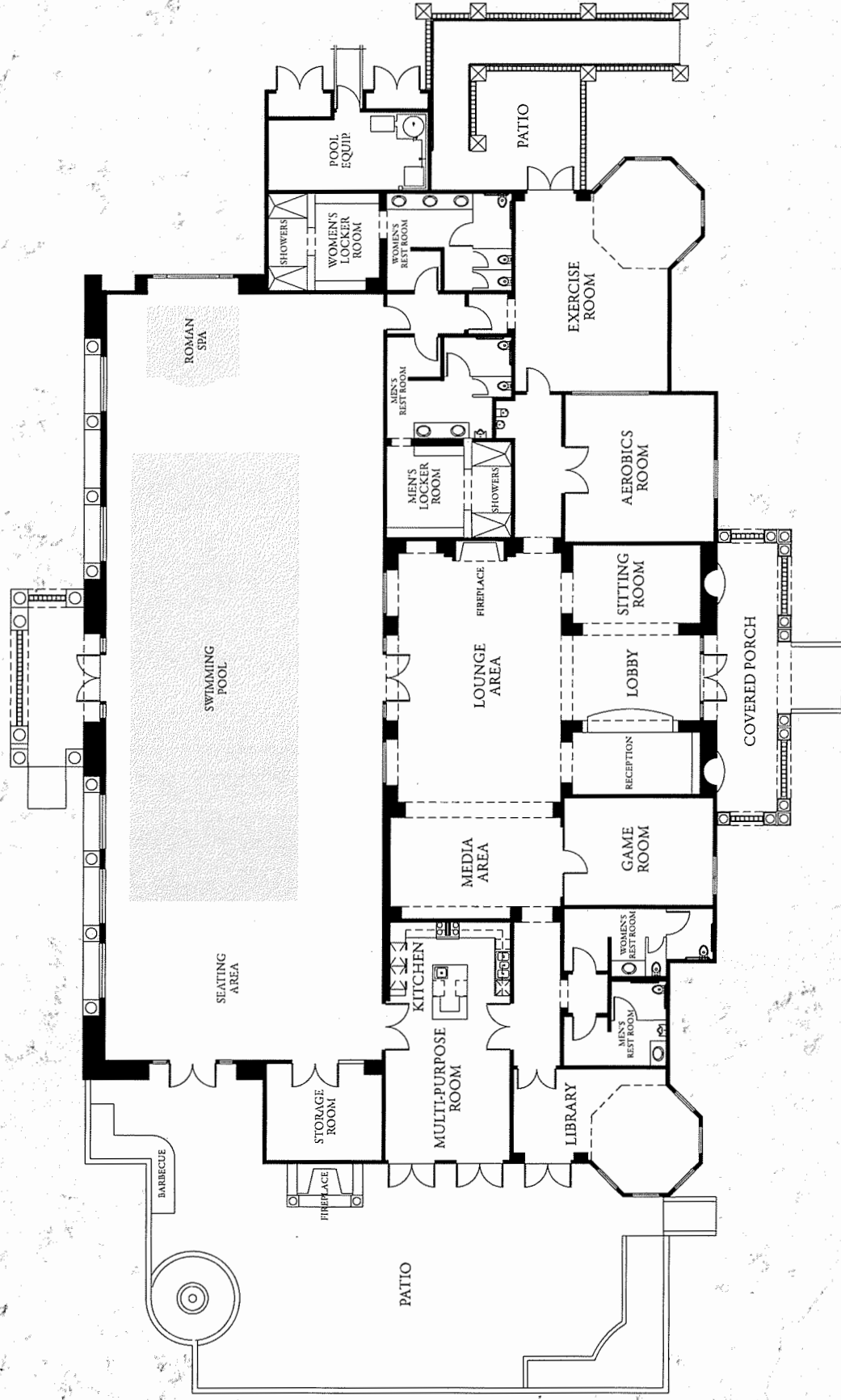




Belvedere Clubhouse



# THE CLUBHOUSE

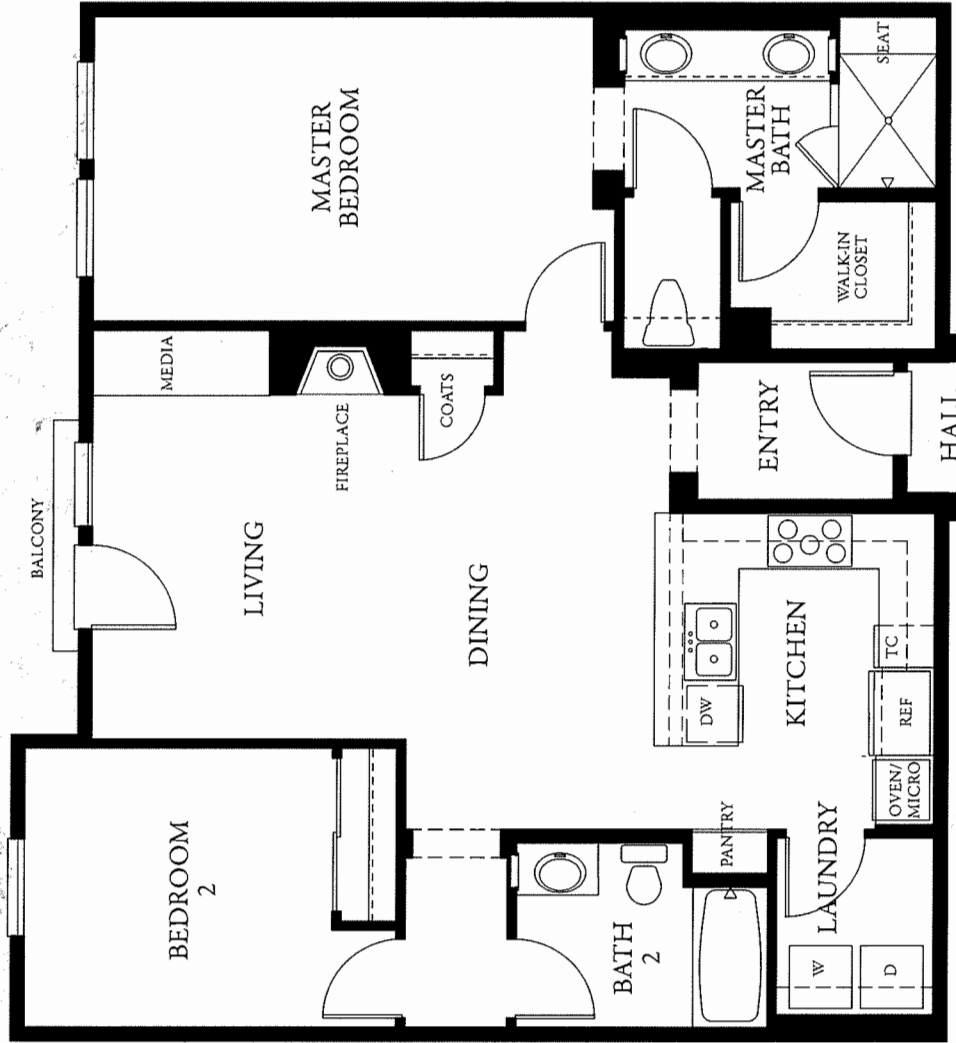


PRELIMINARY



Two Bedroom, Two Bath  
Approximately 1,167 Square Feet

# BACH RESIDENCE - PLAN ONE



PRELIMINARY

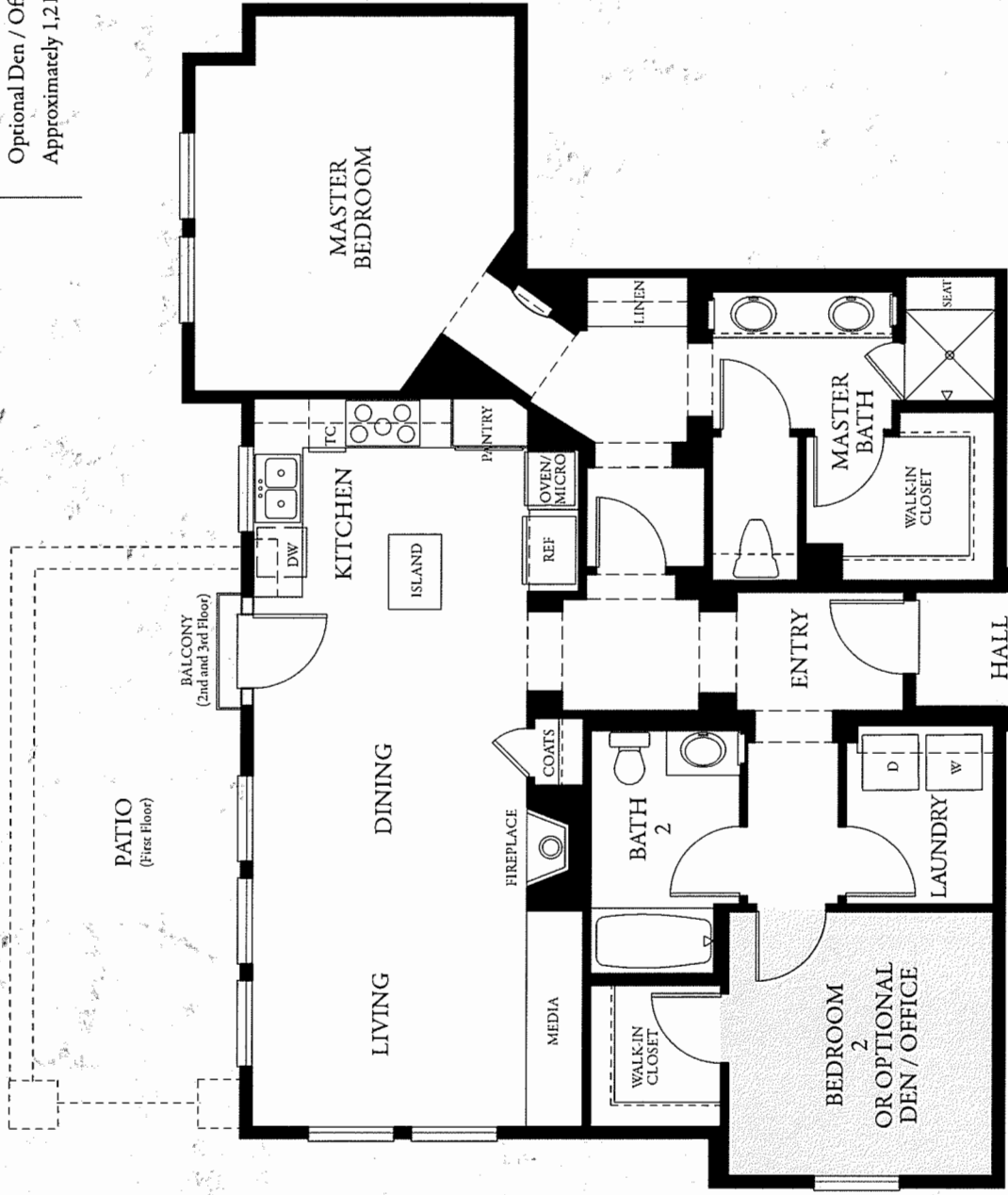


# BEEETHOVEN RESIDENCE - PLAN TWO

Two Bedroom  
Two Bath

Optional Den / Office

Approximately 1,213 - 1,256 Square Feet

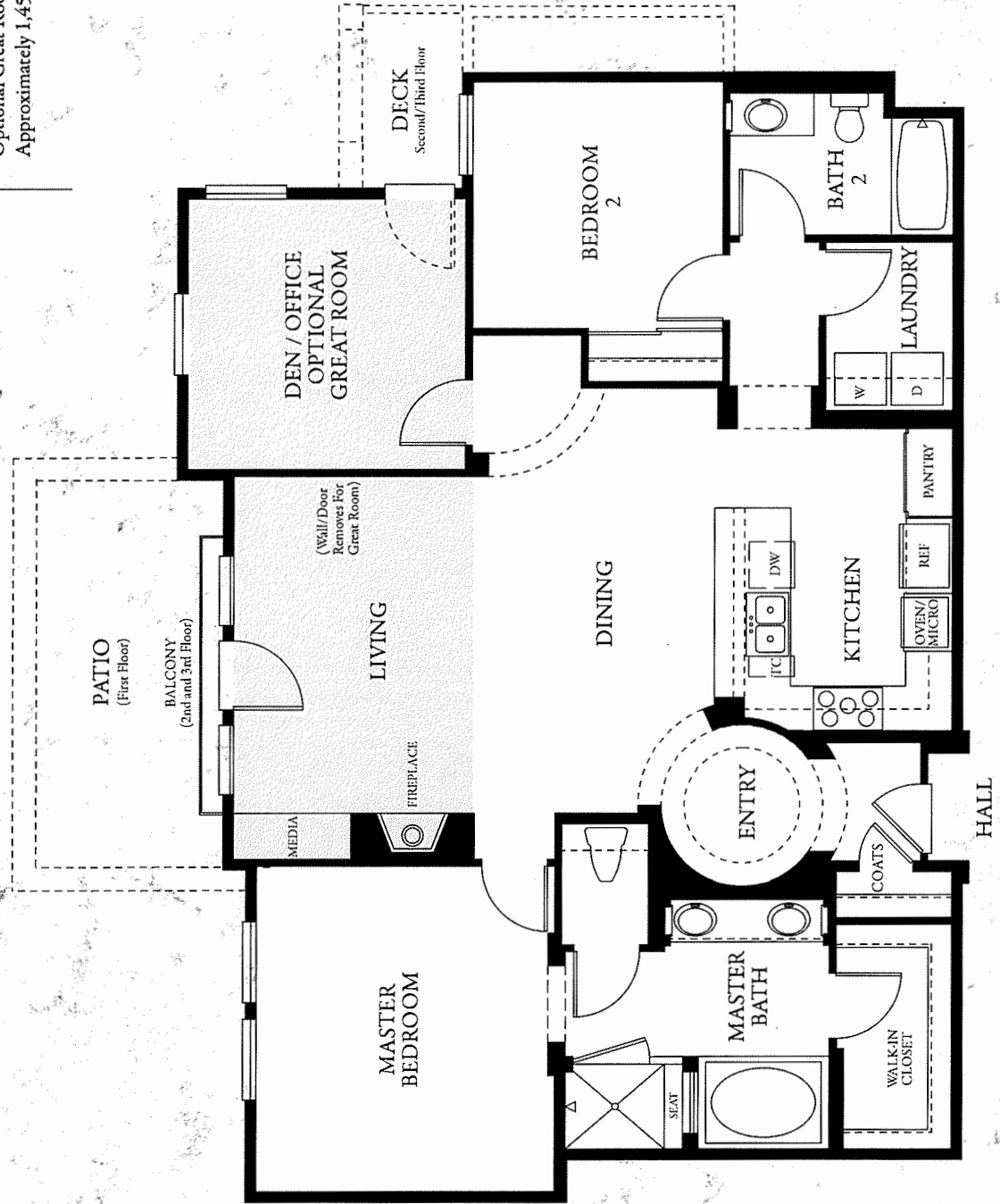


PRELIMINARY



# MOZART RESIDENCE - PLAN THREE

Two Bedroom and Den / Office  
Two Bath  
Optional Great Room  
Approximately 1,450 - 1,513 Square Feet



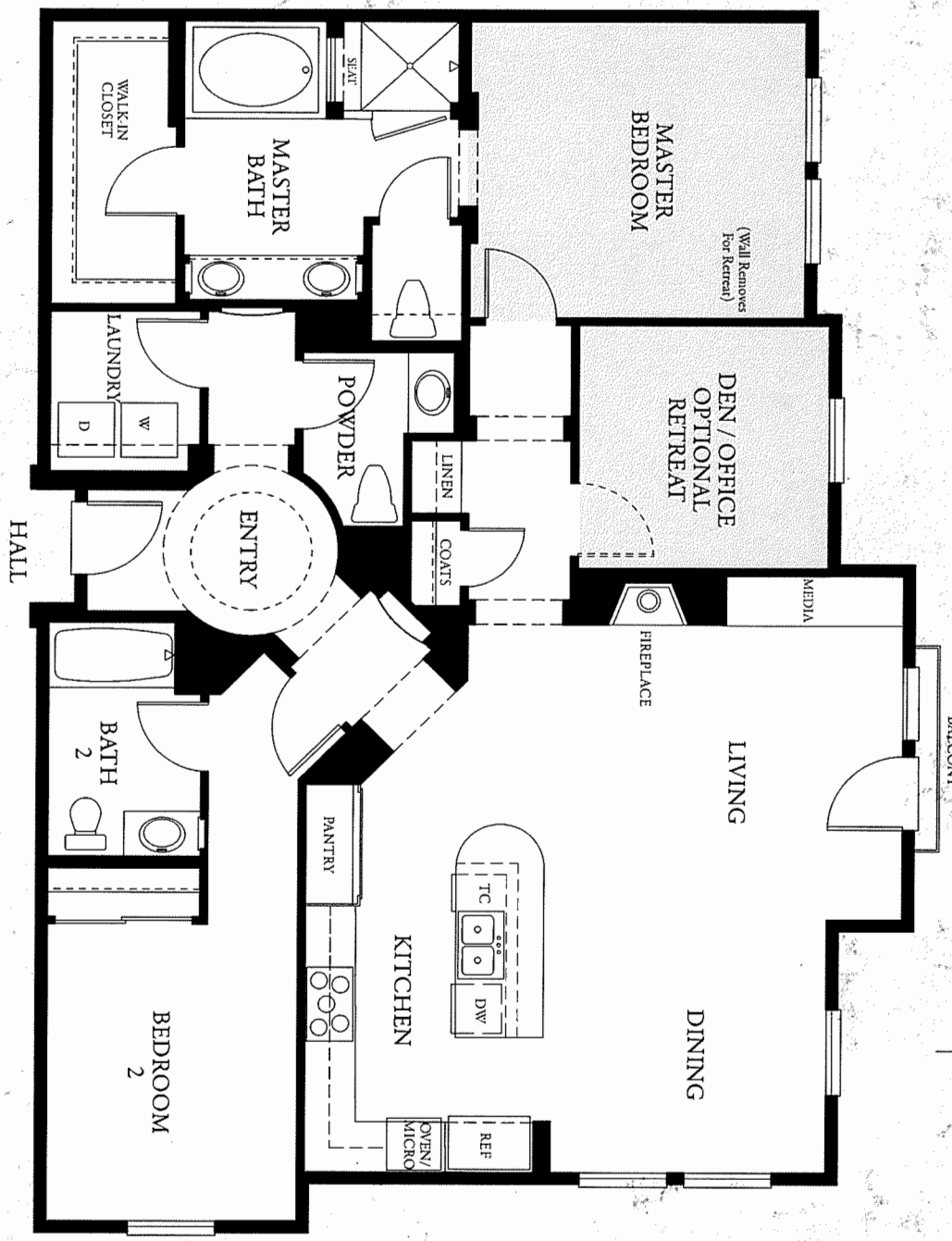
PRELIMINARY



PRELIMINARY

# STRAUSS RESIDENCE - PLAN FOUR

Two Bedroom and Den / Office  
Two and One Half Bath  
Optional Retreat  
Approximately 1,535 Square Feet









Item K2

**STAFF REPORT – PLANNING  
CITY OF VALLEJO  
PLANNING COMMISSION**

**DATE OF MEETING:** October 6, 2008

**PREPARED BY:** Marcus Adams

**PROJECT NUMBER:** UP #07-0012

**PROJECT  
DESCRIPTION:**

The use permit application is a request to serve beer and wine at Danny's Kitchen restaurant, located at the Quality Inn at 38 Admiral Callaghan Lane. The previous restaurant at this location was damaged in a fire. The restaurant will be open seven days a week. Breakfast and lunch will be served every day from 6:00 am – 3:00 pm. Dinner will be served on Thursday, Friday and Saturday from 5:30 pm – 9:30 pm. No live entertainment is anticipated.

**RECOMMENDATION:** Approve with Conditions

**CEQA:** Categorically Exempt (Section 15301) (Class 1)

**PROJECT DATA SUMMARY**

Name of Applicant: Eui Youn and Jum Ok Kang

Date of Completion: August 22, 2007

General Plan Designation: Commercial Retail

Zoning Designation: Linear Commercial

Site/Surrounding Land Use:

**Site: 38 Admiral Callaghan Lane  
APN 0069-070-420**

North: Commercial  
South: Parking Lot  
East: Commercial  
West: Commercial

Lot Area: 1.75 acres

Total Floor Area: 1,533 square feet

Landscape Area/Coverage: Not Applicable

Parking Required/Provided: One space for each three seats = **16 required spaces**

100 spaces in the Quality Inn parking lot.

## **BACKGROUND SUMMARY**

The applicant has opened the 49 seat Danny's Kitchen restaurant, located at the Quality Inn of Vallejo. The restaurant that previously existed at this site was destroyed in a fire. The previous restaurant did not sell alcoholic beverages. The conditional use permit application is a request to serve beer and wine at the restaurant.

## **ANALYSIS**

On-sale alcohol establishments are allowed within the Linear Commercial district upon conditional use permit approval, per Section 16.82.060(Q) of the Vallejo Zoning Ordinance. The major issues staff analyzes when reviewing such establishments are whether the restaurant meets the Municipal Code definition of a "bona fide eating establishment" in order to qualify for the 1,000 foot exemption for locating near another on-sale establishment; whether the restaurant will include bar service only; and potential negative impacts to the neighborhood.

### *Bona Fide Eating Establishment*

Following is the definition and standards for bona fide eating establishment qualification:

"Bona fide eating place" means a place which is regularly and in a bona fide manner used and kept open for the serving of meals to guests for compensation which has: 1) suitable kitchen facilities; 2) a primary use of sit down service to patrons; 3) adequate seating arrangements for patrons provided on the premises; 4) alcoholic beverages served for consumption on the premises only when served at tables or counters. A bona fide public eating place, which includes, but is not limited to, any facility which has obtained a State Department of Alcoholic Beverage Central license Type 41, On-Sale Beer and Wine Eating Place or Type 47, On-Sale General Eating Place, does not include any billiard or pool hall, video arcade, bowling alley or adult entertainment business. (Adapted in part from the California ABC Central Act, Business and Professions Code, s 23038); and 5) a minimum of sixty-seven percent of the bona fide eating place's gross receipts shall be

from the sale of meals and other non-alcoholic products. The owner/operator shall submit at the time of city business license renewal certified evidence of the total meal and other non-alcoholic products sales upon request by city officials, for the purpose of verifying compliance.

Based on conversations with the applicant and the submitted floor plan (see Attachment 2) staff believes the restaurant will meet the definition of a bona fide eating establishment.

#### *Bar Service*

This restaurant does not include a bar. Patrons will only be allowed to order beer and wine as part of a meal.

#### *Restaurant Impacts*

The restaurant will primarily serve the guests staying at the Quality Inn. The site has ample parking for a restaurant of this size. The impacts of the restaurant will not be significant because of the limited hours of operation and lack of bar service. No live entertainment is anticipated. The Vallejo Alcohol Policy Coalition reviewed the application and recommended that beer and wine should only be sold by the glass and that the owners and staff should take a Responsible Beverage Service training. The Police Department recommended that the sale of alcoholic beverages be permitted only between the hours of 7:00 am to 10:00 pm. The applicant agrees with the conditions. This public hearing was noticed on September 10, 2008. No public comments were received in response to the notice.

### **ENVIRONMENTAL DETERMINATION**

The proposed project is categorically exempt due to the fact that the existing use would involve no expansion or new construction (CEQA Section 15301, Existing Facilities).

### **CONCLUSION/RECOMMENDATION**

The proposed project is consistent with the City's General Plan and Municipal Code, and all applicable ordinances, standards, guidelines, and policies. Therefore, staff recommends that the Planning Commission approve the Conditional Use Permit, number UP 07-0012, based on the findings and subject to the attached Conditions of Approval.

### **FINDINGS**

The Planning Commission finds, based on the facts contained in this staff report attached herein and incorporated herein by this reference, and given and the evidence presented at the public hearing, and subject to the conditions attached to this resolution that:

1. The location, size, design and operating characteristics of the proposed conditional use will be compatible with adjacent uses, building or structures, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities, to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity and physical character of surrounding streets; and to any other relevant impact of the proposed use.
2. The impacts, as described in subsection 1 above and the location of the proposed conditional uses are consistent with the City's General Plan.

## **EXPIRATION**

Approval of a use permit shall expire automatically twenty-four months after its approval unless authorized tenant improvements have commenced prior to the expiration date.

## **APPEAL**

The applicant or any party adversely affected by a decision of the Planning Commission may within ten days after the rendition of the decision of the Planning Commission appeal in writing to the City Council by filing a written appeal with the City Clerk and Planning Division. 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 Planning Commission. 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 Planning Commission. If such date falls on a weekend or city holiday, then the deadline shall be extended until the regular business day.

## **ATTACHMENTS**

1. Resolution
2. Site/floor plan
3. Pictures of site
4. Conflict of Interest Map

**CITY OF VALLEJO PLANNING COMMISSION**

**RESOLUTION NO. PC 08-23**

**A RESOLUTION OF THE PLANNING COMMISSION  
APPROVING A CONDITIONAL USE PERMIT APPLICATION  
USE PERMIT #07-0012**

*Danny's Kitchen Restaurant*

The project is located at the Quality Inn at 38 Admiral Callaghan Lane.

APN# 0069-070-420

\*\*\*\*\*

**I. GENERAL FINDINGS**

WHEREAS an application was filed by Eui Youn and Jum Ok Kang seeking approval for a conditional use permit to serve beer and wine at a bona fide eating establishment; and

WHEREAS the City of Vallejo Planning Commission conducted a duly noticed public hearing to consider the application for the Conditional Use Permit on October 6, 2008 at which testimony and evidence, both written and oral, was presented to and considered by the Planning Commission; and

WHEREAS based on evidence received at the public hearing, the Planning Commission makes the following factual findings:

**II. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS**

Section 1. The Planning Commission finds that on the basis of the whole record before it there is no substantial evidence that the project will have a significant effect on the environment per Section 15301, Class 1 Categorical Exemption, "Existing Facilities" of the California Environmental Quality Act.

**III. FINDINGS RELEVANT TO USE PERMIT AND FINDINGS FOR PROJECT APPROVAL AND FOR DETERMINATION OF PROJECT CONSISTENCY WITH APPLICABLE GENERAL PLAN**

Section 2. The Planning Commission finds that applicant submitted Major Use Permit application 07-0012 for an "on-sale general" liquor establishment pursuant to the City of Vallejo Municipal Code Chapter 16.82 Conditional Use Permit Procedure.

Section 3. Planning Commission finds, based on the facts contained in the staff report attached herein and incorporated herein by this reference, and given and the evidence

presented at the public hearing, and subject to the conditions attached to this resolution that:

1. The location, size, design and operating characteristics of the proposed conditional use will be compatible with adjacent uses, building or structures, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities, to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity and physical character of surrounding streets; and to any other relevant impact of the proposed use.
2. The impacts, as described in subsection 1 and the location of the proposed conditional use are consistent with the City's General Plan.

**IV. RESOLUTION APPROVING THE CONDITIONAL USE PERMIT APPLICATION FOR AN ON-SALE LIQUOR ESTABLISHMENT LOCATED AT 38 ADMIRAL CALLAGHAN LANE.**

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission hereby APPROVES the Conditional Use Permit application (UP# 07-0012) for an "on-sale general" liquor establishment, based on the findings contained in the staff report attached hereto and incorporated herein and subject to the Conditions of Approval attached to this resolution.

**V. VOTE**

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 6<sup>th</sup> day of October, 2008, by the following vote to-wit:

AYES:

NOES:

ABSENT:

---

KENT PETERMAN, CHAIRPERSON  
City of Vallejo PLANNING COMMISSION  
Attest:

---

Don Hazen  
Planning Commission Secretary

**CONDITIONS OF APPROVAL**  
**MAJOR USE PERMIT #07-0012**  
**(APN# 0069-070-420)**

**CONDITIONS OF APPROVAL:**

**Planning Division**

1. The applicant shall provide to the Planning Division confirmation of Public Convenience or Necessity from the Department of Alcohol and Beverage Control prior to service of alcohol.
2. Change of operating hours shall be subject to Planning Division approval.
3. The applicant shall establish a recycling program for the building in coordination with the Planning Division and when established, either participate in the Citywide commercial recycling program or demonstrate to the satisfaction of the Planning Division that the established recycling program is sufficient or is not required.
4. On-sale liquor establishments shall not sell alcohol for off-site consumption.
5. The percentage of alcohol sales shall be less than thirty three percent of gross receipts. The owner/operator shall submit at the time of city business license renewal certified evidence of the total meal and other non-alcoholic products sales upon request by the police department or other city officials, for the purpose of verifying compliance.
6. No malt liquors and/or fortified wines will be sold at this location.
7. Any live entertainment must comply with the Adult Use Regulations, Section 16.59 of the Vallejo Municipal Code.
8. No exterior vegetation shall be planted that is susceptible to use as a hiding place for persons on the premises.
9. All graffiti shall be removed from the walls, fences, and/or buildings within one hundred twenty hours of its appearance on the property. If the property is controlled by a "management company," then the tenant shall, within two days, notify the company by "certified mail," of the graffiti.
10. Establish and maintain a "complaint response/community relations" program which includes the following:
  - a. Coordinate with the local community division of the Vallejo police department regarding appropriate monitoring of community complaints concerning activities associated with the subject facility.

b. A local phone number for the area commander of the local police substation in the geographical area where the establishment is located for the receipt of complaints from the community regarding the subject facility and the main Vallejo police department phone number shall be posted at the entry or at the reception desk.

c. A representative of the subject facility should voluntarily meet with representatives of the neighbors and/or neighborhood association, at their request, to resolve neighborhood complaints regarding the establishment.

11. Sign and Advertising:

a. The following signs shall be prominently posted in English, Spanish, and the predominant language of the facilities' clientele:

(1) A sign shall be prominently posted within any subject establishment, and outside so as to be seen by anyone entering the establishment, stating that "California State Law prohibits the sale of alcoholic beverages to persons under twenty-one years of age." (A notice shall also be placed on all menus.)

(2) "No Loitering or Public Drinking" signs shall be posted in the alcohol beverage display areas in a readily visible manner.

12. A copy of the conditions of approval of the conditional use permit must be kept on the premises of the establishment and presented to any police officer or any authorized city official upon request.

13. The restaurant owners and all servers shall within ninety days of employment, complete an approved course in "responsible beverage service training". The outlet shall within ten days provide evidence of the employee's completion of this training to the planning division. A copy of the certification for completion of the training course shall be posted in a readily visible public location. If the restaurant is leased, the lessee and staff will also be required to complete the training.

14. Whenever any of the situations identified in Section 16.82.140 occurs, a use permit issued for on-site alcohol sales in accordance with this chapter shall become null or void, and a new use permit shall be required prior to resuming the sale of alcoholic products.

**Crime Prevention**

1. Sales, service and consumption of alcoholic beverages shall be permitted only between the hours of 7:00 am and 10:00 pm.



2. The premise shall be equipped and maintained in good faith and shall possess, in operative condition, such convenience for cooking foods as stove, ovens, broilers, or other devices as well as pots, pans or containers which can be used for cooking or heating foods on the type of heating device employed.
3. The area surrounding the premises shall be equipped with lighting of sufficient power to illuminate and make easily discernible the appearance and conduct of all persons on or about the stated area.
4. All employees must complete the LEAD training provided by ABC or similar training such as the RBS training.
5. This shall not convert to a public premises license.

### **STANDARD CONDITIONS**

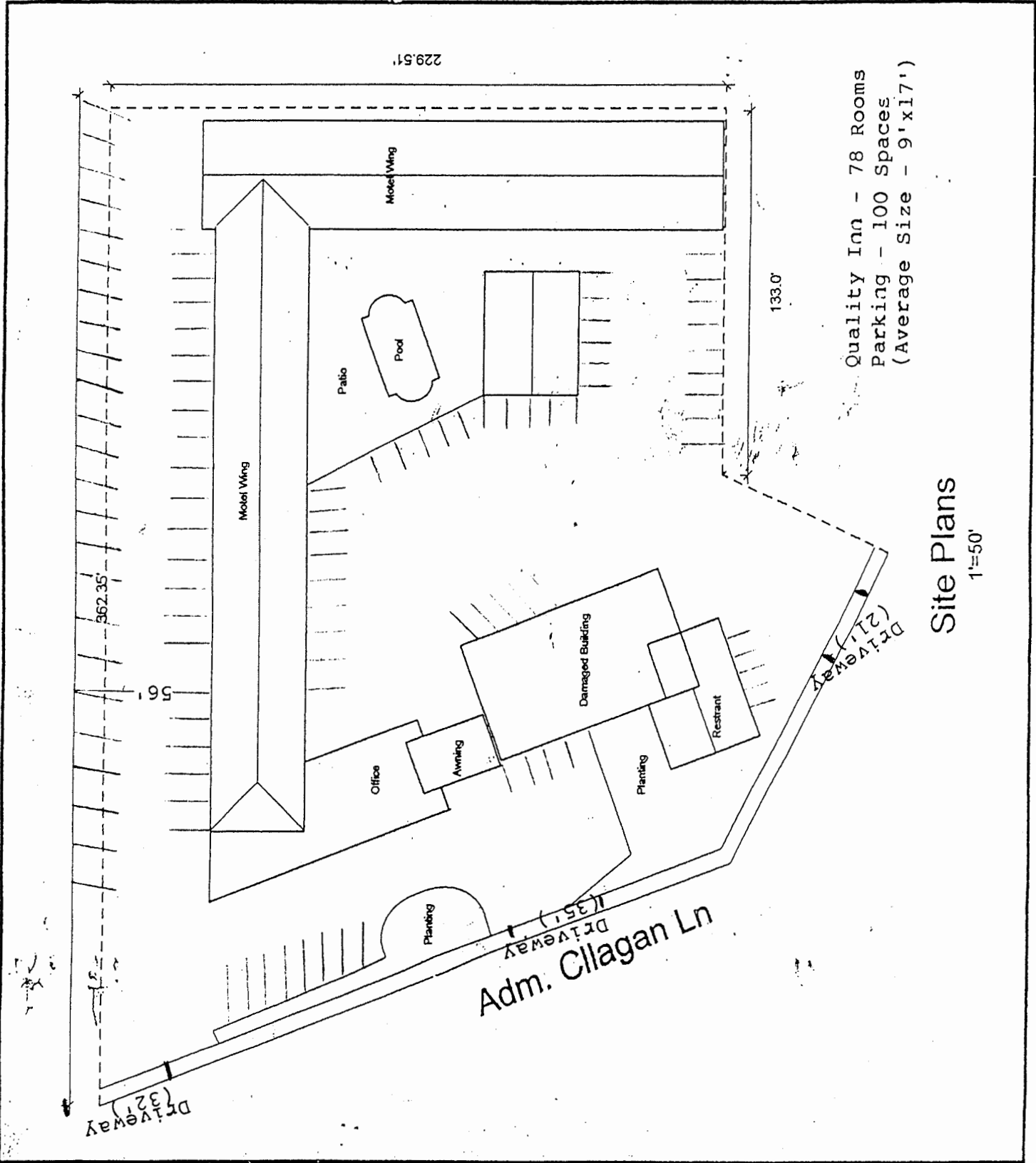
#### **Planning Division**

1. The premises shall be subject to fire and health inspection by the city and the use permitted thereon shall be contingent upon compliance with fire and health regulations and requirements (VMC 16.58.040[D][5])
2. Such use shall not adversely affect the neighborhood in which it is located. For the purposes of this subsection, "adversely affect" shall mean to impact in a substantial, negative manner the economic value, habitability, or enjoyability of properties in the immediate area (VMC 16.58.040[D][6]).
3. If the Planning Division, either independently or as a result of complaints from the public, becomes aware that the use is being conducted in a manner which violates the conditions of this use permit or other applicable City regulations, and Planning staff is unable to obtain compliance or abatement, staff will refer the use permit to the Planning Commission for possible suspension or revocation per Section 16.82.110, Vallejo Municipal Code.

### **GENERAL CONDITIONS**

1. The applicant shall defend, indemnify, and hold harmless the City of Vallejo and its agents, officers, and employees from any claim, action, or proceeding against the City and its agents, officers, and employees to attack, set aside, void, or annul this approval by the City. The City may elect, at its discretion, to participate in the defense of any action.
2. The conditions herein contained shall run with the property and shall be binding on the applicant and all heirs, executors, administrators, and successors in interest to the real property that is the subject of this approval.





Quality Inn - 78 Rooms  
 Parking - 100 Spaces  
 (Average Size - 9'x17')

Site Plans  
 1"=50'

Adm. Cilagan Ln  
 Driveway (351)  
 Driveway (211)

Driveway (321)

229.51'

133.0'

362.35'

561

Patio

Pool

Motel Wing

Motel Wing

Office

Awning

Damaged Building

Planting

Restrant

Planting





# Danny's Kitchen



500' conflict of interest/vicinity map



K-3

**STAFF REPORT – PLANNING  
CITY OF VALLEJO  
PLANNING COMMISSION**

**DATE OF MEETING:** October 6, 2008

**PREPARED BY:** Marcus Adams, Associate Planner *M.A.*

**PROJECT NUMBERS:** Site Development #05-0068  
Sign Permit #05-0059  
Use Permit #08-0011  
Tentative Map #05-0014

**PROJECT  
DESCRIPTION:**

The proposed project consists of redevelopment of an existing 112,965 square foot neighborhood shopping center. Included in the project proponent's proposal for the redeveloped 140,220 square foot center is a vesting tentative map to re-subdivide the existing nine parcels into six parcels; a conditional major use permit to allow off-site sale of alcohol and two 24hr drive-thru uses (fast-food/pharmacy); a site development application; and a sign program. The project would be built in four phases.

**RECOMMENDATION:** **APPROVAL** of Vesting Tentative Map #05-0014, Site Development #05-0068, Sign Permit #05-0059 and Use Permit #08-0011 subject to the mitigated negative declaration and conditions of approval

**CEQA:** Mitigated Negative Declaration

**PROJECT DATA SUMMARY**

Name of Applicant: Overaa Associates LLC

Date of Completion: November 15, 2006

General Plan Designation: General (Retail) Commercial

Zoning Designation: Pedestrian Commercial

Site/Surrounding Land Use: **Site: Solano Avenue @ 14<sup>th</sup> Street**

**APN's:0057-201-010, 030, 050, 080,180, 210, 290, 300**

North: Commercial (U-Haul, Burger King)  
South: Residential  
East: Commercial (Hotel, Interstate 80)  
West: Residential

Lot Area: 470,228 square feet  
Total Floor Area: 139,220 square feet/29.6%  
Landscape Area/Coverage: 43,000 square feet/9.1%  
Parking Required/Provided: **566** total spaces (1 space per 250 square feet [136,520]=546 spaces + 3 spaces per 20 seats [60]= 20 spaces)/ **575** provided spaces

#### **BACKGROUND SUMMARY**

The Solano 80 shopping center was approved for construction in 1969. In 1977, the Center was remodeled. In 2006, the Albertsons (now Lucky's) supermarket located in the Center was one of 30 Northern California stores closed by the parent company. With the loss of Albertsons, the Center has deteriorated and now has just two national chains remaining, Rite-Aid and Taco Bell, along with a couple of popular local businesses (Gary's Furniture, Harbor Freight, and Szechuan Chinese Cuisine). Redevelopment of the Center would include:

- ❖ Demolishing all existing buildings except the Rite-Aid building, the existing Gary's Furniture building, and the multi-tenant building which includes Szechuan Chinese Cuisine tenant which will be remodeled
- ❖ Stand-alone Rite-Aid and Taco Bell buildings and approximately 12 other tenant spaces connected in a "L" building pad formation
- ❖ A Northern California chain ethnic supermarket anchor tenant and a national chain specializing in juniors, plus sizes and children's clothing

To facilitate the redevelopment of the Center, five entitlements (permit approvals) need to be granted: 1) design review, [site development] 2) sign permit, 3) environmental review, [adoption of a mitigated negative declaration], 4) major use permit, and 5) tentative map approval.



## SITE DEVELOPMENT ANALYSIS

In accordance with Section 16.75.030 of the Vallejo Municipal Code (VMC), the following standards are used to evaluate nonresidential projects: compatibility with adjacent projects; circulation and access; architectural treatment; and utilities.

### *Compatibility with adjacent projects*

The intent of this standard is to “maintain privacy and compatibility with less-intensive adjacent uses.” Adjacent to the south and southwest of the project site are two established single-family subdivisions. The proposed site plan illustrates parking aisles facing the two neighborhoods. To “maintain privacy” for the Center’s residential neighbors, the applicant has proposed oak and redwood trees along the southern border and a combination of maple trees and flowering shrubs along the west and southwest border (see Attachment 5, sheet DR-12). Staff will recommend as a condition of approval that all associated grocery store items, i.e. cardboard, racks, etc. be stored within the building or the loading dock area, screened from public view.

### *Circulation and Access*

Evaluation of the circulation and access standard for large scale projects is based on: 1) pedestrian traffic separated from vehicle traffic; 2) heavy truck traffic and loading areas kept separate from other traffic; and 3) loading areas screened from public view.

- Pedestrian Traffic

The attached building pads are serviced by a continuous pedestrian sidewalk fronting the stores which can be accessed from either Solano Avenue or 14<sup>th</sup> Street. The proposed stand-alone Taco Bell building has a traditional parking/pedestrian traffic arrangement where the pedestrian walkway is located in front of the parking rows. The stand-alone Rite Aid building does not have direct pedestrian access to the store which avoids vehicle traffic; however, that applicant has proposed a delineated crosswalk from parking spaces to the store for pedestrian safety (see Attachment 5, sheet DR-2).

- Heavy Truck Traffic and Loading Areas

The site plan illustrates a truck circulation plan that would have delivery trucks utilizing rear building drive aisles and minimal interior parking aisles (see Attachment 5, sheet DR-2).

- Loading Areas Screened from Public View

Proposed loading areas are at the rear of the buildings and would be screened from public view with trees and evergreen shrubs (see Attachment 5, sheet DR-12).

### *Architectural Treatment*

Architectural harmony is the goal of this standard, encouraged through “differing roof lines, canopies surface textures, colors and materials.” Four-sided architectural treatment is recommended for highly visible structures. Sign programs are intended to be an integral part of the building design (covered in the following section).

The proposed architecture can best be described as contemporary with traditional elements (Spanish mission façade and the use of Tuscan order columns). Attached buildings are stucco faced differentiated by wall finish and color. Roof lines are not only of different heights, but include multiple types, i.e. shed, gable, arched with cornice accents. Architectural details on the attached buildings include:

- ❖ Building pop-outs with decorative details
- ❖ Steel and wood trellises and fabric awnings

The use of these architectural details addresses the Code’s recommendation for four sided architecture of highly visible structures (see Attachment 5).

### *Other Site Development Issues*

The applicant has proposed a four-foot high wrought iron fence (with brick pilasters) to encompass the Center, with remote controlled gates, for security purposes. The Planning and Economic Development Divisions do not support the proposed security fence/gate based on the following:

- ❖ A “gated” shopping center would not present an inviting image to the surrounding neighborhood and the City as a whole
- ❖ Other security measures such as private foot or vehicle patrols, video surveillance cameras, an on-site security booth, or individual tenant security gates (accordion style)/roll down metal doors could be utilized and provide more deterrence and sense of security to customers and neighbors than a four-foot high fence with gates
- ❖ According to the Police Department, the Center does not, nor did not when fully leased, have an above-average amount of crimes relative to other Centers in the city
- ❖ Two 24 hour drive-thru establishments are proposed within the Center and it is unclear how access could be provided with a gated center
- ❖ Staff is not aware of any other gated shopping centers in Vallejo or the greater bay area as a whole, nor has the applicant been able to provide staff with an example of a gated shopping center

## **SIGN PERMIT ANALYSIS**

In 1970, a variance was granted to allow two pole signs, one 60 foot maximum height sign to be viewed from the freeway and another 30 foot maximum height sign for tenants in the Center. Under the current city sign ordinance, shopping centers with secondary street frontage are allowed two master identification pole signs (25' height limit/75 square feet signage limit) and one monument directory sign.

The applicant has proposed re-facing the existing freeway pole sign (which was allowed under the variance) and installing two pole tenant directory signs (15' height/97.4 square feet area). Staff has determined that two of the three proposed pole signs are within the set limitations of the 1970 variance and that the third pole sign located at the corner of 14<sup>th</sup> and Solano Avenue meets today's standards for secondary street frontage shopping center signs (see Attachment 5, sign illustrations).

Proposed signage for buildings within the Center would consist of individual channel letters with set letter height limitations for the anchor, major, and other tenants. Temporary signs, i.e. banners, would be allowed according to the City's temporary sign regulations.

## **USE PERMIT ANALYSIS**

The applicant has applied for a conditional use permit for the following activities/uses: "late night business operations" and "drive-thru" for a fast-food restaurant (Taco Bell); "off-sale liquor establishment" (grocery).

### *Late Night Business Operation & Drive-Thru*

Taco Bell, which is currently located in the Center, will construct a new building just north of their present location. Taco Bell was issued a use permit for a drive-thru window in 1987 and has been open for 24 hours for a few years; however, staff has no record of use permit approval for the 24 hour operation. Because use permits run with the land (not the use or owner), a new use permit will be required for the proposed new parcel which will be created based on the submitted tentative map.

The City does not have a history of neighborhood complaints related to Taco Bell's 24 hour operation and according to the Police Department, there has not been an above average amount of calls for service or complaints, (e.g. parking lot loitering).

Staff reviewed the internal circulation for the Center, including the potential queuing of cars at the drive-thru, and determined that no conflicts with traffic circulation within the Center would occur due to the drive-thru window and that the minimum number of stack-up spaces (8) is satisfied as illustrated on the site plan (sheet DR-2).

## *Off-Sale Liquor Establishments*

The applicant's use permit application also includes a petition for the proposed grocery market and the relocated Rite-Aid to sell beer, wine, and distilled spirits. The former grocery market at the Center, Albertson's, sold beer, wine, and distilled spirits when operating and according to the Police Department, did not have a history of alcohol related problems, i.e. parking lot drinking, loitering, etc. Staff also did not receive comments in opposition to the reestablishment of a grocery store selling alcohol at the community meeting held October 17, 2007 or during the public comment period.

Due to the subject site being located in a census tract that has an undue concentration of off-sale establishments, a finding of public convenience or necessity is required. On August 15, 1995, the City Council designated the Planning Commission as the body responsible for determining whether or not there is a "public convenience or necessity" for a particular new alcohol outlet. On October 16, 1995, the Planning Commission reviewed a report from staff, which suggested criteria that could be used in evaluating applications for "Public Convenience or Necessity (PCN)". The Planning Commission adopted the staff report. Following is an evaluation based on these guidelines as they relate to the project:

1. *How significant is the "undue concentration?"*

The Solano 80 Center is located in Census Tract 2512. According to the latest staff correspondence with ABC (June, 2008), there is an over-concentration of three off-sale alcohol establishments.

2. *How close is the proposed site to a residential neighborhood?*

The nearest residential neighborhood is located approximately 120 feet to the south of the proposed site (see Attachment 10).

3. *How close are other alcohol outlets?*

The nearest off-sale alcohol outlet is Town Market, located at 522 Tuolumne Street, approximately ¼ mile from the Center.

4. *Are there similar businesses already in the area?*

There are small discount specialty stores in the immediate area which offer limited amounts of grocery and drug store items however; the only similar national chain business is a Safeway store, ¾ mile from the proposed grocery market site (709 Lincoln Road West).

5. *Do similar businesses have a liquor license?*

The afore-mentioned Town Market and Safeway do have liquor licenses. Other chain grocery markets and drug stores in Vallejo also have liquor licenses.

6. *Is the sale of alcohol a normal part of the business?*

(See Question #5 response)

7. *Is there a history of alcohol-related problems in the area?*

According to the Police Department and the Vallejo Alcohol Policy Coalition, there is not a history of alcohol-related problems in the area therefore, staff is recommending that the PCN be approved.

### **TENTATIVE MAP ANALYSIS**

The proposed subdivision of the property would reduce the current amount of parcels from eight to six parcels. A shared parking, common access driveway, drainage, and utility easement will be required to be recorded as a condition of approval. The subdivision of the property conforms to the zoning ordinance regarding allowed uses within Pedestrian Commercially zoned districts. The subdivision is also consistent with the goals and policies of the General Plan, specifically, commercial development goal five of the General Plan, which states:

“To have neighborhood convenience centers to serve new and existing residential areas.” (pg. III-19)

Staff has also determined that the vesting tentative map submittal conforms to the Subdivision Map Act.

### **ENVIRONMENTAL REVIEW ANALYSIS**

Staff conducted an Initial Study to determine the potential significant environmental impacts associated with the project. It was determined that there would be no significant impacts which could not be mitigated to less than significant levels. Adverse environmental effects that could result from the project were: air quality; cultural resources; hazardous materials; hydrology and water quality; noise; and traffic.

As required by the California Environmental Quality Act (CEQA), staff circulated the proposed mitigated negative declaration for general public and third party agency review for two periods, March 21-April 21, 2008 and September 2-October 2, 2008. Staff received one third party agency comment during the first period and two public inquiries regarding the details of the project (tenant retention) during the second review period.

Standard mitigation measures are proposed to address potential air quality and cultural resource impacts. Following is a brief summary of recommended mitigations for hazardous materials; hydrology and water quality; noise; and traffic impacts (see Attachment 6 for a detailed analysis of environmental impacts and mitigations):

### *Hazardous Materials*

Soil samples taken from the site identified residual hazardous materials (PCE) remaining in the soil due to the former presence of a dry cleaner at the site. These trace level materials could be exposed from vapor intrusions into overlying buildings. To prevent the possible intrusion, soil excavation will be required to remove all hazardous levels of PCE found in the shallow soil.

### *Hydrology and Water Quality*

In 2006, three underground fuel storage tanks were removed. Soil testing identified low to moderate concentrations of chemical compounds typically associated with gasoline, i.e. MTBE, TPHg. Quarterly monitoring is currently being conducted and prior to construction the site will be subject to receiving a "Remedial Action Completion Certification" from the San Francisco Bay Regional Water Quality Control Board and the Solano County Department of Environmental Management.

### *Noise*

Standard mitigation measures are proposed for noise associated with construction; however, due to the proximity of residences to the loading dock for the proposed grocery market, staff and the noise consultant have recommended the following mitigations:

- ❖ Truck deliveries are prohibited between the hours of 9 p.m. and 7 a.m.
- ❖ Unloading of trucks during the prohibited hours is allowed if the rear of the trailer is inside the building or with other sealant measures
- ❖ Small vendor trucks arriving before 7 a.m. can only deliver in the front/main parking lot of the Center
- ❖ Refrigerated truck trailers are prohibited from being parked in the loading dock after 9 p.m.
- ❖ Hours of operation for the trash compactor are limited to 7 a.m. to 10 p.m.

### *Traffic/Circulation*

The five-legged intersection at Solano Avenue and 14<sup>th</sup> street is congested and experiences potential conflicts between pedestrians and vehicles due to long crossing times and unique signal phasing. The proposed project would worsen this existing condition. To reduce the congestion and potential conflicts, staff

recommends a condition of approval that Mendocino Street be converted to a one-way street and the traffic signal at the intersection be modified, consistent with the Final Traffic Impact Study findings.

Also consistent with the Final Traffic Impact Study findings, Staff recommends as a condition of approval that the driveway on 14<sup>th</sup> Street nearest the intersection of 14<sup>th</sup> and Solano Avenue be closed in order to prevent interference with on-site circulation, congestion and collision hazards (see page 29, Attachment 6, Final Traffic Study).

The third-party agency, Caltrans, after reviewing the plans; the Initial Study; and meeting with staff and the developer, recommended that a driveway located at the rear of the Center leading onto to an Interstate 80 (westbound) be closed. The developer met with city staff to discuss Caltrans' recommendation and express the importance of retaining the driveway.

Staff met with the applicant on multiple occasions to review legal documents which the developer and his legal counsel believed established retention of abutter's rights for the portion of the Mariposa Street/I-80 ramp fronting the driveway in question. Based on these meetings, the Public Works department recommended that the driveway be retained in its current location (see Attachment 8).

Staff revised the mitigated negative declaration, removing the original mitigation options for the subject driveway and recirculated the document. As of the date of this report, Caltrans had not formally responded in regards to the revised document, but did notify staff that they intended to respond prior to the Planning Commission hearing date.

Other recommendations regarding traffic and circulation such as driveway realignments, new medians, and signage from the final traffic impact study have been included as conditions of approval.

## **PUBLIC INPUT**

### *Community Meeting*

On October 17, 2007, the Planning and Economic Development Divisions hosted a community meeting to discuss the proposed project with the community. Four individuals attended the meeting<sup>1</sup>. The attendees had no major issues concerning the project and felt the redevelopment of the Center would be a welcomed improvement to the neighborhood.

However, one concern that was raised by the property owners in attendance was regarding trucks using 14<sup>th</sup> Street, between Georgia Street and Solano Avenue, as a delivery route. The developer identified on the site plan to the property owners the truck delivery route template which would have trucks utilizing Solano

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<sup>1</sup> The four individuals represented: 2 property owners, 1 chamber of commerce member, 1 business owner

Avenue to access the Center and only a segment of 14<sup>th</sup> Street between Madigan and Solano Avenues to exit the Center.

## CONCLUSION/RECOMMENDATION

Staff believes that the proposed redevelopment of the Solano 80 shopping center is a welcomed improvement that will bring vitality back to the Center and the surrounding neighborhood and businesses. As noted earlier in this report, staff does not believe that the proposed fence and security gates are the best or only security option, nor do they promote an inviting image to the Center and the neighborhood as a whole. Staff recommends the Planning Commission approve the project, as conditioned, which includes the removal of the proposed fence and gates.

The applicant has reviewed the staff report and with the exception of staff's recommendation that the proposed fence/gate be prohibited, is in agreement with the attached conditions of approval.

Staff has determined that the proposed project, as conditioned, is consistent with the City's General Plan and Zoning Ordinance therefore, staff recommends that the Planning Commission **approve** Site Development #05-0068, Conditional Use Permit #08-0011, Tentative Map #05-0068, and Major Use Permit #08-00 based on the following findings and subject to the attached Conditions of Approval.

## FINDINGS

The Planning Commission finds, based on the facts contained in this staff report attached herein and incorporated herein by this reference, and given and the evidence presented at the public hearing, and subject to the conditions attached to this resolution that:

### *Site Development*

1. The proposed development meets the intent and specific standards and criteria prescribed in pertinent sections of this title, *as the project is sensitive to the surrounding neighborhood in regards privacy, traffic and circulation and has utilized design features to achieve architectural harmony and interest ;*
2. The proposed development is consistent with the Vallejo general plan, *as the redevelopment of the Center would achieve the General Plan Commercial Development Goal 6: "to have healthy commercial strip areas, phasing out those that are poorly situated and no longer suited for commercial uses;*
3. The proposed development serves to achieve groupings 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 *due to the fact that proposed architecture of the attached buildings has a consistent contemporary theme which would relate with the stand-alone building contemporary architecture ;*

4. The proposed development is of a quality and character which harmonizes with, and serves to protect the value of, private and public investments in the area *by redeveloping the site which has deteriorated since the loss of one of its major anchor tenants.*

#### *Major Use Permit*

1. The location, size, design and operating characteristics of the proposed conditional use will be compatible with adjacent uses, building or structures, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities, to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity and physical character of surrounding streets; and to any other relevant impact of the proposed use, *due to the fact that the traffic circulation pattern for the drive-thru uses has been oriented away from residential uses and the sale of alcohol for off-site consumption will be from a recognized national and local chain establishment that have historically been responsible retailers ;*
2. The impacts, as described in subsection A of this section, and the location of the proposed conditional use are consistent with the city general plan, *as impacts of drive-thru establishments and off-site alcohol sales are consistent with expectations of such uses in General Commercial land use districts.*

#### *Tentative Map*

1. The tentative map is consistent with the goals and policies of the Vallejo General Plan *as the redevelopment of the Center would achieve the General Plan Commercial Development Goal 6: "to have healthy commercial strip areas, phasing out those that are poorly situated and no longer suited for commercial uses;"*
2. The project is consistent as conditioned with the Subdivision Ordinance and Zoning Ordinance of the City of Vallejo, *as the parcels are served by existing utilities within the city limits and the proposed retail use is consistent with the Pedestrian Commercial zoning designation;*
3. As conditioned, the tentative map will not result in any significant environmental impacts which can not be mitigated, *as established in the adopted mitigated negative declaration.*

4. The proposed tentative map conforms to the requirements of the Subdivision Map Act *per review by the Planning Division and Public Works Department.*

## **EXPIRATION**

### *Site Development*

This site development shall expire in eighteen months unless authorized construction has commenced prior to expiration date; except that upon written request prior to expiration, the development services director may extend the approval for an additional twelve months. If he or she denies the application for extension, the applicant may appeal to the planning commission within ten days after the extension has been denied.

### *Major Use Permit*

Approval of a use permit shall expire automatically twenty-four months after its approval unless authorized tenant improvements have commenced prior to the expiration date.

### *Tentative Map*

An approved tentative map shall expire thirty-six months after its approval. However, if the subdivider is subject to a requirement of one hundred thousand dollars or more to construct, improve or finance the construction or improvement of public improvements outside the boundaries of the tentative map, each filing of a final map shall extend the expiration of the approved tentative map by thirty-six months from the date of its expiration as provided in this section, or the date of the previously filed final map, whichever is later. The extensions shall not extend the tentative map more than ten years from its approval or conditional approval. However, a tentative map on property subject to a development agreement may be extended for the period of time provided for in the agreement, but not beyond the duration of the agreement. The number of phased final maps which may be filed shall be determined by the planning commission at the time of the approval of the tentative map. "Public improvement," as used in this title, include traffic controls, streets, roads, highways, freeways, bridges, overcrossings, street interchanges, flood control or storm drain facilities, sewer facilities, water facilities, and lighting facilities.

## **APPEAL**

The applicant or any party adversely affected by a decision of the Planning Commission may within ten days after the rendition of the decision of the Planning Commission appeal in writing to the City Council by filing a written appeal with the City Clerk and Planning Division. 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 Planning Commission. 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 Planning Commission. If such date falls on a weekend or city holiday, then the deadline shall be extended until the regular business day.

#### **ATTACHMENTS**

1. Resolution (site development)
2. Resolution (use permit)
3. Resolution (tentative map)
4. Conditions of approval
5. Development plan package/Sign program
6. Initial Study, Mitigation Monitoring Program
7. Caltrans response
8. Applicant's supporting documentation for driveway retention
9. Conflict of Interest Map/Driving Directions
10. Site Pictures

**CITY OF VALLEJO PLANNING COMMISSION**

**RESOLUTION NO. PC 08-24**

**A RESOLUTION OF THE PLANNING COMMISSION  
APPROVING SITE DEVELOPMENT APPLICATION  
#05-0068**

*Solano 80 Shopping Center*

*Site Development application for the redevelopment of an existing shopping center*

APNs# 0057-201-010, 030, 050, 080, 210, 290, 300

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**I. GENERAL FINDINGS**

WHEREAS an application was filed by Jay-Phares Corporation seeking site development approval for the redevelopment of an existing shopping center; and

WHEREAS the City of Vallejo Planning Commission conducted a duly noticed public hearing to consider the site development application on October 6, 2008 at which time testimony and evidence, both written and oral, was presented to and considered by the Planning Commission; and

WHEREAS based on evidence received at the public hearing, the Planning Commission makes the following factual findings:

**II. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS**

Section 1. The Planning Commission finds that on the basis of the whole record before it that the proposed project will not have a significant effect on the environment due to mitigations found in the Mitigation Monitoring and Report and that adoption of the mitigated negative declaration satisfies Section 15074 (Consideration and Adoption of a Negative Declaration or Mitigated Negative Declaration) of the California Environmental Quality Act.

**III. FINDINGS RELEVANT TO SITE DEVELOPMENT APPLICATION AND FINDINGS FOR PROJECT APPROVAL AND FOR DETERMINATION OF PROJECT CONSISTENCY WITH APPLICABLE GENERAL PLAN**

Section 2. The Planning Commission finds that the applicant submitted a Site Development application for the redevelopment of an existing shopping center pursuant to the City of Vallejo Municipal Code Chapter 16.75.030 (Site Development Standards).

Section 3. Planning Commission finds, based on the facts contained in the staff report attached herein and incorporated herein by this reference, and given the evidence presented at the public hearing, and subject to the conditions attached to this resolution that:

1. The proposed development meets the intent and specific standards and criteria prescribed in pertinent sections of this title, *as the project is sensitive to the surrounding neighborhood in regards privacy, traffic and circulation and has utilized design features to achieve architectural harmony and interest ;*
2. The proposed development is consistent with the Vallejo general plan, *as the redevelopment of the Center would achieve the General Plan Commercial Development Goal 6: "to have healthy commercial strip areas, phasing out those that are poorly situated and no longer suited for commercial uses;*
3. The proposed development serves to achieve groupings 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 *due to the fact that proposed architecture of the attached buildings has a consistent contemporary theme which would relate with the stand-alone building contemporary architecture ;*
4. The proposed development is of a quality and character which harmonizes with, and serves to protect the value of, private and public investments in the area *by redeveloping the site which has deteriorated since the loss of one of its major anchor tenants.*

#### **IV. RESOLUTION APPROVING THE SITE DEVELOPMENT APPLICATION FOR THE REDEVELOPMENT OF THE SOLANO 80 SHOPPING CENTER**

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission hereby APPROVES Site Development application (SD# 05-0068) for the redevelopment of an existing shopping center; adopts the mitigated negative declaration and mitigations found in the Mitigation Monitoring and Report; based on findings contained in this resolution and the staff report attached hereto and incorporated herein; and subject to the Conditions of Approval attached to this resolution.

#### **V. VOTE**

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 6<sup>th</sup> day of October, 2008, by the following vote to-wit:

AYES:

NOES:

ABSENT:

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Kent Peterman, CHAIRPERSON  
City of Vallejo PLANNING COMMISSION

Attest:

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Don Hazen  
Planning Commission Secretary

**CITY OF VALLEJO PLANNING COMMISSION**

**RESOLUTION NO. PC 08-25**

**A RESOLUTION OF THE PLANNING COMMISSION  
APPROVING USE PERMIT APPLICATION  
#08-0011**

*Solano 80 Shopping Center*

*Conditional Major Use Permit application to establish off-site alcohol sales and 24 hr drive-thru uses*

APNs# 0057-201-010, 030, 050, 080, 210, 290, 300

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**I. GENERAL FINDINGS**

WHEREAS an application was filed by Jay-Phares Corporation seeking approval for a major use permit to establish off-site alcohol sales and 24 hour drive-thru uses; and

WHEREAS the City of Vallejo Planning Commission conducted a duly noticed public hearing to consider the major use permit application on October 6, 2008 at which time testimony and evidence, both written and oral, was presented to and considered by the Planning Commission; and

WHEREAS based on evidence received at the public hearing, the Planning Commission makes the following factual findings:

**II. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS**

Section 1. The Planning Commission finds that on the basis of the whole record before it that the proposed project will not have a significant effect on the environment due to mitigations found in the Mitigation Monitoring and Report and that adoption of the mitigated negative declaration satisfies Section 15074 (Consideration and Adoption of a Negative Declaration or Mitigated Negative Declaration) of the California Environmental Quality Act.

**III. FINDINGS RELEVANT TO MAJOR USE PERMIT APPLICATION AND FINDINGS FOR PROJECT APPROVAL AND FOR DETERMINATION OF PROJECT CONSISTENCY WITH APPLICABLE GENERAL PLAN**

Section 2. The Planning Commission finds that the applicant submitted a Major Use Permit application for off-site alcohol sales and drive-thru uses pursuant to the City of Vallejo Municipal Code Chapters 16.24.030(A)(3)(4) and 16.82 Conditional Use Permit Procedure.

Section 3. Planning Commission finds, based on the facts contained in the staff report attached herein and incorporated herein by this reference, and given the evidence presented at the public hearing, and subject to the conditions attached to this resolution that:

1. The location, size, design and operating characteristics of the proposed conditional use will be compatible with adjacent uses, building or structures, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities, to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity and physical character of surrounding streets; and to any other relevant impact of the proposed use *due to the fact that the traffic circulation pattern for the drive-thru uses has been oriented away from residential uses and the sale of alcohol for off-site consumption will be from a recognized national and local chain establishment that have historically been responsible retailers ;*
2. The impacts, as described in subsection 1 and the location of the proposed conditional use are consistent with the City's General Plan *as impacts of drive-thru establishments and off-site alcohol sales are consistent with expectations of such uses in General Commercial land use districts.*

**IV. RESOLUTION APPROVING THE CONDITIONAL USE PERMIT APPLICATION FOR SOLANO 80 SHOPPING CENTER OFF-SITE ALCOHOL SALES AND DRIVE-THRU USES LOCATED AT SOLANO AVENUE AND 14<sup>TH</sup> STREET**

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission hereby APPROVES the Conditional Use Permit application (UP# 08-0011) for off-site alcohol sales and drive-thru uses, based on the findings contained in the staff report attached hereto and incorporated herein and subject to the Conditions of Approval attached to this resolution.

**V. VOTE**

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 6<sup>th</sup> day of October, 2008, by the following vote to-wit:

AYES:  
NOES:  
ABSENT:

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Kent Peterman, CHAIRPERSON  
City of Vallejo PLANNING COMMISSION

Attest:



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Don Hazen  
Planning Commission Secretary

**CITY OF VALLEJO PLANNING COMMISSION**

**RESOLUTION NO. PC 08-26**

**A RESOLUTION OF THE PLANNING COMMISSION  
APPROVING VESTING TENTATIVE MAP APPLICATION  
#05-0014**

*Solano 80 Shopping Center*

*Tentative map application to re-subdivide existing nine lots into six lots*

APNs# 0057-201-010, 030, 050, 080, 210, 290, 300

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**I. GENERAL FINDINGS**

WHEREAS an application was filed by Jay-Phares Corporation seeking approval for a vesting tentative map to re-subdivide nine lots into six lots; and

WHEREAS the City of Vallejo Planning Commission conducted a duly noticed public hearing to consider the vesting tentative map application on October 6, 2008 at which time testimony and evidence, both written and oral, was presented to and considered by the Planning Commission; and

WHEREAS based on evidence received at the public hearing, the Planning Commission makes the following factual findings:

**II. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS**

Section 1. The Planning Commission finds that on the basis of the whole record before it that the proposed project will not have a significant effect on the environment due to mitigations found in the Mitigation Monitoring and Report and that adoption of the mitigated negative declaration satisfies Section 15074 (Consideration and Adoption of a Negative Declaration or Mitigated Negative Declaration) of the California Environmental Quality Act.

**III. FINDINGS RELEVANT TO TENTATIVE MAP APPLICATION AND FINDINGS FOR PROJECT APPROVAL AND FOR DETERMINATION OF PROJECT CONSISTENCY WITH APPLICABLE GENERAL PLAN**

Section 2. The Planning Commission finds that the applicant submitted a Vesting Tentative Map application to re-subdivide nine lots into six lots.

Section 3. Planning Commission finds, based on the facts contained in the staff report attached herein and incorporated herein by this reference, and given the evidence presented at the public hearing, and subject to the conditions attached to this resolution that:

1. The proposed tentative map is consistent with the goals and policies of the Vallejo general plan and any applicable specific plans *as the redevelopment of the Center would achieve the General Plan Commercial Development Goal 6: "to have healthy commercial strip areas, phasing out those that are poorly situated and no longer suited for commercial uses;"*
2. The proposed tentative map conforms with Title 15 and Title 16 of the Vallejo Municipal Code *as the parcels are served by existing utilities within the city limits and the proposed retail use is consistent with the Pedestrian Commercial zoning designation;*
3. As conditioned, the tentative map will not result in any significant environmental impacts which can not be mitigated, *as established in the adopted mitigated negative declaration.*
4. The proposed tentative map conforms to the requirements of the Subdivision Map Act *per review by the Planning Division and Public Works Department.*

**IV. RESOLUTION RECOMMENDING APPROVAL OF VESTING TENTATIVE MAP APPLICATION #05-0014**

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission hereby APPROVES the Vesting Tentative Map application to re-subdivide nine lots into six lots, based on the findings contained in the staff report attached hereto and incorporated herein and subject to the Conditions of Approval attached to this resolution.

**V. VOTE**

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 6<sup>th</sup> day of October, 2008, by the following vote to-wit:

AYES:

NOES:

ABSENT:

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Kent Peterman, CHAIRPERSON  
City of Vallejo PLANNING COMMISSION

Attest:

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Don Hazen  
Planning Commission Secretary

**CONDITIONS OF APPROVAL**  
**SOLANO 80 SHOPPING CENTER**

**CONDITIONS OF APPROVAL:**

**Planning Division**

1. Prior to building permit issuance, the applicant shall submit revised plans illustrating the removal of the proposed fence and gates encompassing the center.
2. Prior to building permit issuance, the applicant shall submit a revised photometric plans illustrating: 1) light standards not exceeding 20' in height, 2) full cutoff fixtures and fully shielded wall packs, walkway lighting and wall mount fixtures, 3) low or high pressure sodium lighting, 4) lighting not to exceed 1 foot candle at the 14<sup>th</sup> Street and Madigan Avenue property lines.
3. Prior to building permit issuance and final occupancy, all mitigations identified in the Mitigation Monitoring Plan must be complied with.
4. The grocery market shall restrict deliveries and staging/parking of refrigerated operated trailers between the hours of 9 p.m. and 7 a.m.
5. Unloading of trucks shall be prohibited between the hours of 9 p.m. and 7 a.m. unless the rear of the trailer is inside the building or other sealant measures between the trailer and the loading dock have been utilized.
6. Small vendor trucks arriving before 7 a.m. shall deliver to the front/main parking lot area of the center only.
7. Hours of operation for the trash compactor shall be limited to 7 a.m. to 10 p.m.
8. Prior to final occupancy, provide documentation that all City and third party agencies conditions of approval have been satisfied.
9. Final location for free-standing signs shall be approved by the Traffic Engineer.
10. All non-directional free-standing signs shall prominently display the name Solano 80 Shopping Center.

**Code Enforcement**

1. The proposed grocery market must comply with the following municipal code sections:  
  
7.65.025 Mandatory installation of shopping cart disabling services.

**Prior to final occupancy** of a retail site, all owners of new retail establishments furnishing shopping carts for use by its customers shall install and continue to maintain a system that physically prevents shopping carts from leaving the site. Signs shall be installed on the carts and near the doorways that notify customers that the carts are equipped to prevent them from leaving the parking lot. The signs attached to the carts shall include all the information required by California Business and Professions Code 22435.1. A plan showing how this is to be accomplished shall be submitted to the planning division prior to final occupancy. (Ord. 1563 N.C.(2d) § 1( part), 2005.)

**7.65.030 Required signs on shopping carts.**

Every shopping cart owned or provided for the use of customers by any business establishment in the city of Vallejo must have a conspicuously marked and identified sign permanently affixed to it that contains the following information:

- A. The name of the owner of the shopping cart or the name of the business establishment where the shopping cart is in lawful use, or both;
- B. Notification to the public of the procedure to be used for authorized removal of the shopping cart from the premises;
- C. Notification to the public that the unauthorized removal of the shopping cart from the premises or the unauthorized possession of the shopping cart off premises is a violation of state law and the city of Vallejo Municipal Code.
- D. A contact telephone number to report the location of an abandoned shopping cart; and
- E. An address where the shopping cart can be returned to the business establishment.

Such identification shall be in the form of a metal or plastic tag or plate securely fastened to the cart or standing on the frame of the cart. (Ord. 1563 N.C.(2d) § 1 (part), 2005.)

**7.65.035 Notice of posting (see Section 7.65.040 for other required municipal code citing language to be included with language below)**

There shall be posted by the owner of any retail establishment furnishing a parking area and shopping carts for its customers, prominently and conspicuously at all entrances to the retail establishment, a notice in substantially the following form: REMOVAL OF SHOPPING CARTS FROM THESE PREMISES WITHOUT THE PRIOR WRITTEN CONSENT OF THE OWNER OF THE CART OR THIS BUSINESS ESTABLISHMENT IS PROHIBITED BY LAW (VMC SECTION 7.65.040) AND WILL SUBJECT THE VIOLATOR TO A MINIMUM FINE OF \$100.00. (Ord. 1563 N.C.(2d) § 1 (part), 2005.)

### **Building Division**

1. Please describe the scope of work on the cover page.
2. Floor plans for each tenant need to be submitted for required ADA upgrades to tenant spaces, (i.e. counters, path of travel, bathrooms, bathroom ratio, etc.)
3. ADA parking ratio needs to be reviewed.
4. More information is needed for exiting to a public way based on occupant load of all buildings. Existing sidewalks are inadequate. Include all exits.
5. Provide occupancy classification and construction type on cover sheet.

### **Fire Prevention**

1. Submit a numbered list to the Fire Prevention Division stating how each condition of project approval will be satisfied. F1
2. The project shall conform to all applicable requirements of Title 19-Public Safety, 2001 CFC and all VMC Amendments. F2
3. Automatic fire sprinkler extinguishing systems are required for all residential, commercial and industrial occupancies (2007 CFC Section 1003.1.2 added VMC Section 12.28.190) F3
4. Prior to building permit issuance, building construction plans and plans required fire protection systems (automatic sprinklers, smoke alarms, etc.) shall be submitted to Fire Prevention for review and approval. All applicable plan review and inspection fees shall be paid. F4
5. Prior to occupancy/final building inspection, install 3A-40BC portable fire extinguishers as required by the Fire Prevention Division. (2001 CFC Standard 10-1; NFPA 10) F8
6. Prior to occupancy/final building inspection, install approved numbers or addresses on all buildings in such a position as to be clearly visible and legible from the street. Commercial occupancies shall have numerals (minimum 6" address numbers) or letters not less than 6 inches in height of contrasting background, and illuminated at night (1998 CFC Section 901.4.4; added VMC Section 12.28.170) F9
7. Prior to occupancy/final building inspection, install "No Parking Fire Lane" signs along interior access roadways, in location where vehicle parking would encroach on a 20-foot clear width of roadway (CVC Section 22500.1; CalTrans Traffic Manual, sign #R26f). F10

8. Prior to occupancy/final building inspection, all applicable fees shall be paid before a final Fire Prevention inspection shall be conducted. All meeting and inspections require a minimum 24-hour advance request. F11
9. Fire alarm system for off-site monitoring is required for this project in accordance with section 1006.2 of the CFC.
10. An automatic fire extinguishing system is required for protection of all hood, duct, plenum, and cooking surfaces. (1998 CFC Section 1006)
11. If security gates are desired at any entrances to the project, they shall be provided with a Fire Department approved entry system.
12. Additional fire hydrants may be required. Submit a complete set of plans for review and approval. All fire hydrants are to have "blue dot" highway reflectors installed on the adjacent street of the driveway to clearly identify the fire hydrant locations. (1998 CFC Section 903, Appendix III-B).

### **Crime Prevention**

1. Click to enter for emergency vehicles at all gates.
2. Street numbers shall be displayed on the roof of all businesses so as to visible to law enforcement aircraft at an altitude of 1,500 feet. The numbers are to be no less than 48" in height.
3. Business name and addresses shall be displayed on rear doors in a prominent location on the street/parking lot side of the property in such a position that the number is easily visible to approaching emergency vehicles. The numbers shall be no less than four inches in height and shall be of a contrasting color to the background to which they are attached. The numbers shall be illuminated during darkness.
4. Lights to the rear of all businesses that illuminate the rear door and alley shall be at a minimum of one foot candle at ground level overlap and shall be provided in all exterior doorways and vehicle parking area. Under no circumstances should the lighting trespass onto the adjacent properties.
5. A minimum of one-half foot candle at ground level overlap shall be provided on outdoor pedestrian walkways intended for public use.
6. Peep holes and intercoms shall be provided on all rear doors of businesses that allow communication between the person outside and the business employee.

7. Submit revised plans for review and approval illustrating bollards at the main entrance of the proposed grocery market.
8. Cross walks shall be painted/hatch marked or of a different material, i.e. stamped concrete.
9. Post signs and paint driveways/curbs/parking areas red which have emergency access lanes.
10. Exposed roof vents and skylights shall be grated or shielded to prevent access.
11. Landscaping shall not block or obstruct the view of any door or window or lighting fixture.

### **Vallejo Sanitation and Flood Control District**

1. Prior to building permit issuance, a VSFCDD Connection Permit is required. Pay all applicable review and connection fees.
2. The hardware store may be built over the existing storm drain pipe under the following conditions: VSFCDD review of the structural support of the building over the pipe, pre- and post-project inspection of the pipe, an amendment to the easement document that makes the owner responsible for reconstructing the building if the pipe has to be exposed.
3. Prior to building permit issuance, submit complete improvement plans and supporting documentation for proposed sanitary sewage and storm drain work to **VSFCDD** for review and approval.
4. Prior to building permit issuance, submit grading and erosion control plans to VSFCDD for review and approval. Do not block drainage from adjacent lands.
5. The 100-year storm overflow pattern shall be shown on the grading plans. Provide a secondary (surface flow) drainage system to handle flows in excess of the capacity of the primary system (piped or channelized). The proposed building locations shall avoid this secondary path. Also, determine the 100-year storm tributary area. This may differ from the 15-year tributary area.
6. VSFCDD comments shall be understood to require modification of the project to any extent necessary to meet VSFCDD requirements unless specifically stated.
7. Area within refuse enclosures shall drain to the sanitary sewer system. The outside perimeter of the trash enclosure shall be graded to prevent stormwater from draining into the sanitary sewer system. The trash enclosure shall be covered with a roof or awning.



8. Pretreatment of storm drainage water runoff is required, storm drainage runoff shall be conveyed over landscaped areas or otherwise treated, as feasible, before discharging into the public system. This is to improve the stormwater quality leaving the site. The project architect or civil engineer should contact VSFCO for possible design solutions and their impact on the design of the project.
9. The Preliminary Plan Review fee has not been paid. Project plans submitted for this project shall be considered subject to all VSFCO guidelines, policies, and standards.
10. Submit proof of NOI, Storm Water Pollution Prevention Plan, and Post Construction Best Management Practice Design Plan (see current VSFCO Storm Water Management Plan Appendix 4B).
11. Grading and improvement plans shall include storm water pollution prevention plans for use during site development and building construction to mitigate impacts of this development. This plan shall include calculations, measures related to debris, refueling areas, disposal of excess materials, site cleanup, hazardous substance containment, street cleaning, catch basin cleaning, and other similar measures (see current VSFCO Storm Water Management Plan Section 4.4.5).
12. All SD within the complex shall be private, (except for 102" SD).
13. All SS within the complex shall be private.
14. District cleanouts shall be installed on SS lower laterals that connect to the public SS mains.
15. Use different line types to distinguish between private and public SS and SD facilities.
16. Provide a separate utility plan showing all proposed and existing District facilities, SS, SD, laterals, connections, etc.
17. A District structure must be installed to separate private SD and SS facilities from District facilities.
18. Show pretreatment for SD runoff.

**Water Superintendent:**

1. Submit a numbered list to the Water Division stating how each condition of project approval will be satisfied. W1

2. All water system improvements shall be consistent with the Vallejo Water System Master Plan, 1985, prepared by Kennedy/Jenks Engineers. Prior to building permit submittal, water system improvement plans shall be submitted to the Water Division for review and approval, and shall contain at least:
  - b. Location and size of domestic service connection(s).
  - c. Location and size of irrigation service connection(s).
  - d. Location of fire hydrants
  - e. Location of structures with respect to existing public water system improvements such as mains, meters, etc.
  - g. Location and size of backflow prevention devices (required on water service connections to irrigation systems, certain commercial water users, and to commercial fire sprinkler systems, per City Ordinance 922 N.C. (2d). W2
3. Prior to building permit submittal, hydraulic calculations demonstrating that the fire flow required by the Fire Marshall is satisfied shall be submitted to the Water Superintendent. W5
4. Prior to occupancy or final building inspection, install water system improvements as required. Backflow device/s where required shall be installed in areas hidden from public view and/or shall be mitigated by landscaping. W10
5. The existing water mains within the complex may have to be reconfigured and upsized to provide the domestic water requirements and fire flow demands of the new shopping center. The fire protection system should be provided with appropriately sized redundant connections.

### **Solano County Environmental Health**

1. All new facilities shall submit plan check applications, including plans.
2. All food facilities shall be referred to Solano County Environmental Health Department for plan check process.
3. Adequate garbage enclosures shall be provided for food facilities and adjoining businesses.

### **Economic Development**

1. No gates/fencing.
2. Need high quality architecture and landscaping from I-80 view and throughout project.

**Landscape Maintenance Division**

1. Under the direction of a certified arborist, prune existing trees along 14<sup>th</sup> Street and Solano Avenue entrance.
2. For security reasons, replant shrub planter areas with low growing semi-glossy leaf shrubbery, removing the dead mature shrubs to open up the visibility into the parking lot for law enforcement.
3. At the corner of Solano and 14<sup>th</sup>, install a new monument and upgrade the landscape at the corner of the five point intersection.

**Public Works**

**Specific conditions are as following:**

1. Submit site grading, drainage, improvement and utility plan for review and approval. Site plan shall show all proposed and existing improvements and utility services. Prior to the issuance of building permit secure approval of site plan.
2. Close all existing driveway approaches that will not be used with standard curb, gutter and sidewalk.
3. Underground existing overhead utility wires fronting the property along Solano Avenue and 14<sup>th</sup> Street.
4. Install required standard street lights fronting the property. The existing street lights on the wooden poles that are supporting overhead wires are not per City of Vallejo standard.
5. Surface runoff from the site shall be intercepted, piped and tied into public storm drain system.
6. Water sheet flow over the driveway approach is not allowed.
7. New structures shall stay out of the existing easements or utility lines are relocated and existing easement quitclaimed unless owner of easements agree.
8. Establish common access driveway, drainage and utility easement across the areas outside of proposed structures on the map.
9. Submit CC&R for review.
10. Install required frontage improvements along Mariposa Street. Additional right of way dedication may be required if curb, gutter and sidewalk encroached into private property.

11. Proposed wrought iron fence fronting the property if acceptable to Planning Division sight distance at the site development shall be considered.
12. Install raised median on Solano Avenue to prevent left turns into the eastern most driveway. Right in, right out, and left out would be allowed. Modify striping to conform to existing condition. (traffic engineer)
13. Modify existing striping for western driveway on Solano Avenue to allow left turn. Existing striping will prevent left turn movement into development. (traffic engineer)
14. Eliminate the driveway on 14<sup>th</sup> Street, nearest the intersection of 14<sup>th</sup> & Solano Avenue, in order to prevent congestion and a collision hazard for vehicles attempting to turn into the driveway. (traffic engineer)
15. Convert Mendocino Street, between Solano Avenue and Kentucky Street, to a one-way operation. This shall include any associated modifications to the traffic signal, street signs, installation of curb extensions and adjustments to on-street parking as recommended by the traffic engineer.

### **STANDARD CONDITIONS**

#### **Planning Division**

1. The conditions herein contained shall run with the property and shall be binding on the applicant and all heirs, executors, administrators, and successors in interest to the real property that is the subject of this approval.
2. All associated grocery market items, i.e. cardboard, racks, etc. must be stored within the building or the loading dock area, screened from public view.
3. If the Planning Division, either independently or as a result of complaints from the public, becomes aware that the use is being conducted in a manner which violates the conditions of this use permit or other applicable City regulations, and Planning staff is unable to obtain compliance or abatement, staff will refer the use permit to the Planning Commission for possible suspension or revocation per Section 16.82.110, Vallejo Municipal Code.

#### ***All off-sale liquor establishments shall comply with the following restrictions:***

4. All graffiti shall be removed from the walls, fences, and/or buildings within one hundred twenty hours of its appearance on the property.
5. Exterior lighting should be high pressure sodium, or equivalent type, and shall have an illumination intensity of between one and four foot candles. Lights shall be directed and shielded so as not to glare onto adjoining residential properties.

Lights shall have a housing to protect against breakage. Broken or burnt out lights shall be replaced within one hundred twenty hours.

6. Trash receptacles, sixty gallons or less in size, shall be located at convenient locations outside the establishment, and the operators of the business shall remove all trash on a daily basis.
7. The sale of alcoholic beverages for on-site consumption shall be prohibited.
8. Pay telephones on the site of the establishment must be of the type that only allows outgoing calls.
9. In establishments with glass storefronts, windows shall allow for unobstructed interior viewing of the cash register area from the street.
10. Establish and maintain a “complaint response/community relations” program which includes the following:
  - a. Monitoring of Complaints. The applicant shall:
    - (1) Post at the entry, the reception desk, and provide to the immediate neighbors and the local neighborhood association, if any, the local phone number for the area commander of the local police substation in the geographical area. The phone number posted shall be one which is answered during normal business hours (eight a.m. to five p.m., Monday through Friday).
    - (2) Coordinate with the local community division of the Vallejo police department regarding appropriate monitoring of community complaints concerning activities associated with the subject facility.
  - b. A representative of the subject facility should voluntarily meet with representatives of the neighbors and/or neighborhood association, at their request, to resolve neighborhood complaints regarding the establishment.
11. Sign and Advertising. The following signs shall be prominently posted in English, Spanish, and the predominant language of the facilities’ clientele:
  - a. “California State Law prohibits the sale of alcoholic beverages to persons under twenty-one years of age.” (A notice shall also be placed on all menus.)
  - b. “No Loitering or Public Drinking” signs shall be posted in the alcohol beverage display areas in a readily visible manner.
  - c. Signs, noting that it is illegal to consume alcoholic beverages in public parks, except in designated areas where the consumption of alcoholic beverages is permitted.
  - d. Signs, noting that it is illegal to possess an open container of alcohol in the vicinity of the selling establishment.
12. A copy of the conditions of approval of the conditional use permit must be kept on the premises of the establishment and presented to any police officer or any authorized city official upon request.

13. Applicant shall operate subject facility in a manner appropriate with mitigating alcohol-related problems, including, but not limited to: sales to minors, the congregation of individuals, violence on-site, drunkenness, public urination, solicitation, and litter, which negatively impact those individuals living or working in the neighborhood.
14. All sales clerks in off-site outlets less than five thousand feet in total area shall, within ninety days of employment, complete an approved course in “responsible beverage service training”. The outlet shall within ten days provide evidence of the employee’s completion of this training to the planning division.
15. All off-site outlets which also sell motor vehicle fuels shall comply with the restrictions contained in Section 23790.5 of the Business and Professions Code, to wit:
  - a. No beer or wine shall be displayed within five feet of the cash register or the front door unless it is in a permanently affixed cooler as of January 1, 1988;
  - b. No advertisement of alcoholic beverages shall be displayed at motor fuel islands;
  - c. No sale of alcoholic beverages shall be made from a drive-in window;
  - d. No display of beer or wine shall be made from an ice tub;
  - e. No beer or wine advertising shall be located on motor fuel islands, and no self-illuminated advertising for beer or wine shall be located on building or windows; and
  - f. Employees on duty between ten p.m. and two a.m. who sell beer or wine shall be at least twenty-one years of age.
16. Whenever any of the situations identified in Section 16.82.140 occurs, a use permit issued for off-site alcohol sales in accordance with this chapter shall become null or void, and a new use permit shall be required prior to resuming the sale of alcoholic products.
17. Such use shall not adversely affect the neighborhood in which it is located. For the purposes of this subsection, “adversely affect” shall mean to impact in a substantial, negative manner the economic value, habitability, or enjoyability of properties in the immediate area (VMC 16.58.040[D][6]).

### **Fire Prevention**

1. Development sites shall be maintained weed free during construction. (2001 CFC Section 1103.2.4) F12

### **Vallejo Sanitation and Flood Control District**

1. All storm drainage shall be collected onsite and conveyed underground to the public storm drain system.

2. Comply with VSFCDD pretreatment requirements for sanitary sewage.
3. Direct roof drainage across non-paved areas prior to entering storm drain inlets and gutter, when feasible.

**Water Superintendent**

1. Fire flow requirements of the Fire Department shall be complied with. Fire flow at no less than 25-psig residual pressure shall be available within 1000 feet of any structure. One half of the fire flow shall be available within 300 feet of any structure.
  - a. See the Vallejo Water System Master Plan, 1985, prepared by Kennedy Jenks and its latest update by Brown and Caldwell dated April 1996. W4
2. Easements shall be granted for all water system improvements installed outside the public right-of-way in the City's Standard Form for Grant of Water Line Easement with the following widths:
  - a. Ten feet wide (minimum) for fire hydrants, water meters, backflow preventers, double detector check valves, etc.
  - b. Fifteen feet wide (minimum) for water mains. W7
3. Each unit or building structure shall be metered separately. W8
4. Water service shall be provided by the City of Vallejo following completion of the required water system improvements and payment of applicable fees. Performance and payment bonds shall be provided to the City of Vallejo prior to construction of water system improvements. Fees include those fees specified in the Vallejo Municipal Code, including connection and elevated storage fees, etc., and fees for tapping, tie-ins, inspections, disinfection, construction water, and other services provided by the City with respect to the water system improvements. The Water Division may be contacted for a description of applicable fees. W9
5. Fire hydrant placement and fire sprinkler system installation, if any, shall meet the requirements of the Fire Department. For combined water and fire services, the requirements of both the Fire Department and the Vallejo Water System Master Plan, with latest revisions, shall be satisfied. W6

**Public Works**

**Standard Comments/Requirements:**

1. Driveway approaches shall be per City of Vallejo standard.

2. Remove and replace broken curb, gutter and sidewalk fronting the property as determined in the field by City Engineer.
3. Submit a final map with all pertinent documents prepared by a qualified registered civil engineer or a land surveyor for review and approval.
4. Prior to approval of the final map, the applicant shall pay the City charges required by Solano County for providing copies of the recorded map to the city, plus cost of map checking.
5. Driveway slope shall not be more than 3%. (VMC Section 16.62.150).
6. Remove and replace broken curb, gutter and sidewalk fronting the property as determined in the field by City Engineer. (VMC, Section 10.04).
7. Parking lot slope shall not be more than 5% in any direction. (VMC, Section 16.62.150 (C-1)).
8. Signing and striping shall be per City standard. (VMC, Section 16.62.140)
9. Install required street tree fronting the property. Street tree shall be selected from City's approved street tree list. (VMC, Section 15.06.190 and Regulations and Standard Specifications Section 3.3.48).
10. Install standard driveway approach per City standard. (COV, Regulations & Standard Specifications, 1992).

**Additional standard comments that may apply are:**

- PW1. **HOW PROJECT CONDITIONS SATISFIED.** Prior to building permit issuance, submit a numbered list to the **Planning Division** stating how each condition of project approval contained in this report will be satisfied. The list should be submitted to the project planner who will coordinate development of the project.
- PW2. **PUBLIC IMPROVEMENT STANDARDS.** All public improvements shall be designed to City of Vallejo standards and to accepted engineering design standards. The **City Engineer** has all such standards on file and the Engineer's decision shall be final regarding the specific standards that shall apply. (COV, Regulations & Standard Specifications, 1992).
- PW3. **IMPROVEMENT PLANS.** Prior to building permit submittals, submit three sets of plans to the **Department of Public Works** for plan check review and approval. (Improvement or civil plans are to be prepared by a licensed civil engineer.) Plans are to include, but may not be limited to, grading and erosion



control plans, improvement plans, joint trench utility, street light plans, and landscaping, irrigation and fencing plans and all supporting documentation, calculations and pertinent reports. (COV, Regulations & Standard Specifications, 1992 Section 1.1.7-A).

- PW4. **GRADING** Prior to issuance of grading permit, submit a soils report for review. An independent soils and geological review of the project may be required. The City shall select the soils engineer with the cost of the study to be borne by the developer/project sponsor. Site grading shall comply with City Municipal Code. (VMC, Chapter 12.40).
- PW5. **LINE OF SIGHT CRITERION.** In design of grading and landscaping, line of sight distance shall be provided based on Caltrans standards. Installation of fencing, signage, above ground utility boxes, etc. shall not block the line of sight of traffic and must be set back as necessary. (VMC, Section 10.14).
- PW6. **ON-SITE SOILS ENGINEER.** During grading operations, the project geologist or soils engineer and necessary soils testing equipment must be present on site. In the absence of the soils engineer or his representative on site, the **Department of Public Works** shall shut down the grading operation. (VMC, Section 12.40.080).
- PW7. **DUST AND EROSION CONTROL.** All dust and erosion control shall be in conformance with City standards and ordinances. (VMC, Sections 12.40.050 & 12.40.070).
- PW8. **COMPACTION TESTS.** Prior to building permit issuance or acceptance of grading, compaction test results and certification letter from the project soils engineer and civil engineer confirming that the grading is in conformance with the approved plans must be submitted to the **Department of Public Works** for review and approval. Test values must meet minimum relative compaction recommended by the soils engineer (usually at least 90 percent). (VMC, Section 12.40.070-R).
- PW9. **DRIVEWAY STANDARDS.** Entrances to any private project must be standard driveway approaches unless deviation is permitted by the **City Engineer**. (VMC, Section 12.04.100).
- PW10. **STREET EXCAVATION PERMIT.** Obtain a street excavation permit from the **Department of Public Works** prior to performing any work within City streets or rights-of-way, or prior to any cutting and restoration work in existing public streets for utility trenches. All work shall conform to City standards. (VMC, Section 10.08).
- PW11. **ENCROACHMENT PERMIT.** Prior to building permit issuance, obtain an encroachment permit from the **Department of Public Works** for all work proposed within the public right-of-way. (VMC, Section 10.16).

- PW12. **TRAFFIC CONTROL PLAN.** Prior to start of construction, submit a traffic control plan to the **Department of Public Works** for review and approval. (Caltrans Traffic Manual).
- PW13. **COORDINATION OF CONSTRUCTION INSPECTION.** Construction inspection shall be coordinated with the **Department of Public Works** and no construction shall deviate from the approved plans. (COV, Regulation & Standard Specification Sections 1.1.4 & 1.1.5).
- PW14. **PLAN CHANGES.** The project design engineer shall be responsible for the project plans. If plan deviations are necessary, the project engineer must first prepare a revised plan or details of the proposed change for review by the **Department of Public Works** and, when applicable, by **Vallejo Sanitation and Flood Control District**. Changes shall be made in the field only after approval by the City. At the completion of the project, the design engineer must prepare and sign the "as built" plans. (COV, Regulation & Standard Specification Section 1.1.9).
- PW15. **BONDS AND FEES.** Prior to approval of construction plans, provide bonds and pay applicable fees. Bonding shall be provided to the City in the form of a "Performance Surety" and a separate "Labor and Materials Surety" in amounts stipulated by City ordinance. (VMC, Section 15.12.090, Resolution Nos. 84-554 N. C. and 02-55 N. C.)
- PW16. **INSTALL IMPROVEMENTS.** Prior to occupancy/final building inspection, install the improvements required by the **Department of Public Works** including but not limited to streets and utilities. (VMC, Section 12.04.060).
- PW17. **SIDEWALK REPAIR.** Prior to occupancy/final building inspection, remove and replace any broken curb, gutter, sidewalk or driveway approach as directed in the field by the **City Engineer**. (VMC, Section 10.04).
- PW19. **STREET TREES.** Prior to release for occupancy, plant required street trees in accordance with City Municipal Code. The list of approved trees is available in the office of the Public Works Director. The minimum standard shall be at least one tree for each 50 feet of street frontage or fraction thereof, including secondary or side streets. Street tree(s) shall be inspected by Public Works Landscape Inspector prior to release for occupancy. (VMC, Section 15.06.190 and Regulations and Standard Specifications Section 3.3.48).
- PW20. **JOINT TRENCH.** The developer shall provide joint trench plans for the underground electrical, gas, telephone, cable television and communications conduits and cables including the size, location and details of all trenches, location of all building utility service stubs and meters and placement or arrangements of junction structures as a part of the Improvement Plans submitted

for the project. The composite drawings and/or utility improvement plans shall be signed by a licensed civil engineer. (VMC, Sections 15.06.160&170).

**PW21. SIGNAL INTERCONNECT CABLES.** There are fiber optic and /or copper signal inter connect cables located at the edge of the roadway or under the sidewalk. The plans should address either the relocation of these cables or a note should be made of the cable location. A warning should be included on the plans stating that if the cable damaged, the entire length of the cable between the two nearest hubs will be replaced by the contractor unless otherwise authorized by the City Engineer.

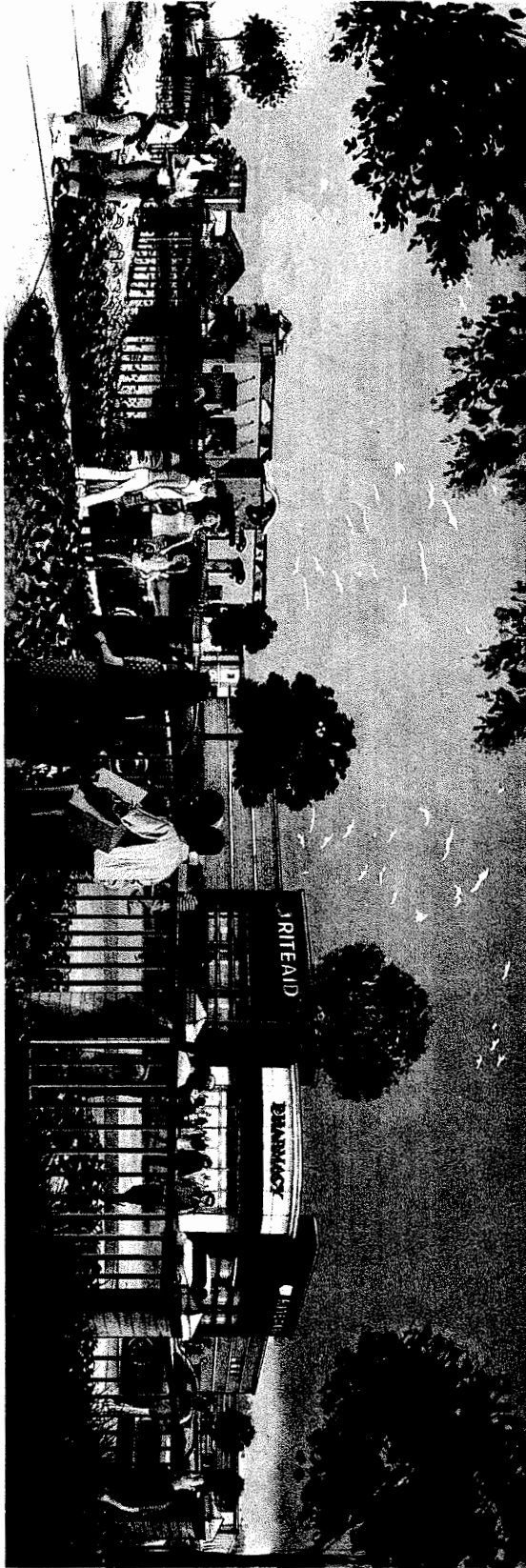
### **GENERAL CONDITIONS**

1. The applicant shall defend, indemnify, and hold harmless the City of Vallejo and its agents, officers, and employees from any claim, action, or proceeding against the City and its agents, officers, and employees to attack, set aside, void, or annul this approval by the City. The City may elect, at its discretion, to participate in the defense of any action.

J/PL/Marcus/2005Permits/SD/solano80center(staffreport-0068)-endtns

# SOLANO 80 CENTER

SOLANO AVENUE AND 14TH STREET  
VALLEJO, CALIFORNIA



<b>VICINITY MAP</b>		<b>CLIENT</b>		<b>ARCHITECT</b>		<b>DRAWING INDEX</b>			
A REDEVELOPMENT PROJECT OF OVERAA ASSOCIATES / JAY-PHARES 10700 MACARTHUR BLVD. SUITE 200 OAKLAND, CA 94605 TEL: (510) 562-9500		ARC Inc. ARCHITECTS 550 FIRST STREET, SUITE B-201 BENICHA, CA 94510 TEL: (707) 745-0592 FAX: (707) 745-0592		DR - 1 COVER SHEET DR - 2 OPENING AND ELEVATION DR - 2a PRELIMINARY SITE PLAN DR - 3 PRELIMINARY SITE PLAN (ALTERNATE PLAN) DR - 4 SHOPS 1 - EXTERIOR ELEVATIONS DR - 5 SHOPS 2 - EXTERIOR ELEVATIONS DR - 6 SUPERMARKET - EXTERIOR ELEVATIONS DR - 7 SITE AND EXTERIOR ELEVATIONS DR - 8 TACO BELL - EXTERIOR ELEVATIONS DR - 9 PARCEL MAP DR - 10 PROSPECTING AND UTILITY PLAN DR - 11 LANDSCAPE PLAN DR - 12 PHOTOGRAPHIC DR - 13 PHASING PLAN DR - 14		SUBMITTED TO CITY OF VALLEJO PLANNING DEPARTMENT		SUBMITTED FOR DESIGN REVIEW SUBMITTAL OCTOBER 2008	

**ARC Inc.**  
ARCHITECTS

REGINA GRIER, AIA, SINK 8207  
 BENICHA, CA 94510  
 TEL: (707) 745-9502  
 FAX: (707) 745-0592  
 JAY-PHARES  
 VALLEJO, CA 94580  
 TEL: (707) 558-1111  
 FAX: (707) 558-1111  
 WWW.OVERAA.COM

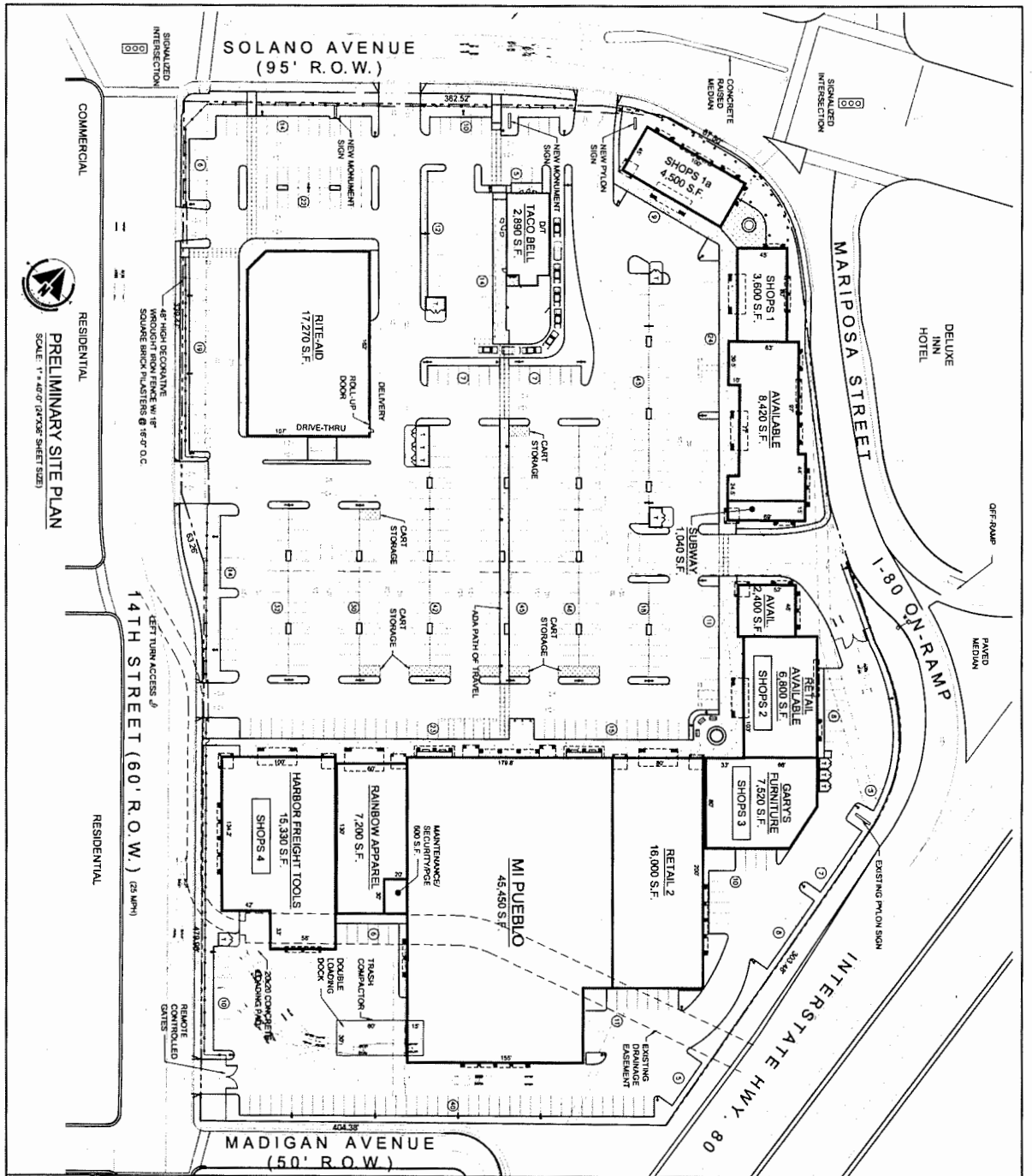
SOLANO 80 CENTER  
 SOLANO AVE. AND 14TH ST.  
 VALLEJO, CALIFORNIA

A REDEVELOPMENT PROJECT OF  
 OVERAA ASSOCIATES / JAY-PHARES  
 CORPORATION  
 10700 MACARTHUR BLVD., SUITE 200  
 OAKLAND, CA 94605  
 P: (510)562-9500 F: (510)562-9505  
 johnjay@jayphares.com

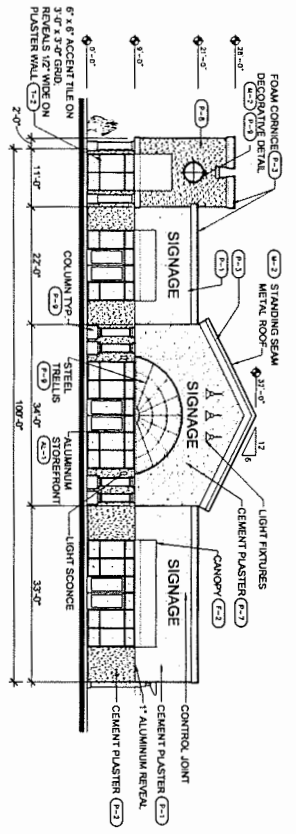
DATE	3-28-08
REV. NO.	REV. DATE
1	9-5-08
2	
3	
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12	
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14	

COVER SHEET  
**DR - 1**  
 JOB NO. JP002

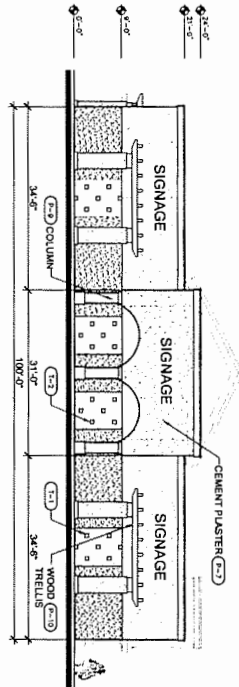




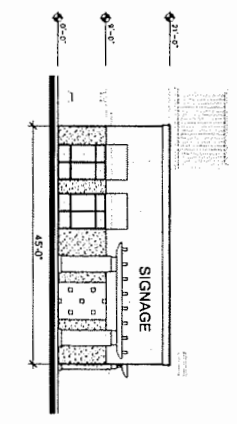
SITE DATA	
APNs:	057-201-010 057-201-180 057-201-030 057-201-210 057-201-090 057-201-300
ZONING:	CP - PEDESTRIAN SHOPPING & SERVICE
SITE AREA:	(4.10.19 ACRES) 4,470,228 S.F.
TOTAL LANDSCAPE AREA:	(4.9.1%) 4,430,000 S.F.
<b>(A) BUILDING AREA (REMOVED)</b> TACO BELL 2,155 S.F. BUILDING 1 28,230 S.F. BUILDING 3 5,318 S.F. CLOTHIER 2,405 S.F. TOTAL = 38,241 S.F.	
<b>(B) BUILDING AREA</b> MI PUEBLO 45,450 S.F. RETAIL 2 16,000 S.F. GARRY'S FURNITURE 7,520 S.F. AVAILABLE 5,800 S.F. AVAILABLE 2,400 S.F. SUBWAY 1 3,600 S.F. SHOPS 1 3,600 S.F. SHOPS 1a 4,500 S.F. MAINT./SEC/PAGE 7,200 S.F. RAINBOW APPAREL 7,200 S.F. HARBOR FREIGHT TOOLS 15,330 S.F. TOTAL BLDG. AREA (COVERAGE) (4.29.6%) 1,139,020 S.F.	
<b>PARKING REQUIRED</b> SUPERMARKET 45,450 / 250 = 182 RETAIL SHOPS 90,680 / 250 = 363 TACO BELL (2,880) / 90 SEATS / 3 = 20 TOTAL PARKING REQUIRED = 565 SPACES	
<b>PARKING PROVIDED:</b> STANDARD (8' X 18') 522 COMPACT (8' X 16') 37 (2% MIN.) 12 ACCESSIBLE (9' X 18') 12 TOTAL PARKING PROVIDED = 571 SPACES	
<b>PARKING / BUILDING RATIO:</b> 4:11 SPACES PER 1,000 S.F.	
<b>VICINITY MAP</b> 	
<b>DR - 2</b> PRELIMINARY SITE PLAN JOB NO.: JP002	
<b>ARC Inc. ARCHITECTS</b> BUILDING OFFICE: 510 PINE STREET, SUITE 8151, VALLEJO, CA 94591 TEL: (707) 356-1111 FAX: (707) 356-1112 WWW.ARCINC.COM	
<b>SOLANO 80 CENTER</b> SOLANO AVE. AND 14TH ST. VALLEJO, CALIFORNIA	
<b>A REDEVELOPMENT PROJECT OF OVERAA ASSOCIATES / JAY-PHARES CORPORATION</b> 10700 MACARTHUR BLVD., SUITE 200 OAKLAND, CA 94605 P: (510)562-9500 F: (510)562-9505 johnjay@jayphares.com	
DATE: 3-28-08 REV. NO. REV. DATE: 9-5-08	



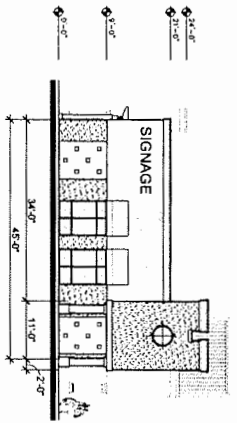
**SOUTH ELEVATION (PARKING LOT)**  
SCALE: 3/32" = 1'-0"



**NORTH ELEVATION (SOLANO AVE)**  
SCALE: 3/32" = 1'-0"



**EAST ELEVATION (PLAZA)**  
SCALE: 3/32" = 1'-0"



**WEST ELEVATION (DRIVEWAY)**  
SCALE: 3/32" = 1'-0"

SYMBOL	MATERIAL	MANUFACTURER / COLOR
(E-1)	SHIMON WALLPAPER	SHIMON WALLPAPER / COLOR
(E-2)	PAINT - INTERIOR	SHIMON WALLPAPER / COLOR
(E-3)	PAINT - EXTERIOR	SHIMON WALLPAPER / COLOR
(E-4)	PAINT - ROOF	SHIMON WALLPAPER / COLOR
(E-5)	PAINT - TRUSS	SHIMON WALLPAPER / COLOR
(E-6)	PAINT - CEILING	SHIMON WALLPAPER / COLOR
(E-7)	PAINT - FLOOR	SHIMON WALLPAPER / COLOR
(E-8)	PAINT - WALL	SHIMON WALLPAPER / COLOR
(E-9)	PAINT - TRUSS	SHIMON WALLPAPER / COLOR
(E-10)	PAINT - ROOF	SHIMON WALLPAPER / COLOR
(E-11)	PAINT - TRUSS	SHIMON WALLPAPER / COLOR
(E-12)	PAINT - TRUSS	SHIMON WALLPAPER / COLOR
(E-13)	PAINT - TRUSS	SHIMON WALLPAPER / COLOR

**EXTERIOR FINISHES** NOT ALL COLORS USED

DATE: 3-28-08

REV. NO. REV. DATE

DR - 3

SHOPS 1A EXTERIOR ELEVATIONS

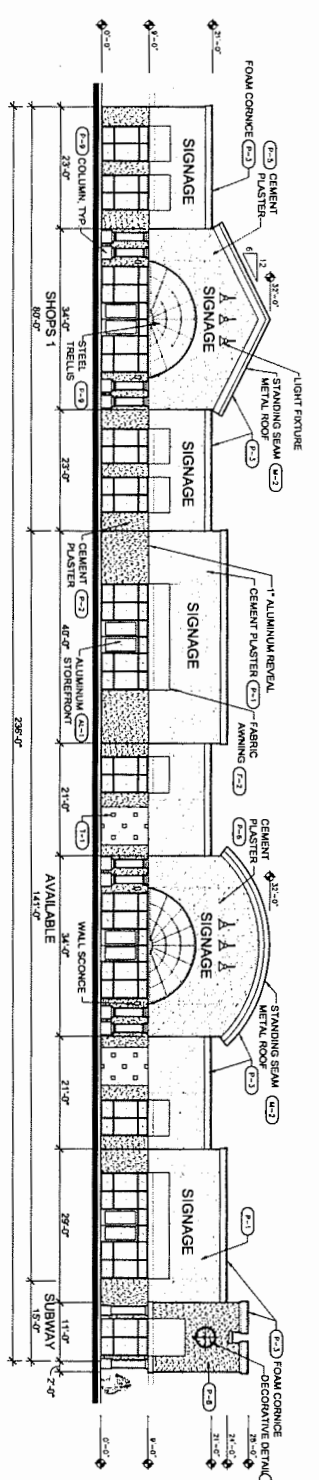
JOB NO. JP002

A REDEVELOPMENT PROJECT OF  
OVERAA ASSOCIATES / JAY-PHARES CORPORATION  
10700 MACARTHUR BLVD., SUITE 200  
OAKLAND, CA 94605  
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johnjay@jayphares.com

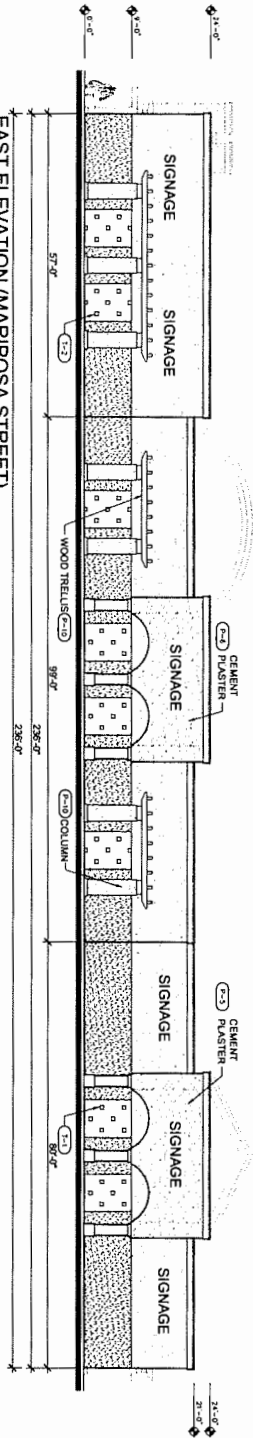
SOLANO 80 CENTER  
SOLANO AVE. AND 14TH ST.  
VALLEJO, CALIFORNIA

ARC Inc. ARCHITECTS

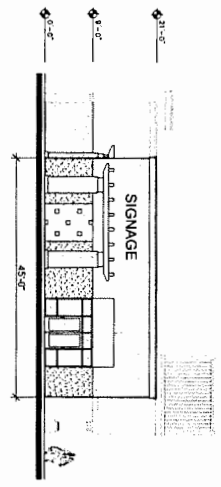
ARC INC. 10700 MACARTHUR BLVD., SUITE 200 OAKLAND, CA 94605  
P: (510)562-9500 F: (510)562-9505  
johnjay@jayphares.com



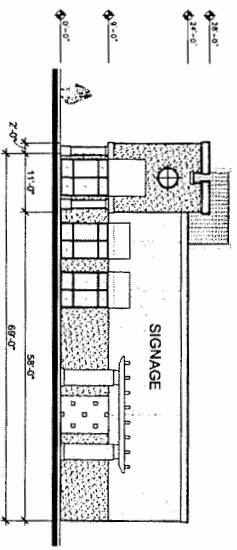
WEST ELEVATION (PARKING LOT)  
SCALE 3/32" = 1'-0"



EAST ELEVATION (MARIPOSA STREET)  
SCALE 3/32" = 1'-0"



NORTH ELEVATION (PLAZA)  
SCALE 3/32" = 1'-0"



SOUTH ELEVATION (SHOPS 2)  
SCALE 3/32" = 1'-0"

SYMBOL	MATERIAL	MANUFACTURER/ COLOR
(E-1)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-2)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-3)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-4)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-5)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-6)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-7)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-8)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-9)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-10)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-11)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-12)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-13)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-14)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-15)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-16)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-17)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-18)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-19)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-20)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-21)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-22)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-23)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-24)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-25)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-26)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-27)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-28)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-29)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-30)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-31)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-32)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-33)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-34)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-35)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-36)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-37)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-38)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-39)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-40)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-41)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-42)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-43)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-44)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-45)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-46)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-47)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-48)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-49)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-50)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-51)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-52)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-53)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-54)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-55)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-56)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-57)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-58)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-59)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-60)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-61)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-62)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-63)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-64)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-65)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-66)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-67)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-68)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-69)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-70)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-71)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-72)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-73)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-74)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-75)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-76)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-77)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-78)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-79)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-80)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-81)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-82)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-83)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-84)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-85)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-86)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-87)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-88)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-89)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-90)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-91)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-92)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-93)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-94)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-95)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
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(E-99)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK
(E-100)	PAINT-LAMP POST	SIKEMAN WALLACE COLOR - BLACK

A REDEVELOPMENT PROJECT OF  
 OVERAA ASSOCIATES / JAY-PHARES  
 CORPORATION  
 10700 MACARTHUR BLVD., SUITE 200  
 OAKLAND, CA 94605  
 P: (510)562-9500 F: (510)562-9505  
 johnjay@ayphares.com

REV. NO. REV. DATE  
 9-5-08

DATE 3-28-08

SHOPS 1  
 EXTERIOR  
 ELEVATIONS  
**DR - 4**

JOB NO. JP002

SOLANO 80 CENTER  
 SOLANO AVE. AND 14TH ST.  
 VALLEJO, CALIFORNIA

**ARC Inc.**  
 ARCHITECTS

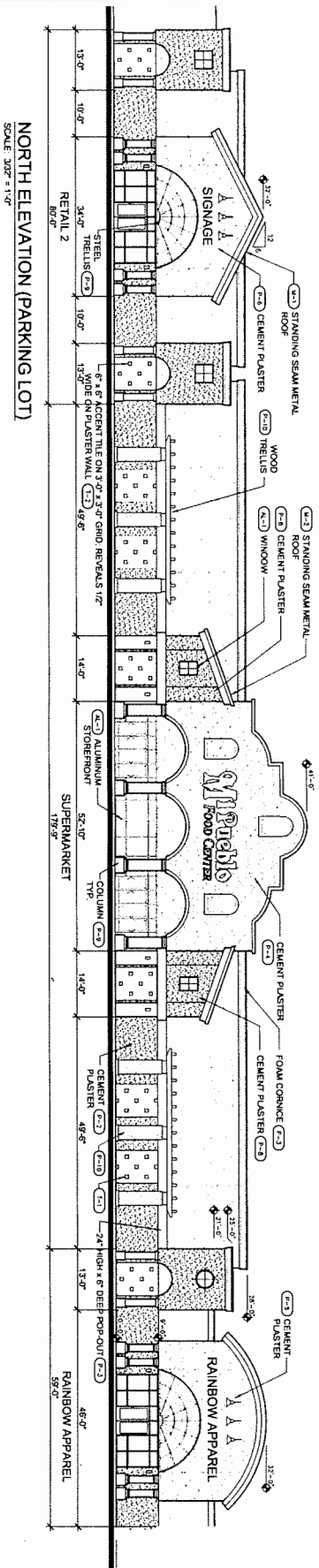
BEVERLY HILLS OFFICE  
 900 N. RAVENHILL BLVD.  
 BEVERLY HILLS, CA 90210  
 TEL (310) 764-0882

SAN FRANCISCO OFFICE  
 100 CALIFORNIA ST.  
 SAN FRANCISCO, CA 94111  
 TEL (415) 398-1111

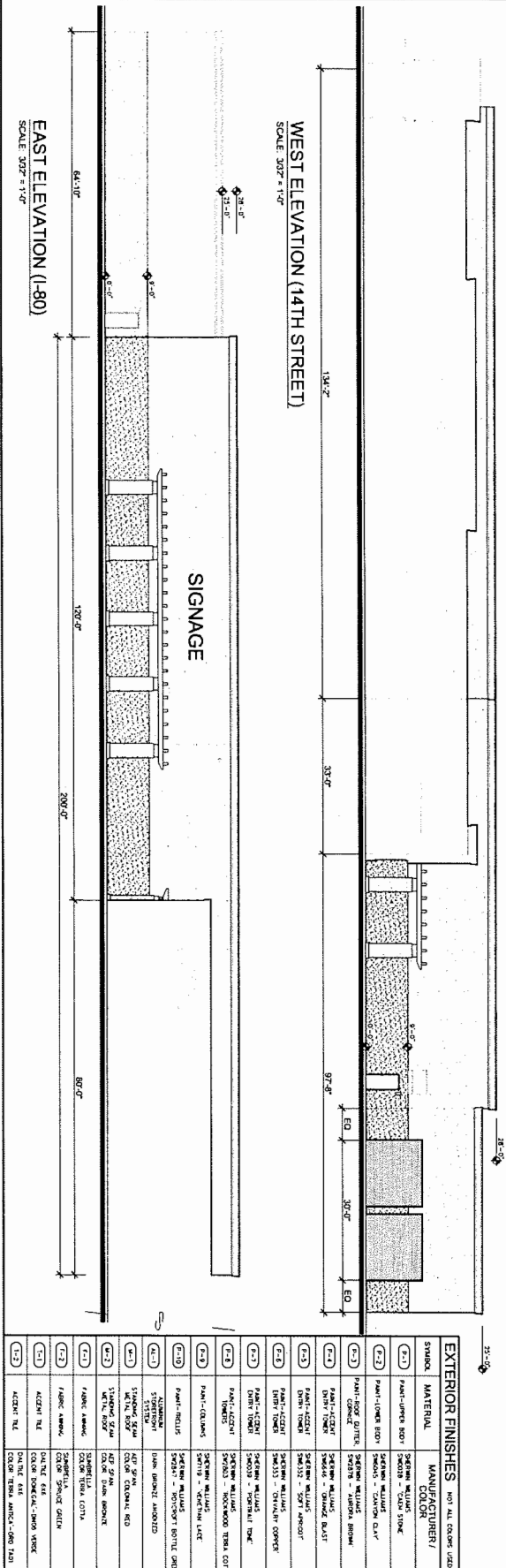
LOS ANGELES OFFICE  
 408 N. GARDEN ST.  
 LOS ANGELES, CA 90012







**NORTH ELEVATION (PARKING LOT)**  
SCALE 3/32" = 1'-0"



**WEST ELEVATION (14TH STREET)**  
SCALE 3/32" = 1'-0"

**EAST ELEVATION (I-80)**  
SCALE 3/32" = 1'-0"

SYMBOL	MATERIAL	MANUFACTURER/ COLOR
(E-1)	PARTI-COLOR ROOF	SHERRIN METALS 260015 - GOLD STONE
(E-2)	PARTI-COLOR ROOF	SHERRIN METALS 260015 - CHARCOAL GRAY
(E-3)	PARTI-COLOR DUTILE	SHERRIN METALS 260015 - ALUMINUM BRONZE
(E-4)	PARTI-COLOR DUTILE	SHERRIN METALS 260015 - BRASS
(E-5)	PARTI-COLOR DUTILE	SHERRIN METALS 260015 - SOFT ANNEAL
(E-6)	PARTI-COLOR DUTILE	SHERRIN METALS 260015 - OVALATE CORNER
(E-7)	PARTI-COLOR DUTILE	SHERRIN METALS 260015 - THERMAL PAINT
(E-8)	PARTI-COLOR DUTILE	SHERRIN METALS 260015 - THERMAL PAINT
(E-9)	PARTI-COLOR DUTILE	SHERRIN METALS 260015 - THERMAL PAINT
(E-10)	PARTI-COLOR DUTILE	SHERRIN METALS 260015 - THERMAL PAINT
(E-11)	PARTI-COLOR DUTILE	SHERRIN METALS 260015 - THERMAL PAINT
(E-12)	PARTI-COLOR DUTILE	SHERRIN METALS 260015 - THERMAL PAINT
(E-13)	PARTI-COLOR DUTILE	SHERRIN METALS 260015 - THERMAL PAINT

SOLANO 80 CENTER  
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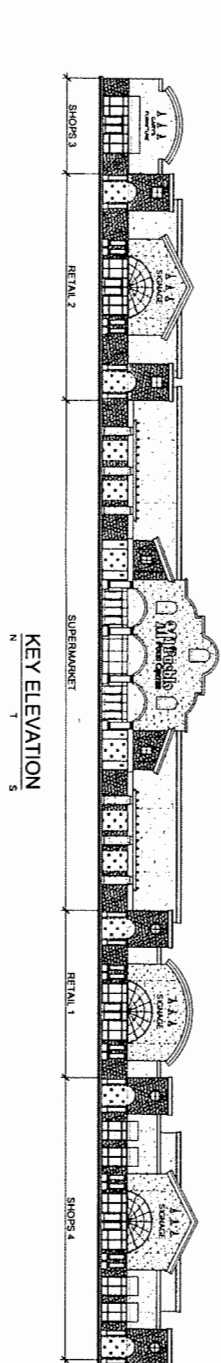
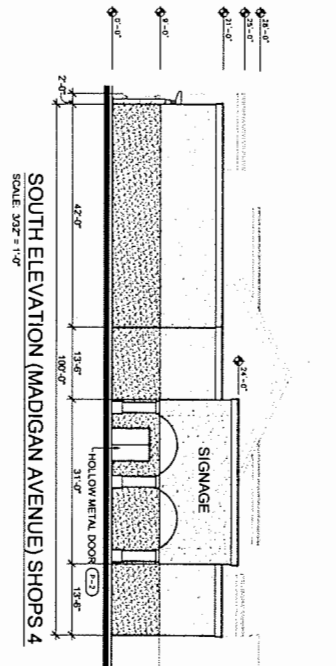
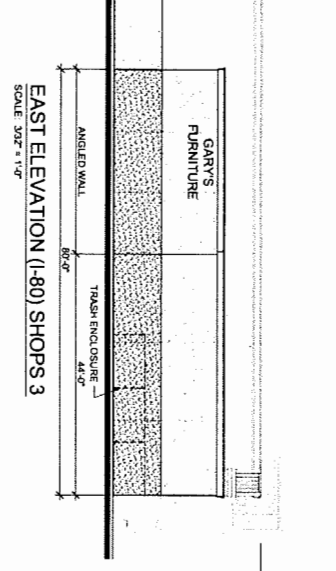
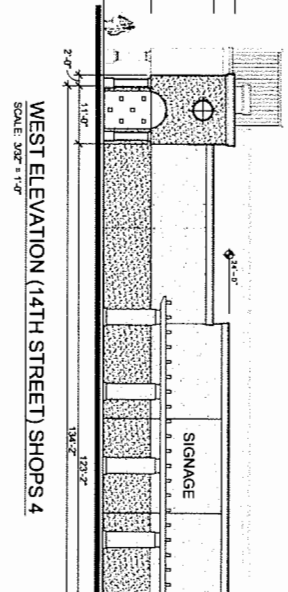
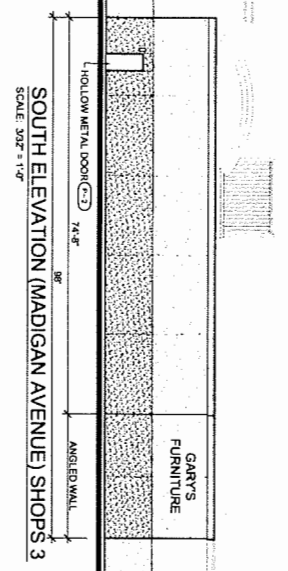
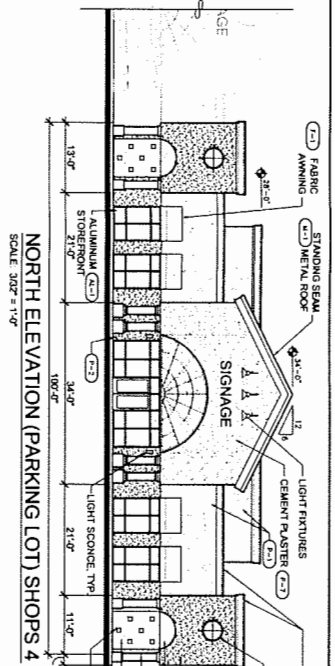
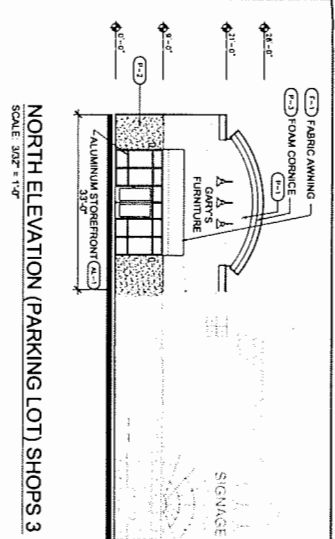
RENDERING OFFICE  
350 FINN STREET, SUITE 200  
VALLEJO, CA 94592  
TEL: (707) 552-1111  
FAX: (707) 552-1111  
WWW.ARCINC.COM



**DR - 6**  
SUPERMARKET  
EXTERIOR  
ELEVATIONS

A REDEVELOPMENT PROJECT OF  
OVERAA ASSOCIATES / JAY-PHARES  
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P: (510)562-9500 F: (510)562-9505  
johnjay@jayphares.com

JOB NO. - JP002



SYMBOL	MATERIAL	MANUFACTURER/ SOURCE
(E-1)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-2)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-3)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-4)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-5)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-6)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-7)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-8)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-9)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-10)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-11)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-12)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-13)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-14)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-15)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-16)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-17)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-18)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-19)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-20)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-21)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-22)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-23)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-24)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-25)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-26)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-27)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-28)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-29)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-30)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-31)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-32)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-33)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-34)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-35)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-36)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-37)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-38)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-39)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-40)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-41)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-42)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-43)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-44)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-45)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-46)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-47)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-48)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-49)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-50)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-51)	PAINT-LAMPE ROSE	SHOPPER WALLS
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(E-66)	PAINT-LAMPE ROSE	SHOPPER WALLS
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(E-74)	PAINT-LAMPE ROSE	SHOPPER WALLS
(E-75)	PAINT-LAMPE ROSE	SHOPPER WALLS
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(E-100)	PAINT-LAMPE ROSE	SHOPPER WALLS

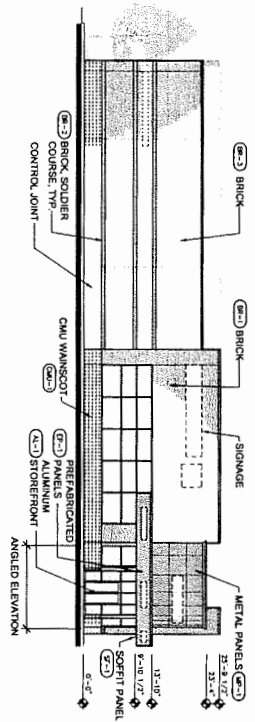
**ARC Inc. ARCHITECTS**

SOLANO 80 CENTER  
SOLANO AVE. AND 14TH ST.  
VALLEJO, CALIFORNIA

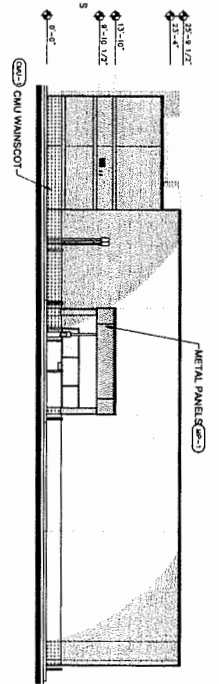
A REDEVELOPMENT PROJECT OF  
OVERAA ASSOCIATES / JAY-PHARES  
CORPORATION  
10700 MACARTHUR BLVD., SUITE 200  
OAKLAND, CA 94605  
P. (510)562-9500 F. (510)562-9505  
johnjay@jayphares.com

DATE: 3-29-08  
REV. NO. REV. DATE

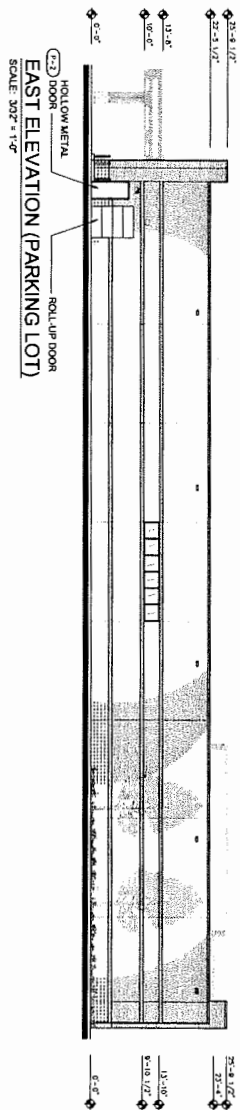
DR-7  
JOB NO.: JP002



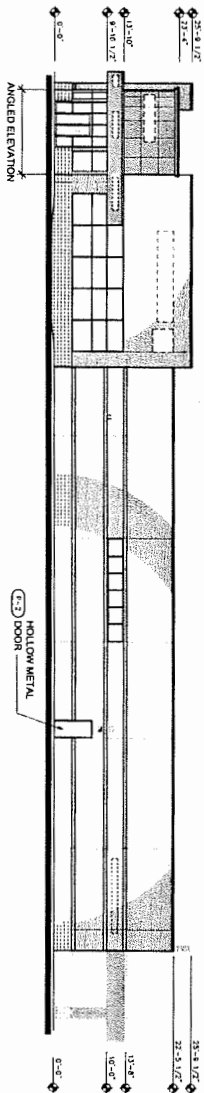
NORTH ELEVATION (SOLANO AVENUE)  
SCALE: 3/32" = 1'-0"



SOUTH ELEVATION (DRIVE-THRU)  
SCALE: 3/32" = 1'-0"



EAST ELEVATION (PARKING LOT)  
SCALE: 3/32" = 1'-0"



WEST ELEVATION (14TH STREET)  
SCALE: 3/32" = 1'-0"

EXTERIOR FINISHES

SYMBOL	MATERIAL	MANUFACTURER / COLOR
(M-1)	GLAZED LUMBER	CLARKSON
(M-2)	BRICK	FIELDSTONE BRICK
(M-3)	BRICK	TRULAND BRICK
(M-4)	BRICK	H.C. AMMON BRICK
(M-5)	BRICK	H.C. AMMON BRICK
(M-6)	BRICK	H.C. AMMON BRICK
(M-7)	CONCRETE	STRONG
(M-8)	CONCRETE	STRONG
(M-9)	CONCRETE	STRONG
(M-10)	CONCRETE	STRONG
(M-11)	CONCRETE	STRONG
(M-12)	CONCRETE	STRONG
(M-13)	CONCRETE	STRONG
(M-14)	CONCRETE	STRONG
(M-15)	CONCRETE	STRONG
(M-16)	CONCRETE	STRONG

SOLANO 80 CENTER  
SOLANO AVE. AND 14TH ST.  
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ARC Inc.  
ARCHITECTS

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ARCHITECTS

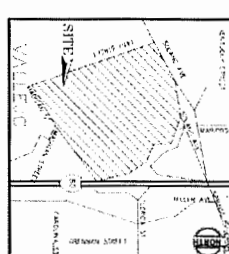
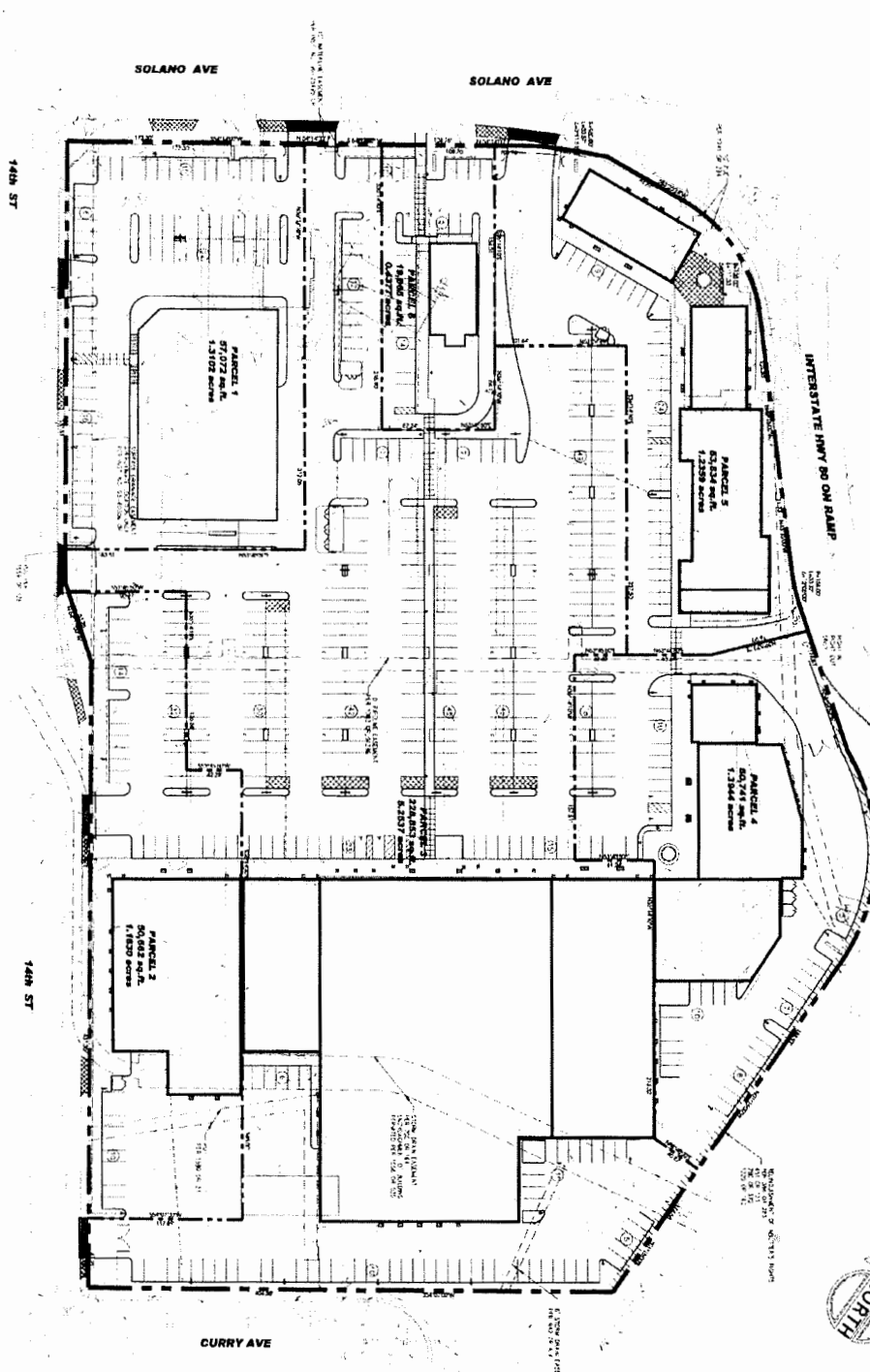
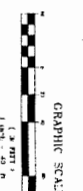
DR - 8

JP002



- 1. LOT AREA
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- 48. LOT AREA
- 49. LOT AREA
- 50. LOT AREA

# VESTING TENTATIVE PARCEL MAP SOLANO/80 CENTER



PARCEL	AREA (SQ. FT.)	AREA (ACRES)
1	5,072	0.1162
2	50,662	1.1629
3	13,299	0.3046
4	40,748	0.9344
5	63,134	1.4399
<b>TOTAL</b>	<b>172,915</b>	<b>3.9579</b>

**SILOOTEN CONSULTING INC.**  
REVIEWING & ENGINEERING  
1400 14TH ST, SUITE 200  
OAKLAND, CA 94612  
TEL: (510) 562-9500  
FAX: (510) 562-9505  
WWW.SILOOTENCONSULTING.COM

**DR-10**  
TENTATIVE  
PARCEL MAP

**DR-10**  
JOB NO.: JP002

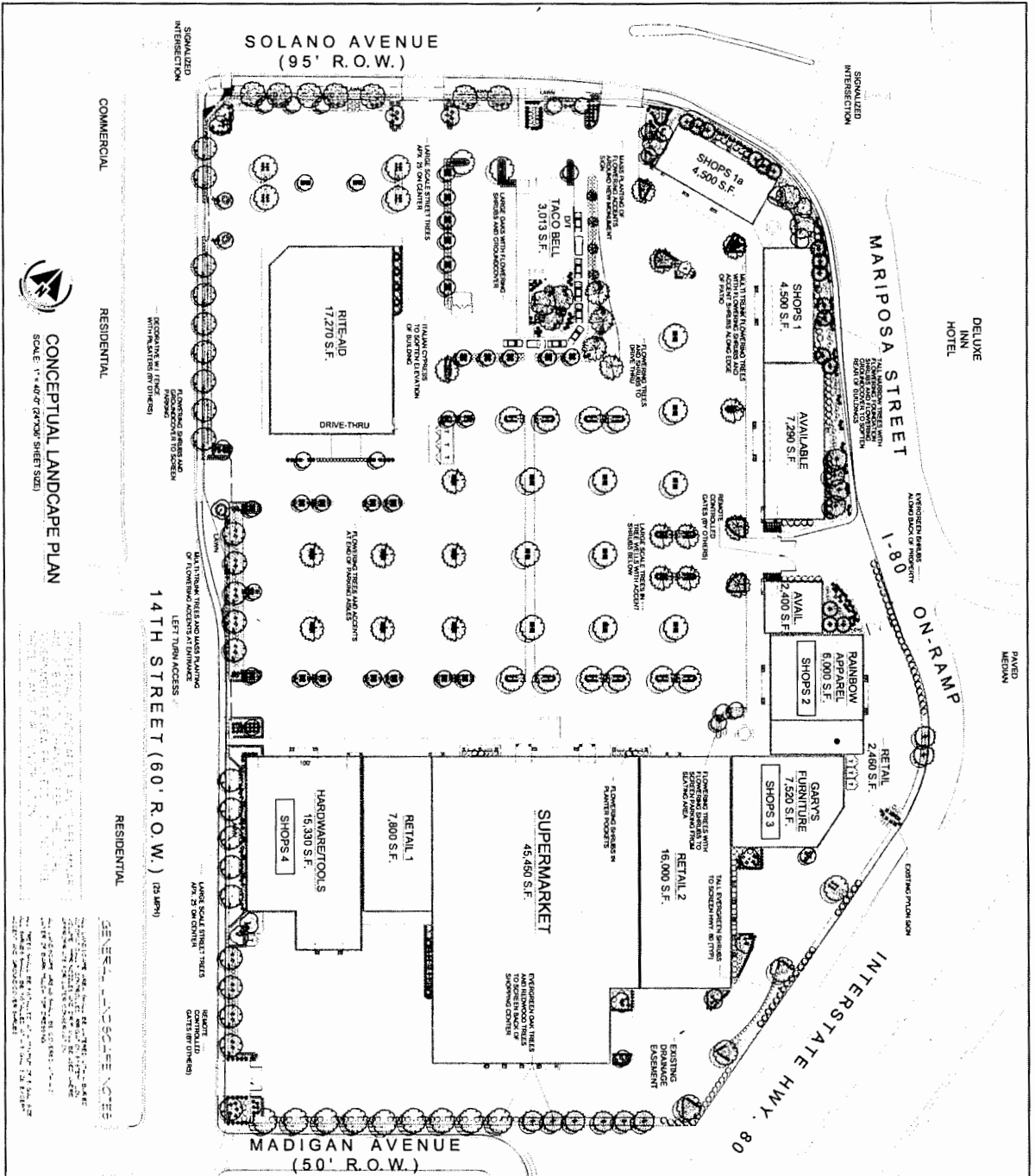
A REDEVELOPMENT PROJECT OF  
OVERAA ASSOCIATES / JAY-PHARES  
CORPORATION  
10700 MACARTHUR BLVD., SUITE 200  
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johnjay@jayphares.com

**SOLANO 80 CENTER**  
SOLANO AVE. AND 14TH ST.  
VALLEJO, CALIFORNIA

**ARC Inc.**  
ARCHITECTS

5100 RIVER ST., SUITE 200  
VALLEJO, CA 94588  
TEL: (707) 428-8800  
FAX: (707) 428-8802  
515 MAIN STREET  
VALLEJO, CA 94588  
TEL: (707) 428-8800  
FAX: (707) 428-8802  
ARC@ARCHITECTS.COM





CONCEPTUAL LANDSCAPE PLAN  
SCALE 1" = 40' (PLAN SHEET SIZE)

**GENERAL NOTES**

1. ALL PLANTING SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR.
2. ALL PLANTING SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR.
3. ALL PLANTING SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR.
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9. ALL PLANTING SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR.
10. ALL PLANTING SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR.

**BORRECO/KILLIAN & ASSOCIATES, INC.**  
LANDSCAPE ARCHITECTS  
1415 Pine Street  
Menlo Park, California 94025  
TEL: 650.321.1200  
FAX: 650.321.1200

**DR - 12**  
CONCEPTUAL LANDSCAPE PLAN  
JOB NO. JP002

**DATE:** 03/28/08  
**REV. NO. / REV. DATE:**

A REDEVELOPMENT PROJECT OF  
OVERAA ASSOCIATES / JAY-PHARES  
CORPORATION  
10700 MACARTHUR BLVD., SUITE 200  
OAKLAND, CA 94605  
P: (510)562-9500 F: (510)562-9505  
johnjay@jayphares.com

SOLANO 80 CENTER  
SOLANO AVE. AND 14TH ST.  
VALLEJO, CALIFORNIA

**CONCEPT PLAN**

1. ALL PLANTING SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR.

2. ALL PLANTING SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR.

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6. ALL PLANTING SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR.

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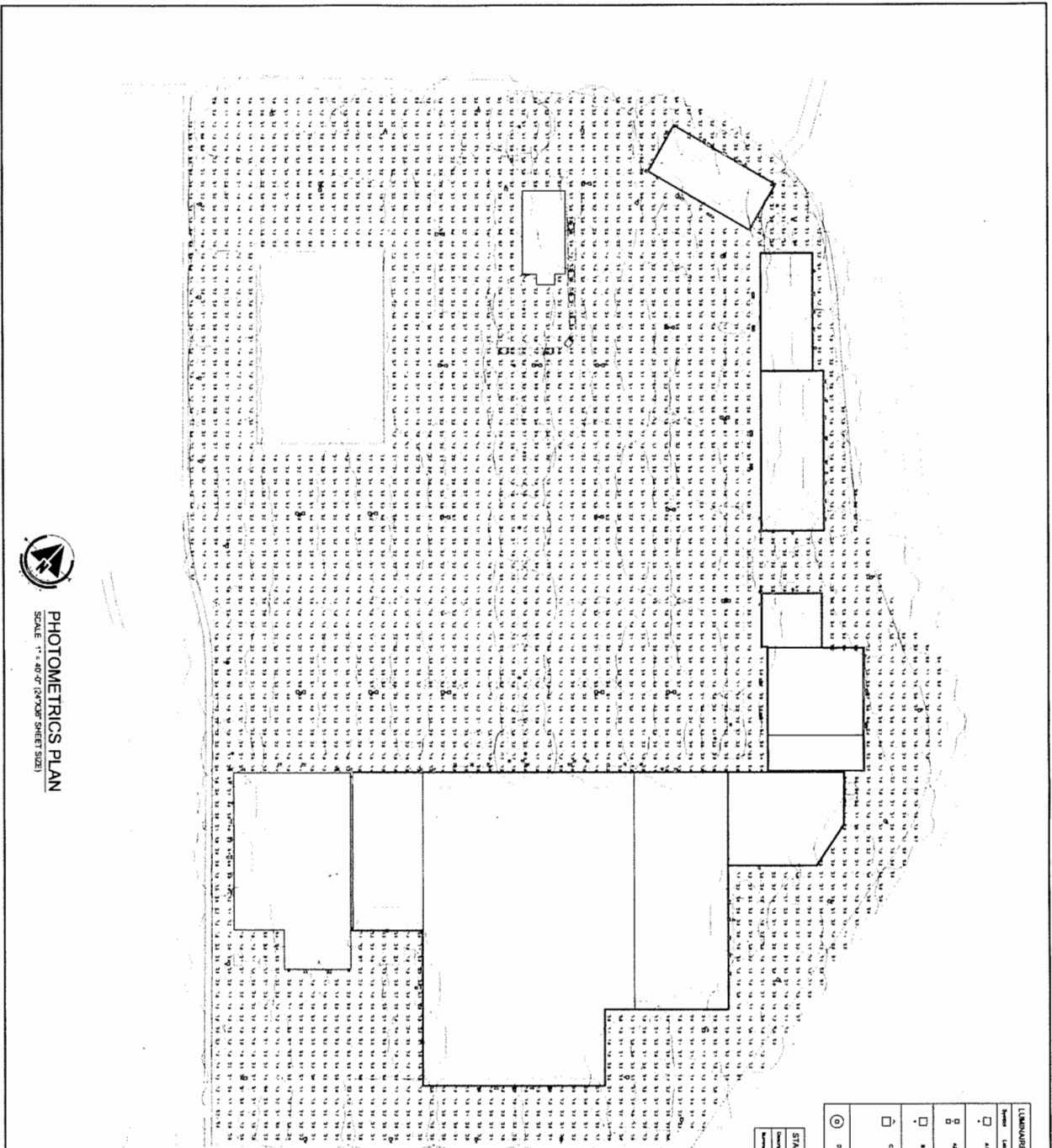
9. ALL PLANTING SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR.

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**ARC Inc.**  
ARCHITECTS

10000 RIVER ST. SUITE 500  
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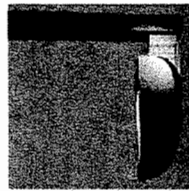


PHOTOMETRICS PLAN  
SCALE 1" = 40'-0" (AS SHOWN SHEET SIZE)

Level	Code	Quantity	Manufacturer	Model	Footcandle	Footcandle	Footcandle
0	1	1	1	1	1	1	1
0	2	1	1	1	1	1	1
0	3	1	1	1	1	1	1
0	4	1	1	1	1	1	1
0	5	1	1	1	1	1	1
0	6	1	1	1	1	1	1
0	7	1	1	1	1	1	1
0	8	1	1	1	1	1	1
0	9	1	1	1	1	1	1
0	10	1	1	1	1	1	1
0	11	1	1	1	1	1	1
0	12	1	1	1	1	1	1
0	13	1	1	1	1	1	1
0	14	1	1	1	1	1	1
0	15	1	1	1	1	1	1
0	16	1	1	1	1	1	1
0	17	1	1	1	1	1	1
0	18	1	1	1	1	1	1
0	19	1	1	1	1	1	1
0	20	1	1	1	1	1	1
0	21	1	1	1	1	1	1
0	22	1	1	1	1	1	1
0	23	1	1	1	1	1	1
0	24	1	1	1	1	1	1
0	25	1	1	1	1	1	1
0	26	1	1	1	1	1	1
0	27	1	1	1	1	1	1
0	28	1	1	1	1	1	1
0	29	1	1	1	1	1	1
0	30	1	1	1	1	1	1
0	31	1	1	1	1	1	1
0	32	1	1	1	1	1	1
0	33	1	1	1	1	1	1
0	34	1	1	1	1	1	1
0	35	1	1	1	1	1	1
0	36	1	1	1	1	1	1
0	37	1	1	1	1	1	1
0	38	1	1	1	1	1	1
0	39	1	1	1	1	1	1
0	40	1	1	1	1	1	1
0	41	1	1	1	1	1	1
0	42	1	1	1	1	1	1
0	43	1	1	1	1	1	1
0	44	1	1	1	1	1	1
0	45	1	1	1	1	1	1
0	46	1	1	1	1	1	1
0	47	1	1	1	1	1	1
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0	49	1	1	1	1	1	1
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0	97	1	1	1	1	1	1
0	98	1	1	1	1	1	1
0	99	1	1	1	1	1	1
0	100	1	1	1	1	1	1

STATISTICS	Sum	Avg	Min	Max	Min/Max	Min/Avg
Footcandle	232	116	52.8	463.1	0.115	114.5

NOTES  
1. FOOT CANDLE FOOTCANDLES PER FOOT  
2. FOOT CANDLE FOOTCANDLES PER FOOT  
3. FOOT CANDLE FOOTCANDLES PER FOOT



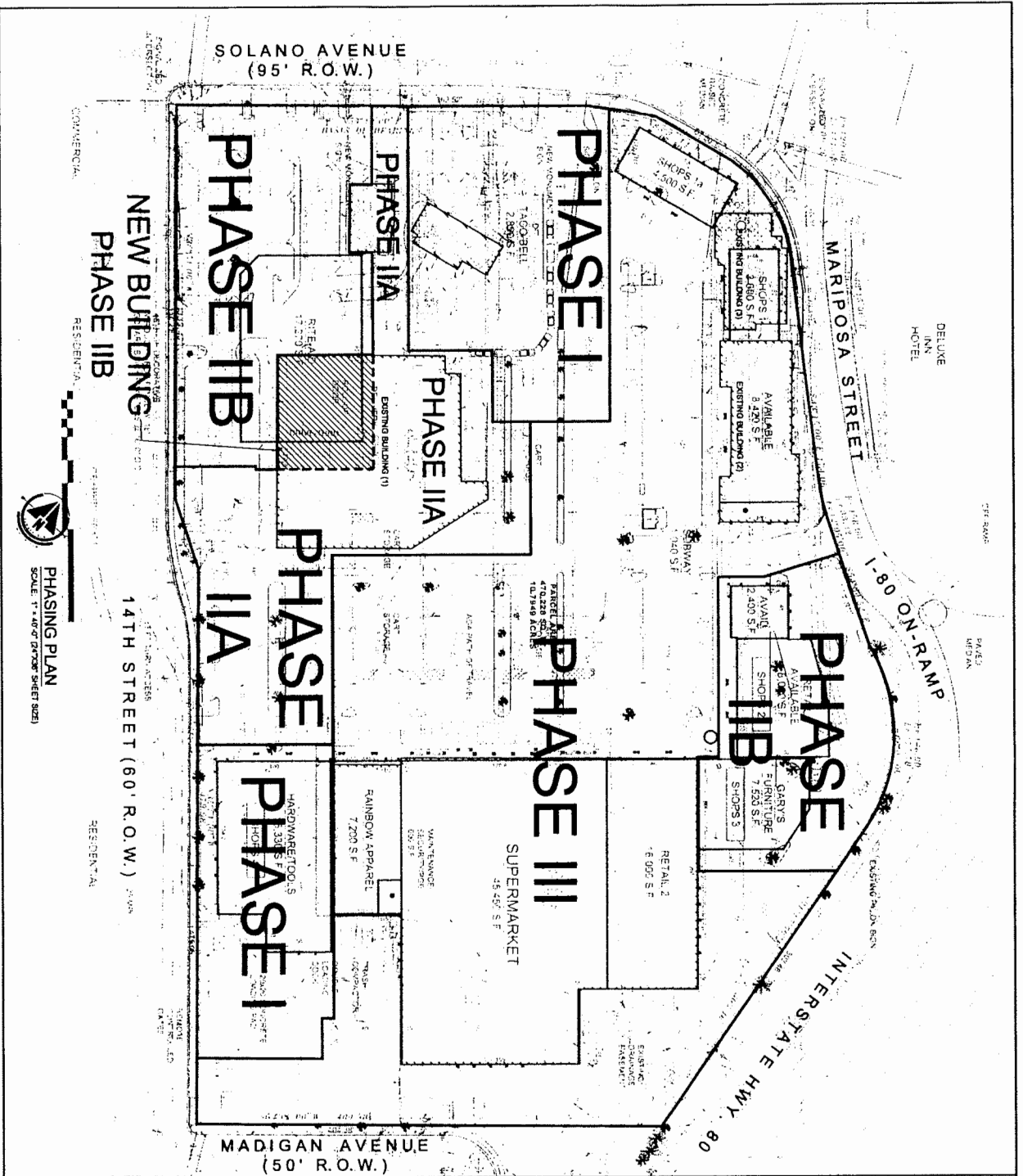
**ARC Inc.**

810 FIRST STREET, SUITE 810  
VALLEJO, CA 94590  
TEL: (707) 745-0522  
FAX: (707) 745-0522  
WWW.ARCINC.COM

SOLANO 80 CENTER  
SOLANO AVE. AND 14TH ST.  
VALLEJO, CALIFORNIA

A REDEVELOPMENT PROJECT OF  
OVERAA ASSOCIATES / JAY-PHARES  
CORPORATION  
10700 MACARTHUR BLVD., SUITE 200  
OAKLAND, CA 94605  
P: (510) 562-9500 F: (510) 562-9505  
johnjay@jayphares.com

DATE: 3-28-08  
REV. NO. REV. DATE  
PHOTOMETRICS PLAN  
**DR - 13**  
JOB NO.: JP002



SITE DATA	
APNs:	057-201-140 057-201-140 057-201-100 057-201-110 057-201-050 057-201-200 057-201-080 057-201-300
ZONING:	CP - PEDESTRIAN SHOPPING & SERVICE
SITE AREA:	(110.79 ACRES) ± 470,228 S.F.
TOTAL LANDSCAPE AREA:	(2.81 %) ± 43,000 S.F.
(RE)BUILDING AREA (REMOVE):	
TACO BELL BUILDING 1	2,155 S.F.
BUILDING 3	28,420 S.F.
CHEVON	5,318 S.F.
TOTAL =	36,241 S.F.
(NEW) BUILDING AREA:	
REDEVELOPMENT	45,457 S.F.
SUPERMARKET	16,000 S.F.
TACO BELL	2,896 S.F.
RTE-AD	17,270 S.F.
GARY'S FURNITURE	7,520 S.F.
RETAIL AVAILABLE	6,000 S.F.
AVAILABLE	2,400 S.F.
SUBWAY	1,040 S.F.
SHOPS 1	3,600 S.F.
SHOPS 1a	4,500 S.F.
MAINT./USE/APPAREL	600 S.F.
RAINBOW APPAREL	7,200 S.F.
HARDWARE/TOOLS	15,330 S.F.
TOTAL BLDG. AREA (COVERAGE)	(4.297 %) 178,533 S.F.
PARKING REQUIRED:	
SUPERMARKET	45,457 / 250 = 182
RETAIL SHOPS	81,050 / 250 = 324
TACO BELL	13,013 / 90 SEATS / 1.3 = 20
TOTAL PARKING REQUIRED	= 566 SPACES
PARKING PROVIDED:	
STANDARD (8' X 18')	528
COMPACT (8' X 10')	34
ACCESSIBLE (8' X 18')	12
TOTAL PARKING PROVIDED	= 575 SPACES
PARKING / BUILDING RATIO:	4.12 SPACES PER 1,000 S.F.
PHASING INFORMATION	
PHASE I	NEW TACO BELL, HARDWARE/TOOLS BUILDING AND SITE CONSTRUCTION
PHASE IIA	DEMOLITION OF EXISTING TACO BELL AND EXISTING BUILDING (1). NEW SITE CONSTRUCTION
PHASE IIB	NEW SITE AND NEW RETAIL SHOPS (2) AND (3) BUILDING AND SITE CONSTRUCTION
PHASE III	DEMOLITION OF BUILDING (2), REMOVAL OF EXISTING BUILDINGS, NEW RETAIL SHOPS (1) BUILDINGS AND SITE CONSTRUCTION
VICINITY MAP	

A REDEVELOPMENT PROJECT OF OVERAA ASSOCIATES / JAY-PHARES CORPORATION 10700 MACARTHUR BLVD., SUITE 200 OAKLAND, CA 94605 P: (510)562-9500 F: (510)562-9505 johnjay@jayphares.com	SOLANO 80 CENTER SOLANO AVE. AND 14TH ST. VALLEJO, CALIFORNIA	<b>ARC Inc.</b> ARCHITECTS
DR - 14 PRELIMINARY PHASING PLAN JOB NO. JP002	DATE: 3-29-08 REV. NO. 9-5-08 REV. DATE	SOLANO 80 CENTER 1400 14TH STREET, SUITE 200 VALLEJO, CA 94591 TEL: (925) 938-1111 WWW.ARCINC.COM

**SOLANO 80 SHOPPING CENTER**  
**VALLEJO, CA**

**SIGN PROGRAM & GUIDELINES**

**Issued By**  
**OVERAA ASSOCIATES, LLC**  
**September 30, 2008**

**SOLANO 80 SHOPPING CENTER**

**Retail Signage Design Guidelines**

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**CONTENTS**

- 1.0 Design Guide –Purpose**
- 2.0 Design Specifications:  
All Tenants**
  - 2.1 General Construction  
Specifications**
  - 2.2 Electrical and Illumination**
  - 2.3 Installation and Removals**
- 3.0 General Sign Provisions**
  - 3.10 Pylon Signs**
  - 3.20 Tenant Signage**
  - 3.21 Anchor Tenants**
  - 3.22 Major Tenants**
  - 3.23 Shop Tenants**
  - 3.30 Tenant Matrix**
  - 3.40 Permanent Window Graphics**
- 4.0 Submittals & Review**
  - 4.1 Prohibited Signs/Banners**
  - 4.2 Tenant Responsibilities**

**Prepared by:  
Michael Magee  
Arrow Sign Company  
Oakland, California**

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**SOLANO 80 SHOPPING CENTER  
Retail Signage Design Guidelines**

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**1.0 Purpose**

Signage is a crucial element for the identity of this project and its merchants. The purpose of this sign program is to ensure that the signage for Solano 80 Shopping Center is presented with diversity and creativity while maintaining standards that achieve consistency throughout the center.

The guidelines established for the Solano 80 Shopping Center retail/restaurant tenants will provide a coordinated sign system to communicate information in a distinctive and aesthetically pleasing manner. The visual consistency that this criterion creates will minimize confusion and confirm an image of quality, uniting all the individual establishments within Solano 80 Shopping Center.

It shall be the responsibility of each tenant to submit design drawings of the proposed signage to the Landlord and the City of Vallejo for approval prior to the installation of any signage. The use of professional designers and/or sign companies to prepare these drawings is highly encouraged. The guidelines and requirements for the submittal process is located in section 4.0 "Submittals and Review".

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## **2.0 Design Specifications/All Tenants**

All signs shall be reviewed for conformance with these guidelines and overall design quality. Approval or disapproval of sign submittals shall remain the right of the Landlord and/or the City of Vallejo.

Sign content shall be limited to the Tenant's name and primary graphic logo unless specifically provided for herein.

Notwithstanding the following Sign Provisions, Tenants may utilize standard corporate logos and/or prototypical signage graphics, if used in a majority of the Tenant's Bay Area stores subject to approval of the Landlord and local governing entity.

All signage on the building fascia, with exception of certain logo/graphics, shall be individual channel letters and halo lit letters illuminated with neon / LED. All signs shall be internally illuminated. No cabinet signs will be permitted. Signage illumination shall not include flashing, moving or scintillating effects.

All signs must be dimensional. Signs painted directly onto the building will not be permitted.

Fascia signs shall be located in the zones designated in the building elevation figures in these Guidelines. Signs may not come within 1 foot of the top, bottom or sides of this zone. In no case may a sign extend beyond the roof parapet or adjacent building eave line. Signs are not allowed on or against any roof structures.

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## **2.1 General Construction Specifications**

Signs must be constructed and installed to meet or exceed all applicable codes and City requirements. All signs shall be constructed, installed and maintained at the Tenant's expense.

All exterior signs shall be secured by concealed fasteners; bolts, fasteners, clips, and conduits shall be generally hidden from public view. If exposed, all sign parts shall be painted to match the exterior color of the surfaces on which they are mounted.

All building fascia signs shall be attached and mounted directly to the wall. All penetrations of the building structure required for sign installation shall be neatly sealed and watertight. Color and finish of attachments and sealant shall match adjacent exterior finishes.

Surfaces of all signage are intended to be flat without bulges, oil canning or other imperfections.

## **2.2 Electrical and Illumination**

Fabrication and installation shall comply with all Underwriters Laboratories requirements and applicable state and local codes. All components shall bear the U.L. label indicating approval, and be manufactured and installed by a U.L. certified company.

All wiring, raceways, conductors, transformers, ballasts and other equipment shall be concealed from public view.

Primary electrical service to all Tenants' signs shall be tied to Tenant's electrical service. Tenant shall provide time clocks for use in conjunction with the electrical service and be responsible for all associated costs.

The illumination of all sign components shall be uniform in intensity over all the illuminated surfaces.

Illumination and electrical specifications must appear on all shop drawings submitted for approval.

The external illumination of all Tenant signs shall not exceed that which is approved by the Landlord during the submission process. There shall be no excessive glare or coloration from lighting on surrounding areas or on Tenant facades.

## **2.3 Installation and Removals**

All penetrations of any building structure required for sign installations shall be neatly sealed and continuously maintained in watertight condition.

All contractors used by Tenants for installation, removal or service calls on signage must be fully licensed, and must provide Landlord with certificates of insurance prior to the commencement of any work.

All methods of attachment to any structure must be detailed on shop drawings and be approved by the Landlord.

Sign removals shall include the patching and repairing of the entire work area, plus the repainting of any “ghosted” areas as directed by the Landlord.

Tenant’s Sign Contractor shall repair any damage caused by his work. Damage to any structure that is not repaired by the Contractor shall become the Tenant’s responsibility to correct.

The Tenant’s Sign Contractor shall be completely licensed by the state of California, carry workman’s compensation and public liability insurance against all damage suffered or done to any and all persons and/or property while engaged in the construction or erection of signs.

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## **3.0 General Sign Provisions**

### ***3.10 Pylon Signs***

There will be three (3) pylon signs and one (1) drive thru sign on the property to identify the center and the merchants. Each pylon will be double faced, internally illuminated with the center’s name on each display and tenants will be listed on all three (3) displays. The three (3) multi-tenant displays will act as landmarks for the center. See attachments 1, 2, and 3, which depict the three (3) pylon displays.

### ***3.20 Tenant Signage***

Solano 80 Shopping Center encourages the use of various letter styles and colors to achieve a unique and individual look. However, these signage guidelines limit the number of signs, sign sizes (including width) and overall letter heights. Tenant identification on main entrance elevation shall be centered on building and between demising lines for shop tenants.



Notwithstanding the following Specific Provisions, Tenants may utilize standard corporate logos and/or prototypical signage graphics, if used in a majority of Tenant's Bay Area stores subject to approval of the Landlord and local governing entity. All tenant signage is subject to landlord approval.

Signage location is noted on the elevations drawings and is noted as the copy, "SIGNAGE" or Actual Tenant Names (As depicted in ARC Inc Architects Solano 80 Center DR drawings sheets DR-02 through DR09 dated 3-28-08, DR 2, 4 & 5 Rev. 1, 9-5-08.)

### **3.21 Anchor Tenants**

The non-freestanding anchor tenant (Bldg. A - Mi Pueblo) is allowed one (1) sign on the North elevation. Landlord and the City of Vallejo will consider secondary signage if such signs are part of the Corporate Identification Program.

The freestanding anchor tenant (Bldg. B - Rite Aid) is allowed one sign on three elevations. Landlord will consider secondary signage if such signs are part of the Corporate Identification Program.

The type of fabricated letters allowed shall be internally illuminated plex faced channel letters illuminated with either neon or LED light source. The maximum depth shall not exceed 5" (without Landlord approval). See the Tenant Matrix below for maximum letter heights. (See attachment 5 for electrical installation of a channel letter).

### **3.22 Major Tenants**

Major tenants are allowed one (1) sign on two elevations with Landlord approval. Note: Free standing major tenant (Taco Bell) may have 3 signs on three elevations and one (1) drive thru sign with landlord approval.

The type of fabricated letters allowed shall be internally illuminated plex faced channel letters and reverse pan channel halo letters illuminated with either neon or LED light source. The maximum depth shall not exceed 5" for channel letters and 4" for halo lit letters. See the Tenant Matrix below for maximum letter heights.

### **3.23 Shop Tenants**

Shop tenants are allowed one (1) sign over main entrance and centered between demising lines.

The type of fabricated letters allowed shall be internally illuminated plex faced channel letters illuminated with either neon or LED light source. The maximum depth shall not exceed 5". See the Tenant Matrix below for maximum letter heights.

### **3.3 Tenant Matrix for Fascia/Canopy Signage**

<b><u>Tenant Building Identification</u></b>	<b><u>Maximum Letter Height</u></b>	<b><u>Maximum Logo Height</u></b>	<b><u>Rear Signage</u></b>
<b>Anchor Tenants:</b>			
<b>Building A</b>	<b>4'0" high</b>	<b>5'0" high</b>	<b>no rear elev. signage allowed</b>
<b>Building B</b>	<b>4'0" high</b>	<b>5'0" high</b>	
<b>Major Tenant:</b>			
<b>Building C (Taco Bell)</b>	<b>3'0" high</b>	<b>4'0" high</b>	<b>Rear (angled elev.) - 2'6" halo letters – no logo</b>
<b>Building D</b>	<b>2'6" high</b>	<b>3'0" high –</b>	
<b>Building E</b>	<b>3'0" high</b>	<b>4'0" high –</b>	
<b>Building F</b>	<b>3'0" high</b>	<b>4'0" high –</b>	<b>East elev. Bldg. E - 2'6" high halo letters – no logo</b>
<b>Building G</b>	<b>3'0" high</b>	<b>4'0" high</b>	<b>West elev. - 2'6" high halo letters - no logo</b>
<b>Remaining Shop Tenants:</b>			
<b>Shops 2</b>	<b>1'6" high</b>	<b>2'0" high</b>	<b>If a single tenant occupies Shops 2, they will be allowed one (1) sign on the East elev. - 2'6" high halo letters – no logo. If multiple tenants occupy Shops 2 no East elev. signage will be allowed.</b>
<b>Shops 1a</b>	<b>1'6" high</b>	<b>2'0" high</b>	

**1a, they will be allowed one (1) sign on the North elev. - 2'6" high halo letters – no logo. If multiple tenants occupy Shops 1a no North elev. signage will be allowed.**

(See attachment 10 for Site Plan, which delineates Buildings “A” through Building “G”)

National and regional tenants may utilize standard corporate sign packages and/or prototypical signage graphics subject to approval of the Landlord and local governing entity.

### **3.40 Permanent Window Graphics**

Permanent Window Graphics are those signs affixed to a storefront window.

A standard format shall be used for the Permanent Window Graphics that indicates hours of operation, suite or street address, open/closed and relevant information.

Signage is applied to the surface of door or window glass using vinyl graphics in one of the following colors: gold, aluminum, silver or copper leaf or white.

All tenants shall affix suite or street address on at least one business storefront window.

Maximum cap height for permanent identification letters shall be 2” with the exception for open/closed sign and suite/address identification which shall not exceed a 6” cap height.

The aggregate square footage of all window signs shall not exceed fifteen (15) percent of the surface area of the window on which it is placed.

Window signs shall not be illuminated.

All window signs shall be approved in writing by the Landlord.

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## **4.0 Submittals & Review**

No signs shall be fabricated or installed unless the following approvals have been obtained.

**Landlord Approval:** Submit three (3) sets of plans, to scale, showing the sign elevation. This drawing must have all materials and colors specified. At least one drawing of the sign must be in color. Also provide material and color samples if requested by the landlord. The plans must also include the building elevation and the location(s) of the signs on the building, and a site plan indicating the location of the store in the shopping center.

Once these plans are stamped and approved, the landlord shall retain one set, one set shall be the tenant's copy, and the last set shall be submitted to the City of Vallejo.

If the plans submitted to the landlord are not acceptable or require revisions, they must be resubmitted unless they are approved "with conditions".

**City of Vallejo Permit Process:** All signs are required to have a sign permit issued from the City of Vallejo. Four (4) sets of plans, including the stamped and approved set from the landlord, are to be submitted to the Planning Department for approval. The next approval must be obtained from the building department, including all mounting details for the sign. All illuminated signs require an electrical permit.

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#### **4.1 Prohibited Signs/Banners**

No Flashing, moving or scintillating light bulbs or effects are permitted.

No cabinet signs will be allowed. No "A" frame signs, pennants, flags or other attention getting devices will be allowed.

Window signs, other than the Permanent Window Graphics, will not be allowed. These signs include neon signs, fiber optic/neon simulated plastic signs and border neon.

The Landlord reserves the right to determine the acceptability of signs. Noncompliant signs are to be removed immediately upon request.

Temporary signs on building exteriors intended to inform the public of a unique happenings, action, purpose or occasion (e.g., grand opening or community event) well be allowed and shall comply with the following standards and Landlord approval:

Each Solano 80 tenant will be allowed to display one banner for a grand opening or similar event twice per calendar year for a maximum of thirty (30)

days per event with a minimum of thirty (30) between events. Sign area is limited to twenty (20) sq. ft. maximum.

The banner shall be located on the face of the structure to which it is associated. No banner shall be placed on the parapet or roof area of any structure.

Banners shall be designed and constructed in compliance with the City of Vallejo code. Banners in excess of twenty (20) sq. ft. and/or displayed for a longer period of time require a temporary sign permit and are reviewed on a case by case basis by the City of Vallejo planning dept.

The applicant shall submit the permit for a banner a minimum of ten days prior to the proposed installation of the banner.

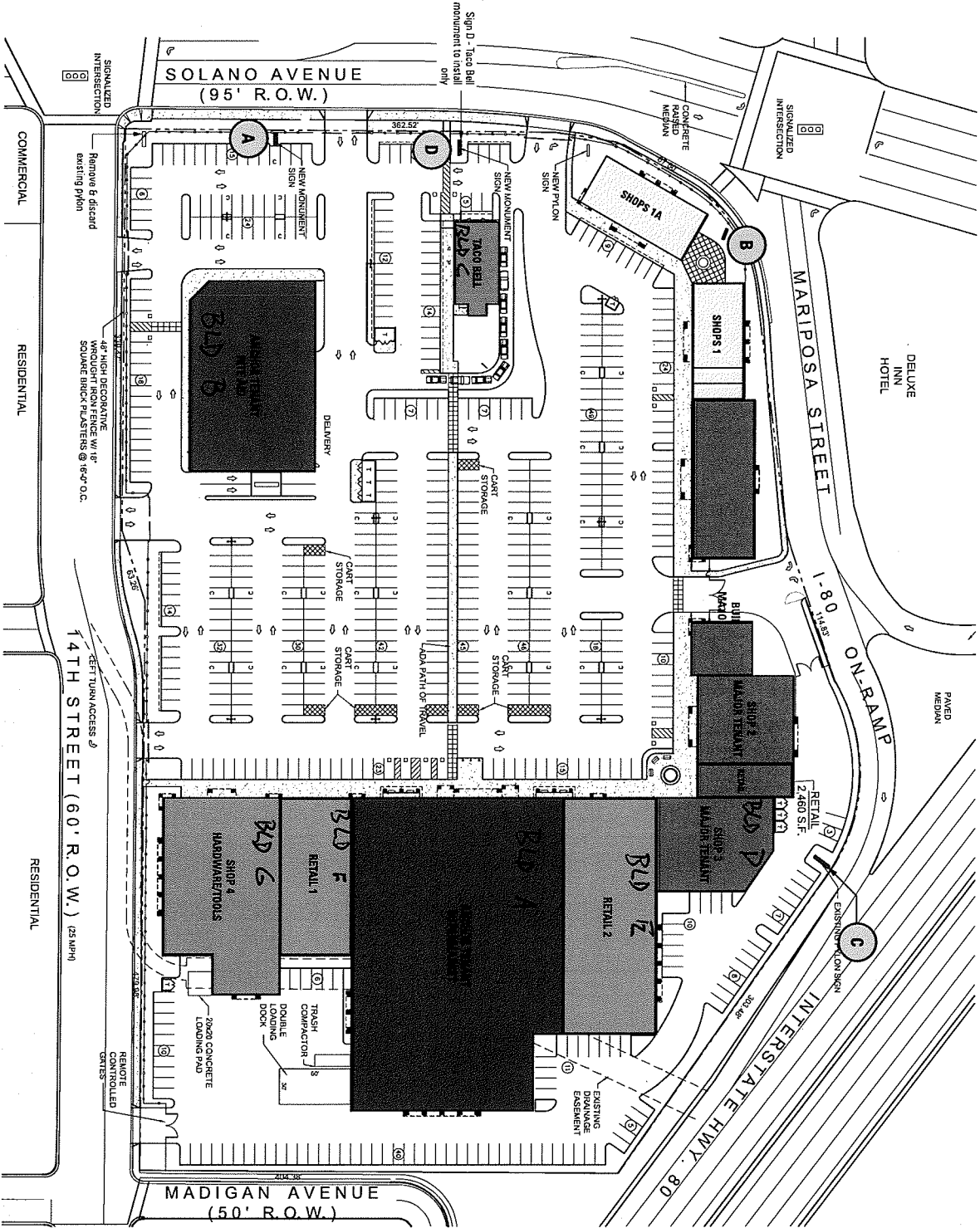
## **4.2 Tenant Responsibilities**

Tenants shall be responsible for the fulfillment of all requirements of these Signage Guidelines and all applicable codes and ordinances. Each Tenant is responsible for the cost of design, fabrication, installation, maintenance and electricity for their sign(s). Tenants shall be responsible for the immediate repair of neon, which is damaged or not illuminating properly, and the proper maintenance of all tenant signs. All permits required by the City of Vallejo and associated fees, shall be obtained and paid for by the tenant or tenant's representative. Tenants shall be required to perform or cause to have performed such necessary action to correct or repair signage within 10 days of written notice from Landlord.

All sign contractors employed or retained by Tenant must carry Workmen's Compensation and Public Liability insurance providing coverage against damage suffered or done to any and all persons and/or property while engaged in the construction or erection of signs, in an amount deemed appropriate by lessor. Tenants shall indemnify and hold harmless the Landlord and the City of Vallejo from any damages that arise from the installation, maintenance or use of Tenant's signage.

Upon the termination or conclusion of Tenant's lease, the tenant is responsible at their sole cost for the removal of all signs. All signs must be removed within 30 days of the lease's termination. The storefront fascia shall be patched, touch-up painted and otherwise repaired as detailed in previous section of these guidelines.

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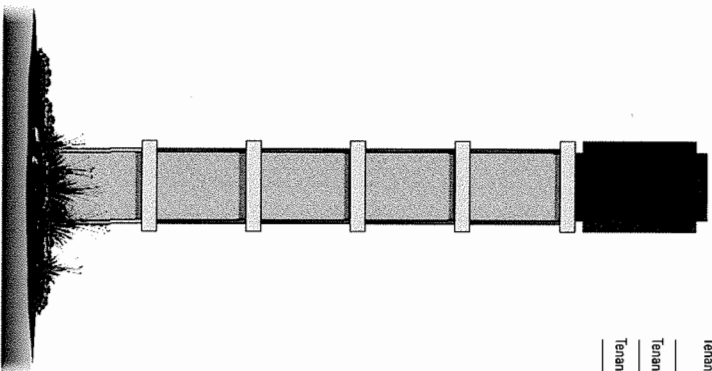
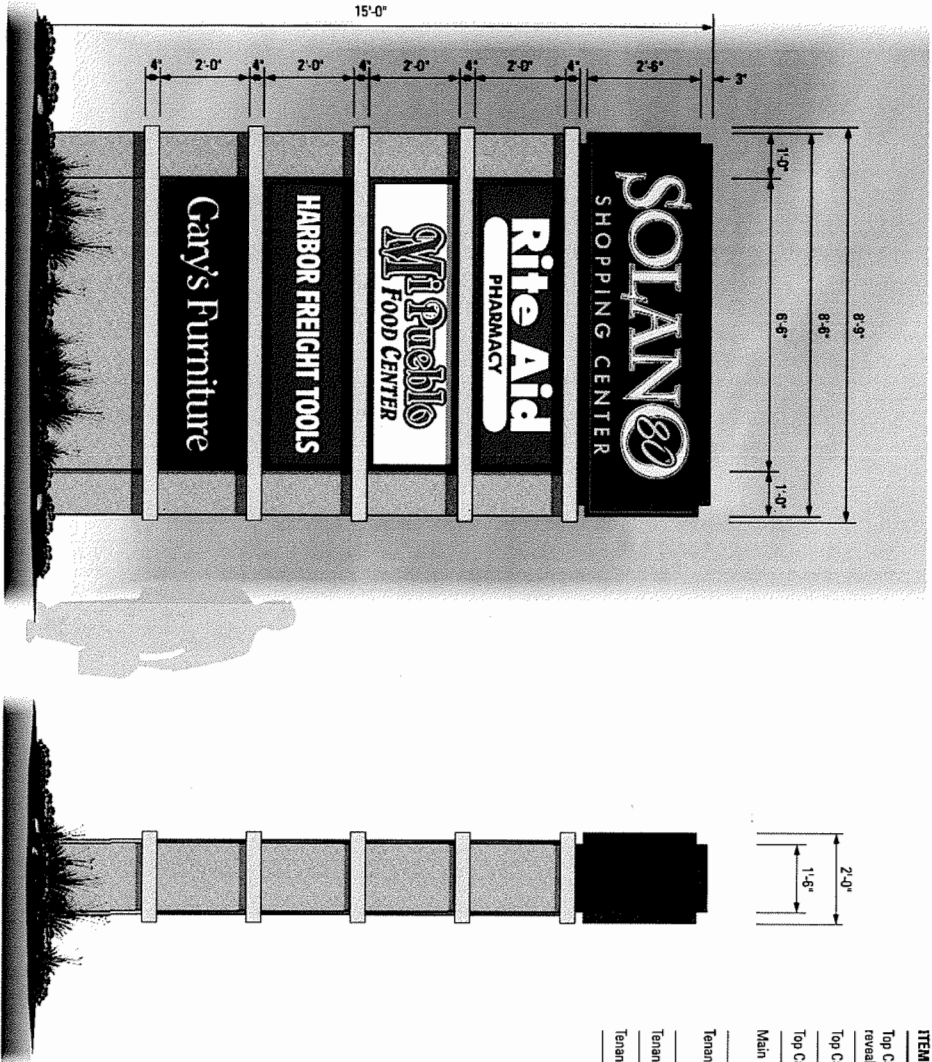
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MASTER SIGN PROGRAM

**A** SIGN ELEVATION

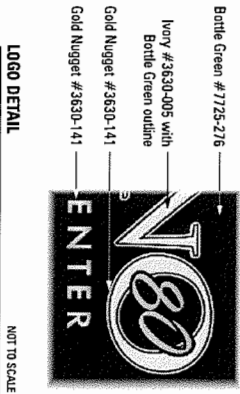
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**SPECIFICATION**

Manufacture & install one (1) double face internally illuminated pylon sign.

ITEM	DESCRIPTION	VENDOR	SPECIFICATION
Top Cabinet, Cap & reveal	Aluminum	Matthews	To match Bottle Green #7725-276, satin
Top Cabinet & Tenant Faces	Polycarbonate	GE	White Lexan
Top Cabinet decoration	1st surface vinyl	3M	Per Detail
Main Structure	Aluminum	Kelly Moore w/ texacoat	KM587-M "Bradford Brown"
Tenant Dividers	Aluminum	Kelly Moore w/ texacoat	KM538-M "Sourdough"
Tenant Cabinet	Aluminum	Matthews	Dark Bronze #281-313, satin
Tenant copy	1st surface vinyl	3M	Per Tenant Color



NOT TO SCALE



MASTER SIGN PROGRAM

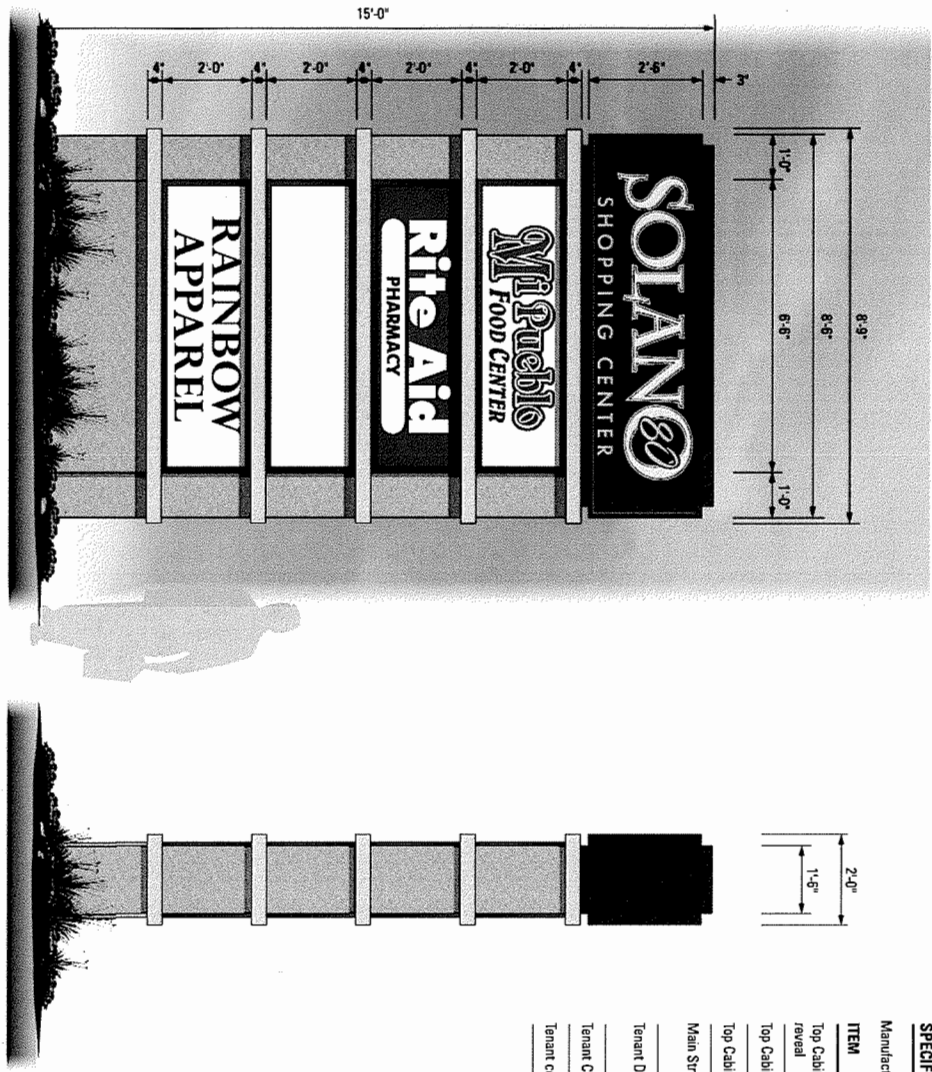
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**SPECIFICATION**

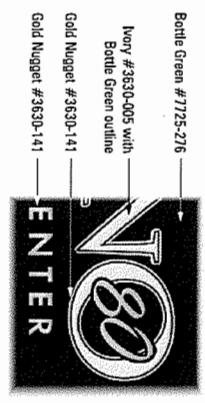
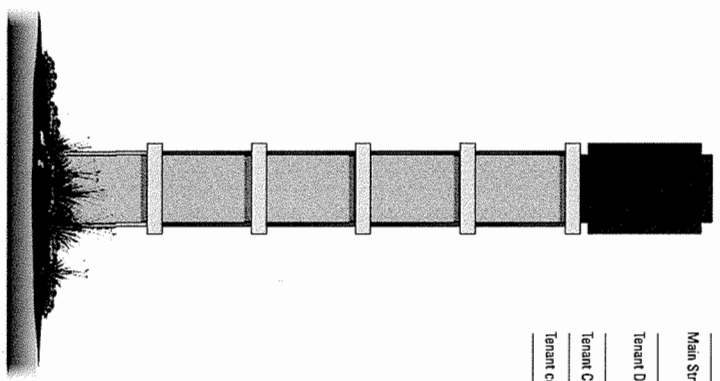
Manufacture & install one (1) double face internally illuminated pylon sign.

ITEM	DESCRIPTION	VENDOR	SPECIFICATION
Top Cabinet, Cap & reveal	Aluminum	Matthews	To match Bottle Green #725-276, satin
Top Cabinet & Tenant Faces	Polycarbonate	GE	White Lexan
Top Cabinet decoration	1st surface vinyl	3M	Per Detail
Main Structure	Aluminum	Kelly Moore w/teacoat	KM597-M "Bradford Brown"
Tenant Dividers	Aluminum	Kelly Moore w/teacoat	KM538-M "Sourdough"
Tenant Cabinet	Aluminum	Matthews	Dark Bronze #281-313, satin
Tenant copy	1st surface vinyl	3M	Per Tenant Color



**B** SIGN ELEVATION

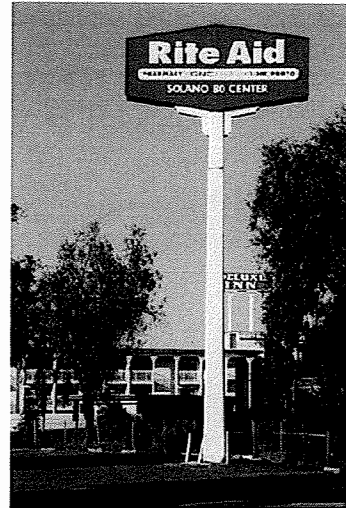
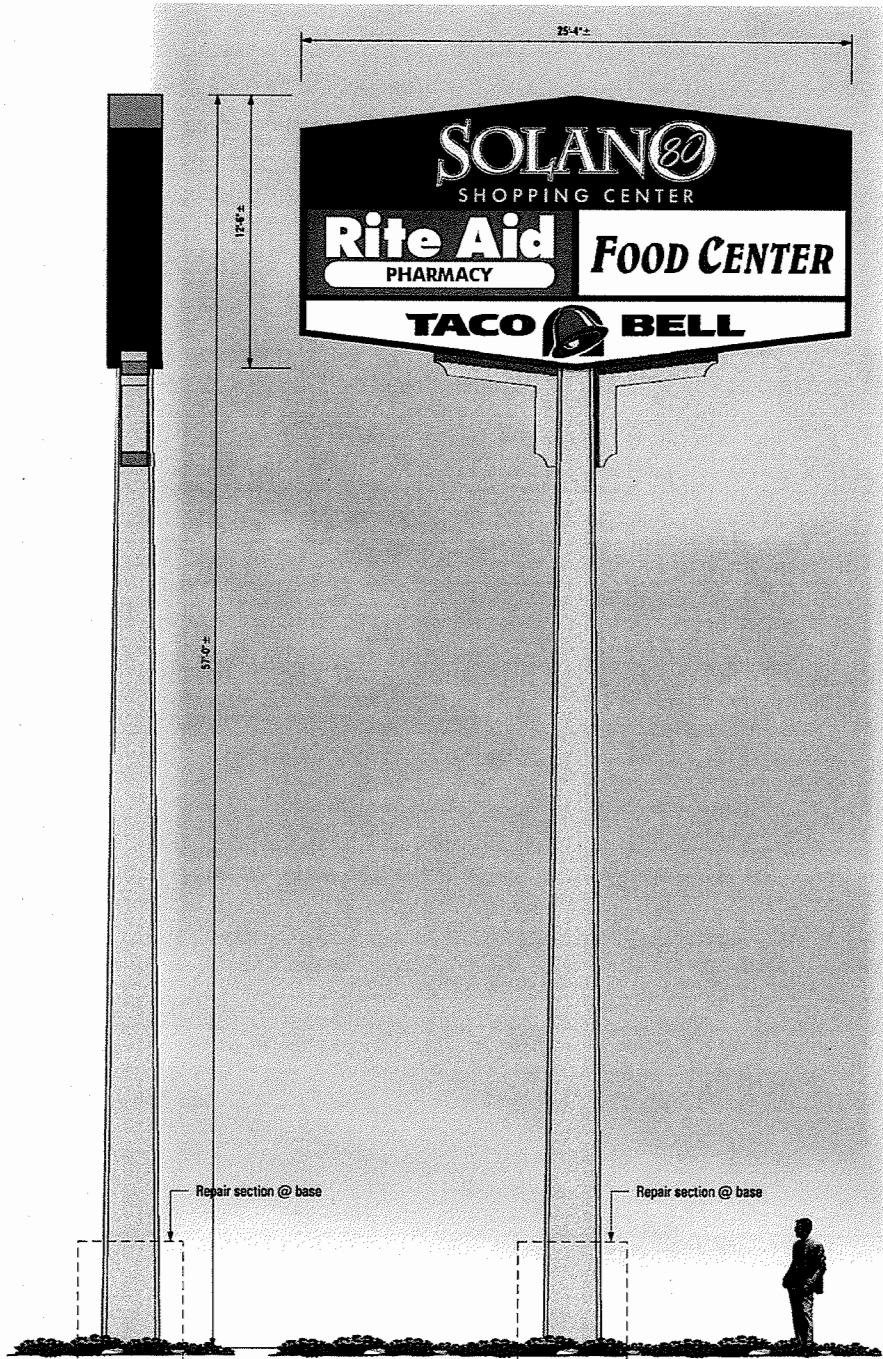
SCALE: 3/8" = 1'-0"



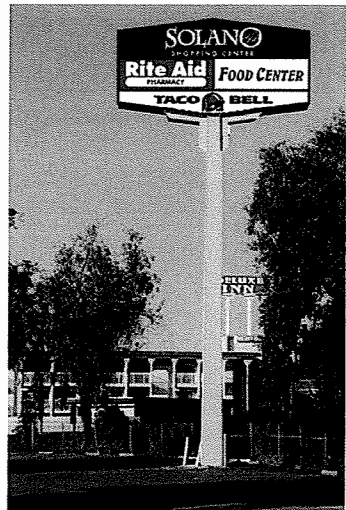
**LOGO DETAIL**  
NOT TO SCALE

Bottle Green #725-276  
Ivory #3630-005 with Bottle Green outline  
Gold Nugget #3630-141  
Gold Nugget #3630-141





EXISTING SIGN



PROPOSED SIGN

**C PYLON SIGN ELEVATION** SCALE: 3/16" = 1'-0"

Reface and repaint existing, double-faced, illuminated pole sign as shown

ITEM	DESCRIPTION	VENDOR	SPECIFICATION
Top Cabinet	Repaint	Kelly Moore	To match Bottle Green #7725-276
Sign	Flex Face		White
Background	Vinyl	3M	Per detail and tenant colors
Structure	Repaint	Kelly Moore w/ texcoat	KM587-M "Bradford Brown"
Base	Aluminum	Kelly Moore w/ texcoat	KM587-M "Bradford Brown"



1051 46th Avenue  
Oakland, CA 94601  
Phone 510.533.7693  
Fax 510.533.0815  
Lic. #314794

Job Name Solano 80 Center  
Address 14th & Solano  
City Vallejo, CA  
Date 2-1-05  
Sales Mike Nagge  
Design Charlie Stroud  
Design # 010534  
Filename: 2005/5/Solano Final Food Center  
Sheet: 3

Customer Approval:

Revision	Date	Description
A	5-12-05	Revise # tenant & Revise size
B	5-15-05	Add photo overlay
C	3-17-07	Change to sign C
D	11-30-07	Replace "Food Co" w/ Taco Bell

This is an original unpublished drawing prepared for you by Arrow Sign Co. as a sign program developed for your business. It is not to be shown to anyone outside of your organization nor to be reprinted, copied or published in any fashion.



# TB-M31 • MONUMENT SIGN

# Yum!

### DESIGN PARAMETERS:

- 110 mph wind speed 3-second gust-Exposure C.
- 300 PSF per foot of depth allowable lateral soil bearing pressure.
- Compliant with national building codes and standards (IBC, UBC, BOCA, AISC, ASCE 7, ACI & Aluminum Design Manual)
- Refer to written documentation for material specification details

### TB-M31 - DF TACO BELL MONUMENT CABINET

Sq. Ft: 30.(excluding base)

- Extruded aluminum frame, 10" deep with 1 1/2" retainer.
- Aluminum painted fillers
- .125 Pan formed and embossed SG polycarbonate with retention strips
- Approximate weight: 200 lbs.

### Electrical:

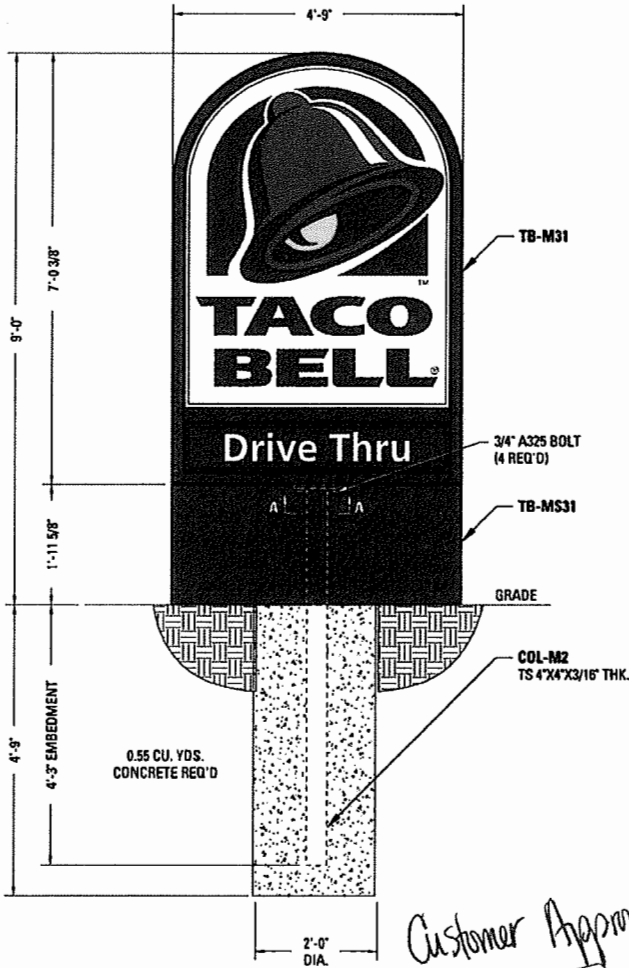
- Lamps: (4) F48T12DSGN50/HO  
(2) F42T12DSGN50/HO  
(2) F36T12DSGN50/HO
- Ballast: (2) 4 Lamp electronic ballast (1.7 amps each)
- Amp Load: 3.4 amps/120 volts
- Circuits: (1) 20 amp circuits 60 HZ - UL 48 & NEC compliant

### TB-M3S1 - MONUMENT SHROUD

TOTAL LOAD: 3.4 amps - (1) 20 amp circuits 60 HZ

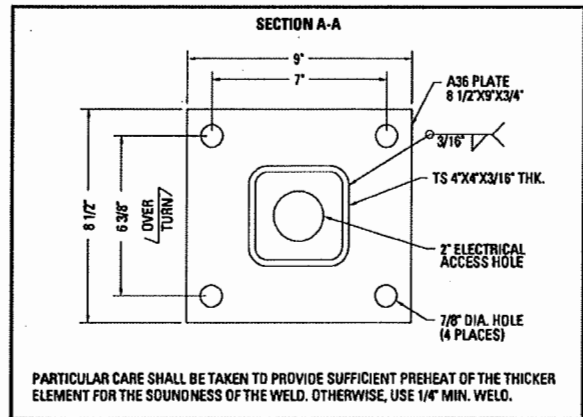
### GRAPHIC & COLOR SPECIFICATIONS:

COLOR	PMS	3M
Yellow	109	VQ-4077
Purple	Violet	VQ-4153
Magenta	Process Magenta	VQ-4154



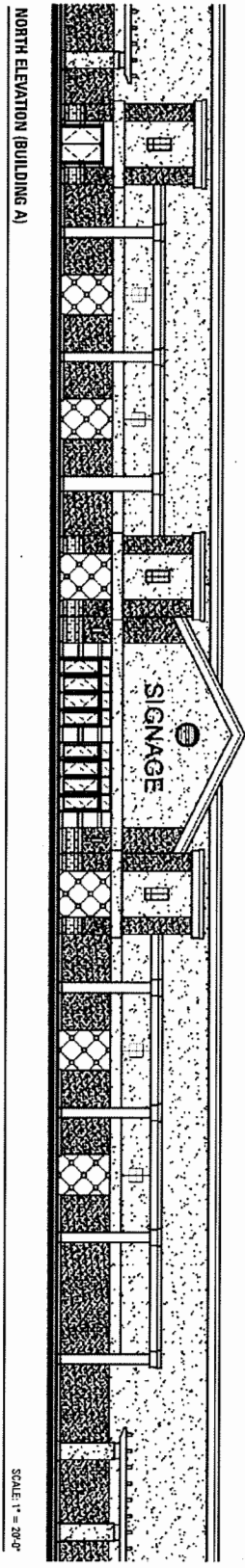
*Customer Approval*

*Arrow will install if all customer conditions satisfied*



PARTICULAR CARE SHALL BE TAKEN TO PROVIDE SUFFICIENT PREHEAT OF THE THICKER ELEMENT FOR THE SOUNDNESS OF THE WELD. OTHERWISE, USE 1/4\"/>

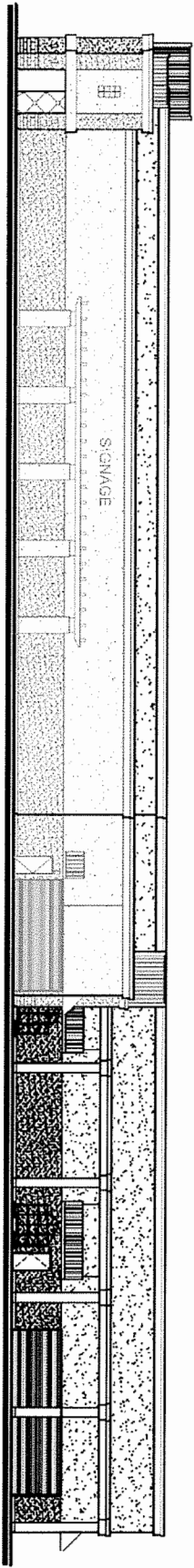




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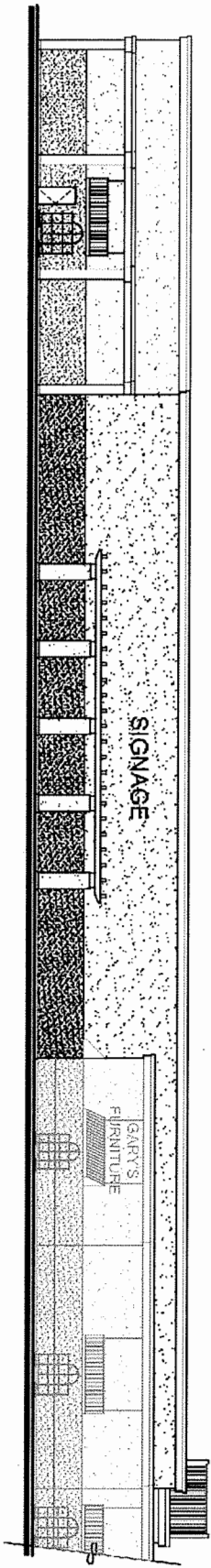
**SOLANO**  
 SHOPPING CENTER

MASTER SIGN PROGRAM



WEST ELEVATION (BUILDING A)

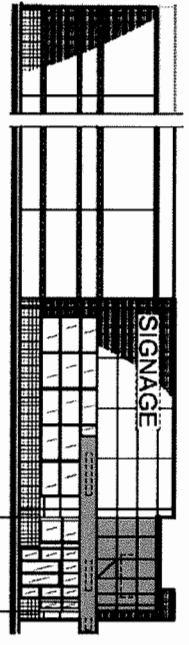
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EAST ELEVATION (BUILDING A)

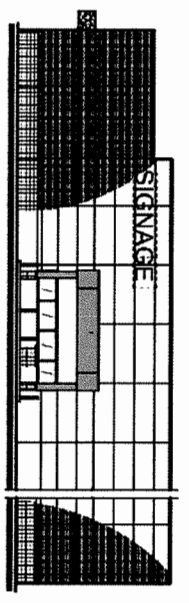
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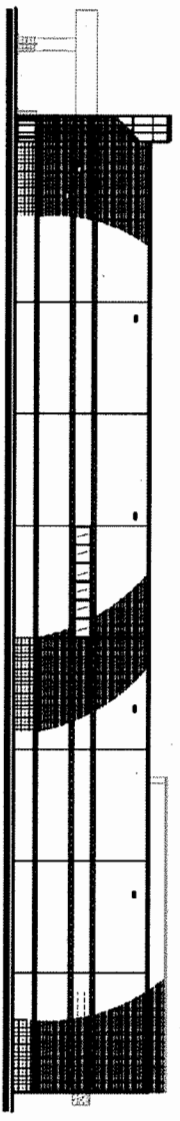
NORTH ELEVATION (BUILDING B)

SCALE: 1" = 20'-0"



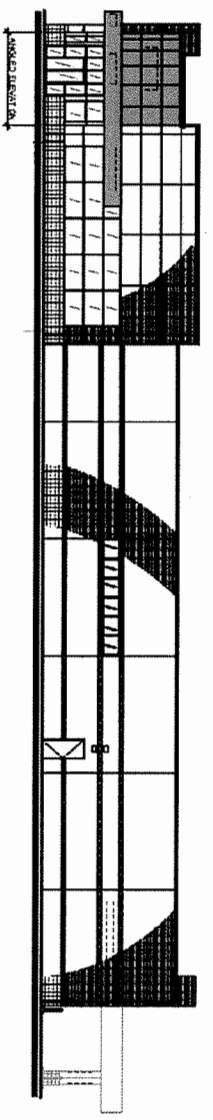
SOUTH ELEVATION (BUILDING B)

SCALE: 1" = 20'-0"



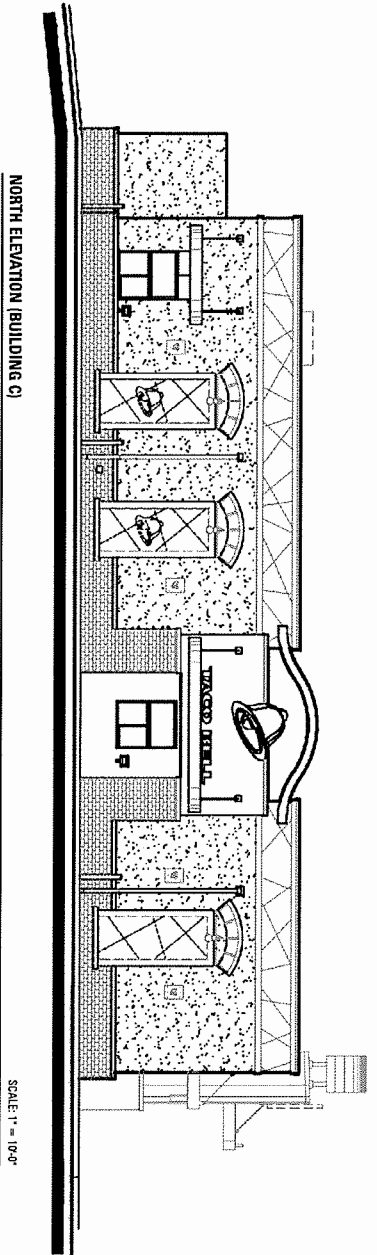
EAST ELEVATION (BUILDING B)

SCALE: 1" = 20'-0"



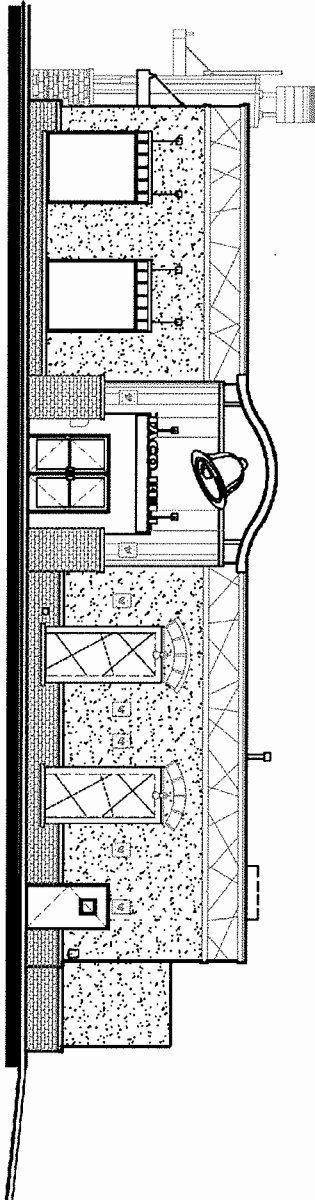
WEST ELEVATION (BUILDING B)

SCALE: 1" = 20'-0"



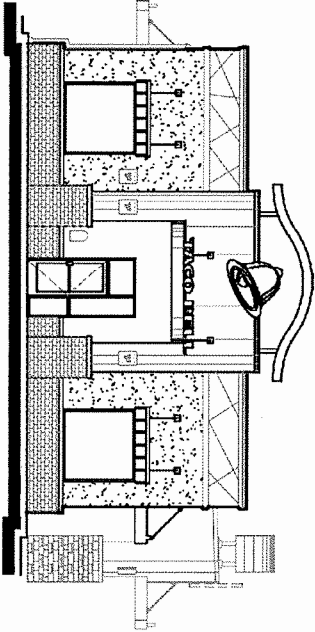
NORTH ELEVATION (BUILDING C)

SCALE: 1" = 10'-0"



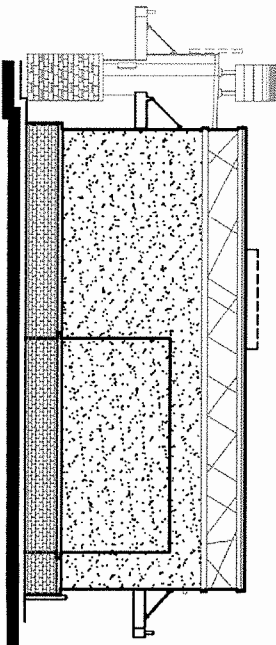
SOUTH ELEVATION (BUILDING C)

SCALE: 1" = 10'-0"



WEST ELEVATION (BUILDING C)

SCALE: 1" = 10'-0"



EAST ELEVATION (BUILDING C)

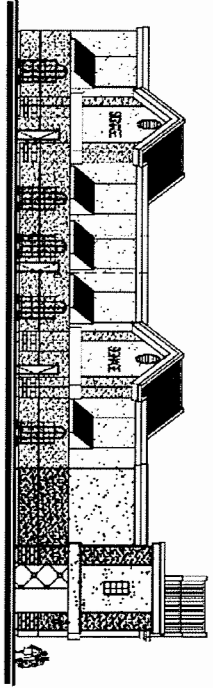
SCALE: 1" = 10'-0"

**SOLANO**  
SHOPPING CENTER

MASTER SIGN PROGRAM

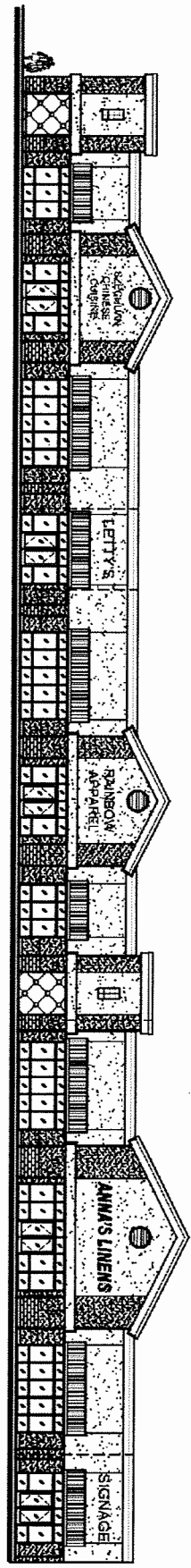
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510-533-7693  
www.arrowsigncompany.com



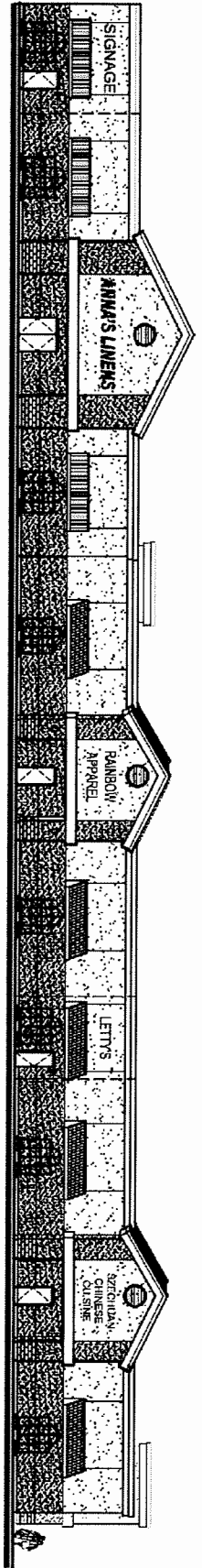
NORTH ELEVATION (BUILDING D & E)

SCALE: 1" = 20'-0"



WEST ELEVATION (BUILDING D & E)

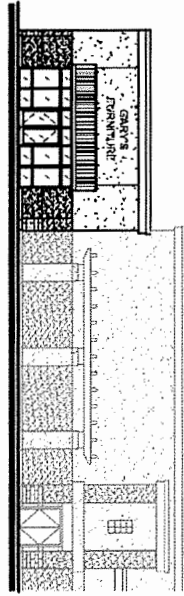
SCALE: 1" = 20'-0"



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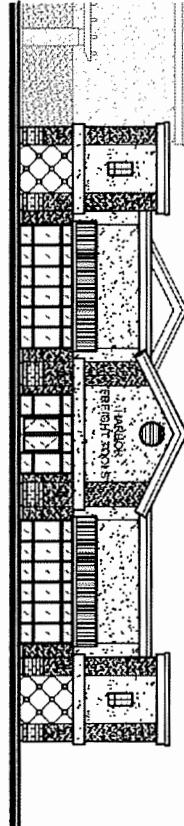
SCALE: 1" = 20'-0"

Arrow Sign Company  
1051 46th Avenue  
Oakland, Ca 94601  
510-533-7693  
www.arrowsg.com



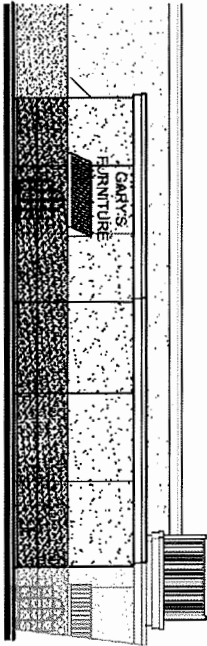
NORTH ELEVATION (BUILDING F)

SCALE: 1" = 20'-0"



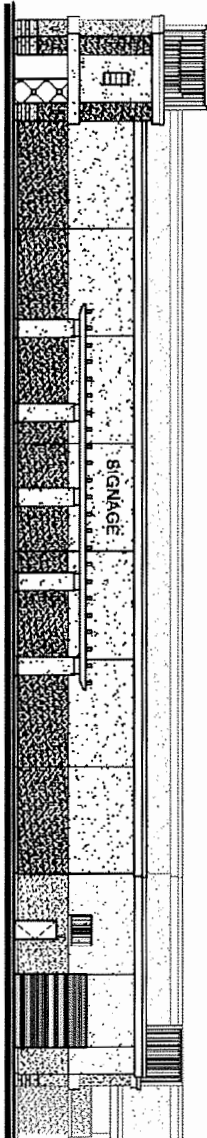
NORTH ELEVATION (BUILDING G)

SCALE: 1" = 20'-0"



EAST ELEVATION (BUILDING F)

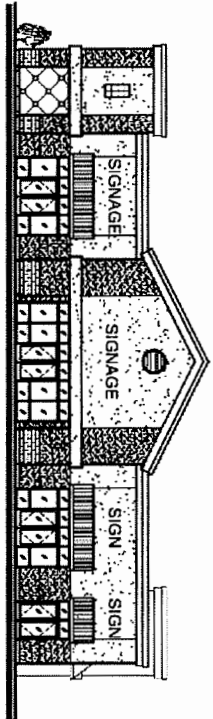
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WEST ELEVATION (BUILDING G)

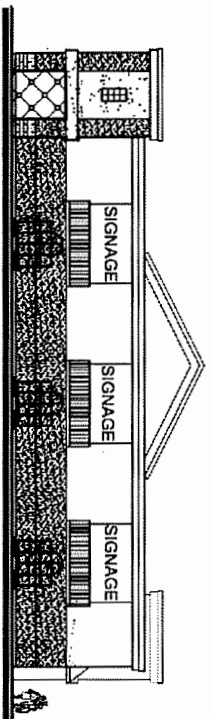
SCALE: 1" = 20'-0"

Arrow Sign Company  
1051 46th Avenue  
Oakland, Ca. 94601  
510-533-7893  
www.arrow-sign.com



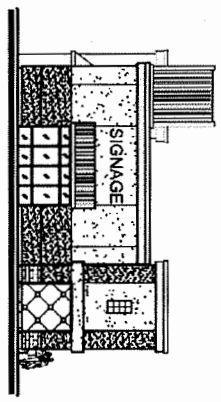
WEST ELEVATION

SCALE: 1" = 20'-0"



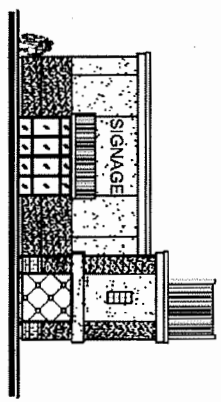
EAST ELEVATION

SCALE: 1" = 20'-0"



SOUTH ELEVATION

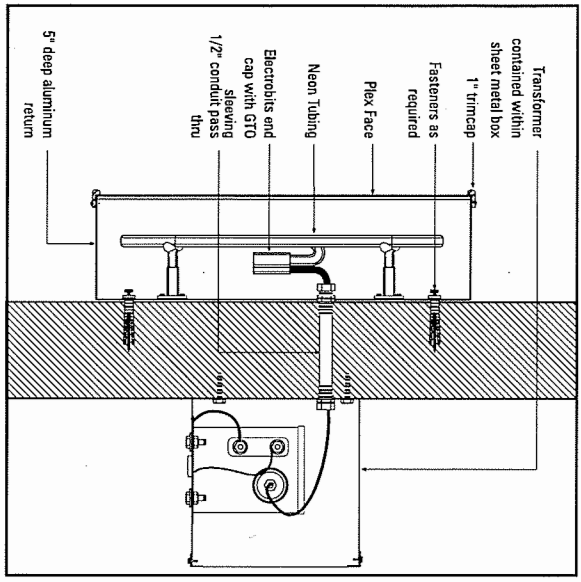
SCALE: 1" = 20'-0"



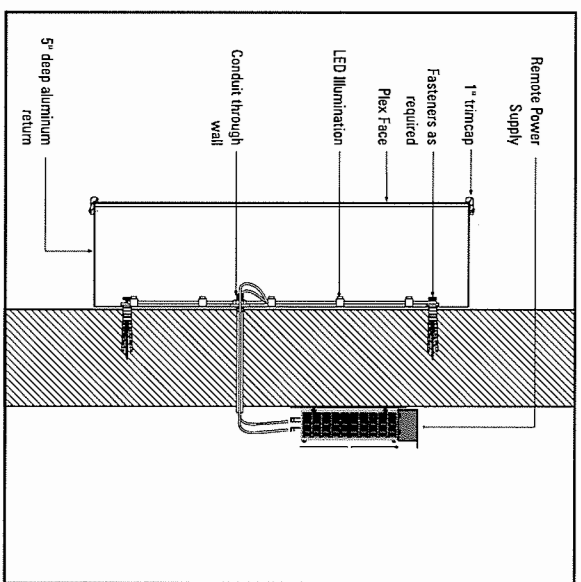
NORTH ELEVATION

SCALE: 1" = 20'-0"





Typical Mounting Detail - Neon Letter



Typical Mounting Detail - LED Letter

**SOLANO 80 SHOPPING CENTER  
MITIGATION MONITORING PROGRAM**

<b>MITIGATION MEASURES</b>			
<b>Mitigation Measure</b>	<b>Monitoring Program</b>	<b>Timing</b>	<b>Implementing/ Reviewing Party</b>
<b>AIR QUALITY</b>			
<b>Construction Period Mitigations</b>			
<ol style="list-style-type: none"> <li>1. Water all active construction areas at least twice daily.</li> <li>2. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.</li> <li>3. Cover all trucks hauling demolition debris from the site.</li> <li>4. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.</li> <li>5. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality.</li> <li>6. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</li> <li>7. Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives.</li> <li>8. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)</li> <li>9. Limit traffic speeds on unpaved roads to 15 mph.</li> <li>10. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</li> <li>11. Replant vegetation in disturbed areas as quickly as possible.</li> <li>12. Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.</li> <li>13. Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.</li> <li>14. Limit the area subject to excavation, grading and other</li> </ol>	<p>Project sponsor shall submit to the Development Services Department a mitigation program addressing the construction period mitigations prior to building permit issuance. The program shall list a contact name and phone number for a construction site manager who will be present on-site during construction hours of operation.</p>	<p>During construction</p>	<p>Project sponsor/Building Division/Bay Area Air Quality Management</p>

**MITIGATION MEASURES**

<b>Mitigation Measure</b>	<b>Monitoring Program</b>	<b>Timing</b>	<b>Implementing/ Reviewing Party</b>
<p>construction activity at any one time.</p> <p>15. Use dust-proof chutes to load debris into trucks whenever feasible. Watering should be used to control dust generation during transport and handling of recycled materials.</p> <p>16. Any crushing or screening equipment used on site for the recycling of materials will be permitted by the Bay Area Air Quality Management District or the state's portable equipment statewide registration program, and utilize Best Available Control Technology for that type of equipment.</p> <p>17. Apply non-toxic soil stabilizers to inactive construction areas.</p> <p>18. Use alternative fueled construction equipment.</p> <p>19. Minimize idling time (5 minutes maximum)</p> <p>20. Maintain properly tuned equipment.</p> <p>21. Limit the hours of operation of heavy equipment and/or the amount of equipment in use.</p>			

**OBJECTIONABLE ODORS**

<p>1. Restaurants shall install exhaust vents in accordance with accepted engineering practice and install and maintain exhaust filtration systems or other accepted methods of odor reduction.</p>	<p>The project sponsor shall be responsible for exhaust vent compliance unless no restaurants are constructed prior to final occupancy of all buildings, in which case, the property owner and/or tenant of any future restaurant will be required to achieve compliance.</p>	<p>At the time of restaurant tenant construction.</p>	<p>Project sponsor/Building Division/Solano County Environmental Health Department</p>
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**CULTURAL RESOURCES**

<p>1. In the event unsuspected historical, archaeological, or paleontological resources are discovered during any phase of the projects, land alteration work within 50 feet of the find shall be halted, the Planning Division notified, and a qualified professional consulted to evaluate the resource and suggest an appropriate management plan as necessary.</p> <p>2. In the event that human remains should be discovered, land alteration work within 50 feet of the find shall be halted, the</p>	<p>Project sponsor shall identify all cultural resources cited on-site and notify the Planning Division. Work shall be halted until the Planning Division has determined appropriate measures have been taken, as recommended by a professional consultant.</p>	<p>During construction or other earth-moving activities.</p>	<p>Project sponsor and construction contractors/Development Services Department</p>
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**MITIGATION MEASURES**

<b>Mitigation Measure</b>	<b>Monitoring Program</b>	<b>Timing</b>	<b>Implementing/ Reviewing Party</b>
<p>Planning Division and the County Coroner notified and a qualified professional consulted to evaluate the resource and suggest an appropriate management plan as necessary.</p>			
<b>NOISE</b>			
<ol style="list-style-type: none"> <li>1. Trucks shall not arrive at or depart from the store loading dock areas between the hours of 9:00 p.m. and 7:00 a.m. Trucks parked in the dock may be unloaded during this time period provided the dock is fitted with standard gaskets the truck trailer can close against or the rear of the trailer would be inside the building.</li> <li>2. Smaller vendor trucks that unload before 7 a.m. shall access the store from doors facing 180 or the main parking lot and avoid the loading dock area.</li> <li>3. Refrigeration trailers should not be parked in the loading dock after 9p.m. and shall only be parked at night behind the building adjoining the freeway.</li> <li>4. Trash compactor shall operate only between the hours of 7a.m. and 10 p.m.</li> </ol>	<p>Solano 80 Center property manager shall ensure tenants are aware of noise generating restrictions and include in CC&amp;R's. A copy of the CC&amp;R's shall be kept on file with the Planning Division.</p>	<p>Prior to final occupancy.</p>	<p>Project sponsor/Property Management/Planning Division</p>

**MITIGATION MEASURES**

<b>Mitigation Measure</b>	<b>Monitoring Program</b>	<b>Timing</b>	<b>Implementing/ Reviewing Party</b>
<p>5. Locate stationary noise generating equipment as far as possible from sensitive receptors, including residential uses to the south and west of the site. Acoustically shield stationary noise sources when located in areas adjoining sensitive receptors.</p> <p>6. Utilize "quiet" air compressors and other "quiet" equipment where technology exists.</p> <p>7. Prohibit unnecessary idling of construction equipment.</p> <p>8. Properly maintain and muffle all internal combustion-driven construction equipment.</p> <p>9. The contractor shall prepare a detailed construction plan identifying the schedule for noise-generating construction activities. The construction plan shall identify a procedure for coordination with the adjacent noise-sensitive residential uses so that construction activities can be scheduled to minimize noise disturbances.</p> <p>10. Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The City shall be responsible for designating a noise disturbance coordinator and the project sponsor shall be responsible for posting the phone number and providing construction schedule notices).</p> <p>11. Noise-generating construction activities shall be limited to the hours of 7:00 a.m. to 6 p.m. Monday through Friday. No construction shall occur on weekends or public holidays.</p>	<p>The Project Sponsor shall ensure that the project construction manager submits a detailed construction plan to the Building Division identifying how compliance will be attained for the mitigation measures cited (5-11).</p>	<p>Prior to building permit issuance.</p>	<p>Project sponsor/Construction site manager/Building Division</p>

**MITIGATION MEASURES**

<b>Mitigation Measure</b>	<b>Monitoring Program</b>	<b>Timing</b>	<b>Implementing/ Reviewing Party</b>
<b>TRANSPORTATION AND TRAFFIC</b>			
<p>1. Convert Mendocino Street, between Solano Avenue and Kentucky Street, to a one-way northbound operation. This will require modification to the traffic signal, street signs, and installation of curb extensions to prevent southbound traffic from using the segment of the street.</p>	<p>The Project sponsor shall be responsible for ensuring that the one-way street modification to Mendocino Street is complied with.</p>	<p>Prior to final occupancy of the final phase of the project.</p>	<p>Project sponsor and Public Works Department</p>

## APPENDIX G

### Environmental Checklist Form

1. Project title: Solano 80 Shopping Center

2. Lead agency name and address:

City of Vallejo Planning Division  
P.O. Box 3068  
555 Santa Clara Street  
Vallejo, CA 94590

3. Contact person and phone number: Marcus Adams, Associate Planner (707)648-5392

4. Project location: At the southeast corner of Solano Avenue @ 14<sup>th</sup> Street

5. Project sponsor's name and address:

Jay-Phares Corporation  
10700 Macarthur Boulevard, Suite 200  
Oakland, CA 9605-5260

6. General plan designation: Commercial Retail

7. Zoning: Pedestrian Commercial

8. Description of project:

The proposed project consists of redevelopment of an existing neighborhood shopping center. The site is currently developed with five commercial buildings and a fast food restaurant (112,965 s.f. total); four of the five buildings will be demolished, with the existing 69,715 s.f. Rite Aid building being retained. Eight new buildings will be constructed with approximately 15 tenant spaces, including the existing Rite Aid and a new grocery store affiliated gas station, for a total commercial building square footage of 139,671 s.f. Four phases are proposed in the total build-out plan. Attached are an 8½ x 11" vicinity map and a reduced set of plans.

9. Surrounding land uses and setting.

The property is located in central Vallejo, bordered by single family residences to the south and west; a hotel and Interstate 80 to the east; and commercial uses to the north. The site consists of paved surfaces and retail buildings. No major site excavation is proposed as part of the project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

Aesthetics	Agriculture Resources	Air Quality
Biological Resources	Cultural Resources	Geology /Soils
Hazards & Hazardous Materials	Hydrology / Water Quality	Land Use / Planning
Mineral Resources	Noise	Population / Housing
Public Services	Recreation	Transportation/Traffic
Utilities / Service Systems	Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

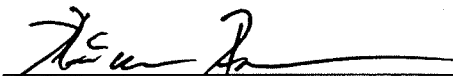
- ✓ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



  
Signature

Marcus Adams, Associate Planner

9/2/08  
Date

#### EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista? ✓

*There are no scenic vistas within the project vicinity.*

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ✓

*According to the General Plan Circulation and Transportation Element (Pg. IV-12), there are no scenic highways within city limits.*

c) Substantially degrade the existing visual character or quality of the site and its surroundings? ✓

*The site is currently a circa 1960-70 shopping center with no redeeming architectural character. The demolition of the existing buildings to be replaced by new buildings and landscaping will enhance the visual character of the site and its surroundings.*

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ✓

*The proposed parking lot would provide*

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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*lighting similar to existing lighting at the site and would not create a new source of substantial light or glare according to the applicant's submitted photometric study (SheetDR-9) All new light sources shall comply with all applicable regulations, standards, and policies of the Vallejo Municipal Code and the Vallejo General Plan.*

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?



*The project is not located on any designated Farmland.*

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?



*The existing zoning for the project is not agricultural and there is no Williamson Act Contract associated with the project.*

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?



*The project is not located in the vicinity of any Farmland and would not involve in any changes that would result in conversion of Farmland to non-agricultural use.*

Potentially  
Significant  
Impact

Less Than  
Significant with  
Mitigation  
Incorporation

Less Than  
Significant  
Impact

No  
Impact

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?



*The applicable air quality plan is Bay Area Air Quality Management District's (BAAQMD) Bay Area 2005 Ozone Strategy. Under the plan, a project would be judged to be in conflict or obstruct implementation of the plan if it was inconsistent with the growth assumptions in terms of population, employment or regional growth in Vehicle Miles Traveled (VMT). Because the project does not require a General Plan Amendment and will not generate more VMT's than the previous land use (no change), there will be no significant cumulative impact.*

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?



*Carbon monoxide concentrations are not predicted to exceed maximum 1 and 8-hour concentration allowance state and federal standards according to the Air Quality Impact Analysis (pg. 12).*

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?



*BAQMD's established threshold of significance for ozone precursors and PM-10 is 80 lbs per day. Total project emissions would not exceed these thresholds of significance standards according to the Air*

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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*Quality Impact Analysis (pg. 13).*

d) Expose sensitive receptors to substantial pollutant concentrations?



***“Mitigation Measures Recommended”***

*Construction-related air quality impacts are anticipated with any construction project.*

*The following mitigation measures, as recommended by the air quality consultant BAAQMD for all construction sites, would be required for the project:*

- *Water all active construction areas at least twice daily.*
- *Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.*
- *Cover all trucks hauling demolition debris from the site.*
- *Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.*
- *Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality.*
- *Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.*
- *Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives.*
- *Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> <li>• <i>Limit traffic speeds on unpaved roads to 15 mph.</i></li> <li>• <i>Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</i></li> <li>• <i>Replant vegetation in disturbed areas as quickly as possible.</i></li> <li>• <i>Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.</i></li> <li>• <i>Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.</i></li> <li>• <i>Limit the area subject to excavation, grading and other construction activity at any one time.</i></li> <li>• <i>Use dust-proof chutes to load debris into trucks whenever feasible. Watering should be used to control dust generation during transport and handling of recycled materials.</i></li> <li>• <i>Any crushing or screening equipment used on site for the recycling of materials will be permitted by the Bay Area Air Quality Management District or the state's portable equipment statewide registration program, and utilize Best Available Control Technology for that type of equipment.</i></li> <li>• <i>Apply non-toxic soil stabilizers to inactive construction areas.</i></li> <li>• <i>Use alternative fueled construction equipment.</i></li> <li>• <i>Minimize idling time (5 minutes maximum)</i></li> <li>• <i>Maintain properly tuned equipment.</i></li> <li>• <i>Limit the hours of operation of heavy equipment and/or the amount of equipment in use.</i></li> </ul>				

*Implementation of these mitigation measures*

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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would reduce potential construction-related air quality impacts to a less-than-significant level.

e) Create objectionable odors affecting a substantial number of people?



**“Mitigation Measures Recommended”**

*Uses within the project area could include fast-food restaurants which are potential sources of objectionable odors to some people. Restaurant uses should be required to install exhaust vents in accordance with accepted engineering practice and install and maintain exhaust filtration systems or other accepted methods of odor reduction. A combination of dilution and odor removal through filtration would reduce odor strength to undetectable levels according to the air quality consultant.*

**IV. BIOLOGICAL RESOURCES -- Would the project:**

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?



*Staff has conducted multiple site visits and has determined that the project site is currently developed with no natural habitat, riparian habitat, wetlands, or waterways in the vicinity.*

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?



*See a) above.*

c) Have a substantial adverse effect on federally

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? <i>See a) above.</i>				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? <i>See a) above.</i>				✓
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? <i>The City has no policies or ordinances protecting biological resources and there are no such resources on the site.</i>				✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? <i>There are not conservation plans affecting properties in the project vicinity.</i>				✓
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? <i>There are no known historic, archaeological or paleontological resources, unique geologic features, or evidence or expectation of finding human remains on or near the site; however, should any such resources, evidence, or remains be discovered during any phase of the project, the following standard condition of approval would limit impacts to a less-than-significant level:</i>				✓
<ul style="list-style-type: none"> <li><i>In the event that unsuspected historical, archaeological, or paleontological</i></li> </ul>				



Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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*resources or human remains are discovered during any phase of the project, land alteration work within 50 feet of the find shall be halted, the Planning Division shall be notified, and a qualified professional in the appropriate field shall be consulted to evaluate the resource and an appropriate management plan has been determined and adopted. If human remains are discovered, the County Coroner shall be notified. If the coroner determines that the remains are of Native American decent, the coroner shall contact the Native American Heritage Commission within 24 hours of the determination.*

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

*See a) above.*



c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

*See a) above.*



d) Disturb any human remains, including those interred outside of formal cemeteries?

*See a) above.*



VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.



Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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*The project site is not within the Alquist-Priolo Earthquake Fault Zone as defined by the California Geologic Survey. The project site is therefore not susceptible to ground surface rupture during an earthquake.*

ii) Strong seismic ground shaking?

*Although the project site is not located within the Alquist-Priolo Earthquake Fault Zoning Map, the San Francisco Bay Area is one of the most seismically active regions in the United States. The project is within twenty-five miles of three active fault zones: the West Napa Fault Zone, the Concord-Green Valley (South) Fault Zone, and the Rodgers Creek Fault Zone. Although potential ground shaking at the site cannot be mitigated, adherence to the most currently California Building Code requirements for Seismic Zone 4 would mitigate the danger of ground shaking to the extent feasible, reducing the impact to a less-than-significant level.*



iii) Seismic-related ground failure, including liquefaction?

*According to the Susceptibility Map of the San Francisco Bay Area, the project is rated as low to moderate risk of liquefaction. The structural design of the project would be required to comply with recommendations of the soils report for the project and with the applicable California Building Code. Compliance with these requirements would reduce impacts to a less-than-significant level.*



iv) Landslides?

*The site is in a level area and would not be at risk to landslides.*



b) Result in substantial soil erosion or the loss of topsoil?

*As the project would result in coverage of the site with buildings, paving, and landscaped*



Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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*areas, there would be no soil erosion as a result of project implementation. The site is currently paved over a bed of gravel, so there is no top soil remaining on the site.*

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?



*The project is located on a flat plane and is not in danger of on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse.*

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?



*See c) above*

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?



*The City's sewer system would serve this property so septic tanks or alternative waste water disposal systems would not be needed.*

VII. HAZARDS AND HAZARDOUS MATERIALS Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?



*The project would not create a significant hazard to the public as any hazardous materials being transported to or from the site would be those normally associated with commercial retail uses and would be required to be transported on vehicles regulated by state transportation route laws.*

b) Create a significant hazard to the public or the environment through reasonably foreseeable



Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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upset and accident conditions involving the release of hazardous materials into the environment?

***“Mitigation Measures Recommended”***

*There was previously a dry cleaner on the site which has left residual hazardous material tetrachloroethylene (PCE) levels which present a potentially elevated cancer risk due to theoretical direct contact with PCE in soil and the potential for exposure due to intrusion of vapor phase PCE into overlying buildings.*

*In order to obtain case closure and a “no further action” status for the site, mitigation of the PCE within the shallow soil will require soil excavation according to an Action Plan Report from AEI Consultants (see Supporting Source #4, pgs 7-9).*

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

*The subject site is not within a quarter mile of an existing or proposed school.*



d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

*The site is not included on a list of hazardous materials sites compiled pursuant to Gov. Code Section 65962.5.*



e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

*The project is not located within an airport land use plan or within two miles of an airport.*



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓

*The project is not within the vicinity of a private airstrip.*

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
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*The project would not include any alteration to the existing roads or other infrastructure that could adversely affect the implementation of an emergency response plan according to the City Traffic Engineer.*

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
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*The project is on an infill site surrounded by urban development with no wildlands intermixed.*

VIII. HYDROLOGY AND WATER QUALITY  
 -- Would the project:

a) Violate any water quality standards or waste discharge requirements?				✓
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*Three underground fuel storage tanks were removed in 2006. Upon testing, low to moderate concentrations of TPHg, MTBE and fuel oxygenates were detected in soil and groundwater samples. Quarterly monitoring is being conducted to establish hydrocarbon concentration trends. The site will be subject to receiving a Remedial Action Completion Certification from the San Francisco Bay Regional Water Quality Control Board and the Solano County Department of Environmental Management prior to construction.*

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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***“Mitigation Measures Recommended”***

*Groundwater at the site was slightly impacted by the release of PCE in the soil. The minimal groundwater impact will not present a threat of vapor intrusion at the site and removal of the impacted soil, as recommended by AEI Consultants as a mitigation measure (pg. 6, Source #4) will further limit possible future impact to groundwater.*

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?



*The subject site was previously occupied by commercial uses and the approximate 30% increase in tenant space would not substantially deplete groundwater supplies or interfere with groundwater recharge.*

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?



*There is no river or stream on-site and any change in the drainage pattern in the area would be minimal.*

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?



*See a) and c) above.*

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
substantial additional sources of polluted runoff? <i>See a) above.</i>				
f) Otherwise substantially degrade water quality? <i>See a) above. PCE impacted groundwater (due to the former Daisy Fresh Cleaners at the site) will be mitigated by removal of impacted soil as recommended by AEI Consultants [See Supporting Source #4, pg. 6]</i>			✓	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? <i>No housing is proposed for the project.</i>				✓
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? <i>The subject site may be located within an area subject to 100-year flooding with average depths less than one foot or where the contributing drainage area is less than one square mile. The applicant will be required to either provide documentation that the site is not within this area type or submit construction plans addressing this degree of flooding.</i>			✓	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? <i>There are no dams or levees in the vicinity of the project.</i>				✓
j) Inundation by seiche, tsunami, or mudflow? <i>The project is not located in the vicinity of a large body of water that could be the source of a seiche or tsunami. As the project is located in an area that is relatively flat, there is no threat of mudflows in the vicinity.</i>				✓

IX. LAND USE AND PLANNING - Would the

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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project:

a) Physically divide an established community?

*The project would not physically divide an established community as it would be the redevelopment of an existing shopping center.*

✓

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

*The current zoning designation of Pedestrian Commercial is consistent with the General Plan designation.*

✓

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

*There is no applicable habitat conservation plan or natural community conservation plan for the area.*

✓

X. MINERAL RESOURCES - Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

*There are no known mineral resources at the project site according to a site investigation performed by AEI Consultants on June 4 & 6 2007.*

✓

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

*See a) above.*

✓

XI. NOISE - Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the

✓



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local general plan or noise ordinance, or applicable standards of other agencies?

***“Mitigation Measures Recommended”***

*Primary noise sources would result from delivery trucks loading and off-loading their merchandise. The noise consultant's proposed mitigations (see Source #2, pgs 1,2 and email dated 8/23/07) are as follows:*

- 1. Trucks shall not arrive at or depart from the store loading dock areas between the hours of 9:00 p.m. and 7:00 a.m. Trucks parked in the dock may be unloaded during this time period provided the dock is fitted with standard gaskets the truck trailer can close against or the rear of the trailer would be inside the building.*
- 2. Smaller vendor trucks that unload before 7 a.m. shall access the store from doors facing 180 or the main parking lot and avoid the loading dock area.*
- 3. Refrigeration trailers should not be parked in the loading dock after 9p.m. and shall only be parked at night behind the building adjoining the freeway.*
- 4. Trash compactor shall operate only between the hours of 7a.m. and 10 p.m.*

*Short-term construction-relate noise levels may be in excess of the standards established in the General Plan; however, short-term noise impacts are not considered significant impacts. Nevertheless, the following standard conditions of approval shall be implemented to lessen construction-related noise impacts:*

- 1. Locate stationary noise generating equipment as far as possible from sensitive receptors, including residential uses to the south and west of the site. Acoustically shield stationary noise*

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*sources when located in areas adjoining sensitive receptors.*

- 2. Utilize "quiet" air compressors and other "quiet" equipment where technology exists.*
- 3. Prohibit unnecessary idling of construction equipment.*
- 4. Properly maintain and muffle all internal combustion-driven construction equipment.*
- 5. The contractor shall prepare a detailed construction plan identifying the schedule for noise-generating construction activities. The construction plan shall identify a procedure for coordination with the adjacent noise-sensitive residential uses so that construction activities can be scheduled to minimize noise disturbances.*
- 6. Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The City shall be responsible for designating a noise disturbance coordinator and the project sponsor shall be responsible for posting the phone number and providing construction schedule notices).*
- 7. Noise-generating construction activities shall be limit to the hours of 7:00 a.m. to 6 p.m. Monday through Friday. No construction shall occur on weekends or*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>public holidays.</i>				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? <i>See a) above.</i>			✓	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? <i>See a) above.</i>			✓	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? <i>See a) above, "Mitigation Measures Recommended"</i>		✓		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? <i>The project is not located within an airport land use plan or within two miles of an airport.</i>				✓
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? <i>The project is not within the vicinity of a private airstrip.</i>				✓
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? <i>The proposed project would not induce substantial population growth either directly</i>				✓

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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*or indirectly.*

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

✓

*The project would not displace any existing housing.*

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

✓

*The project would not displace any people.*

### XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

*The project consists of the redevelopment of an existing shopping center. The location is within the developed area of the City and the limited size of the project precludes any need for an expansion of public services.*

Fire protection?

✓

*See a) above.*

Police protection?

✓

*See a) above.*

Schools?

✓

*See a) above.*

Parks?

✓

*See a) above.*

Other public facilities?

✓

*See a) above.*

### XIV. RECREATION --

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p> <p><i>No housing is proposed for the site therefore it is not anticipated that the project would increase the use of existing recreational parks or facilities.</i></p>				✓
<p>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p> <p><i>The project does not include or require construction of recreational facilities.</i></p>				✓
<p>XV. TRANSPORTATION/TRAFFIC -- Would the project:</p>				
<p>a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?</p> <p><i>The proposed project would result in a total increase of 92 new trips during the PM peak hour according to a traffic study conducted by Kimley-Horn (see Source #5, pg. 12)</i></p>			✓	
<p>b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?</p> <p><i>Level of service standards are not expected to increase according to near-term (2 years) and long-term (year 2020) models (see Source #5, pg. 23)</i></p>			✓	
<p>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?</p> <p><i>The project would not affect air traffic</i></p>				✓

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?



1) *The project involves an existing driveway which provides access onto a freeway on/off-ramp. Submitted plans indicate that the driveway will remain in its current location with no modifications.*

*The traffic study states that 92 new p.m. peak hour trips will be generated by the proposed uses for the center, and building square footage will increase by approximately 24,000 square feet from the existing center. Based on traffic counts from the existing shopping center driveways, the study expects 10% of those new trips to utilize the Mariposa/I-80 driveway.*

*Due to the insignificant increase in trips, the existing driveway design is not expected to increase conflicts. (see supporting information source [letter dated 8/28/08] from Project Traffic Engineer)*

**2) "Mitigation Measures Recommended"**

*It is expected that the Solano Avenue/14<sup>th</sup> Street intersection will have the poorest operation due to its five-leg configuration. The Traffic Consultant has recommended that the intersection be modified to reduce congestion and potential conflicts between pedestrians and vehicles. This can be achieved by converting Mendocino Street, between Solano Avenue and Kentucky Street, to a one-way northbound operation. This will require modification to the traffic signal, street signs, and installation of curb extensions to prevent southbound traffic from using the segment of the street (see Source #5, pg. 24)*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>e) Result in inadequate emergency access?  <i>The project would not result in any change to the existing emergency access to other uses in the vicinity. Adequate emergency access has been provided for the project in the site design.</i></p>			✓	
<p>f) Result in inadequate parking capacity?  <i>The Project would exceed the amount of required parking by approximately seven spaces according to the applicant's submitted site plan.</i></p>			✓	
<p>g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?  <i>The Greater Vallejo Recreational District has designated Solano Avenue as a Class III Bikeway. The applicant may be required to provide bike signage along Solano Avenue. The applicant will also be required to provide bicycle parking (amount of spaces to be determined by the City) on site.</i></p>				✓
<p>XVI. UTILITIES AND SERVICE SYSTEMS B  Would the project:</p>				
<p>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?  <i>The project is within the development parameters anticipated in the Vallejo General Plan and ABAG Projects 2005. The project conditions of approval contain Best Management Practices (BPM) that would ensure that the project would not exceed wastewater treatment requirements of the Bay Area Regional Water Quality Control Board (BARWQCB).</i></p>			✓	
<p>b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>			✓	

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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*The project is within the development anticipated in the General Plan and can be served by the existing water and wastewater treatment facilities and would not result in the expansion of those facilities.*

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?



*The project site is currently paved. The construction of the project would not result in an increase in the amount of impervious service therefore; the project would not require an expansion of the existing system.*

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?



*Sufficient water supplies are available from existing entitlements and resources to serve the project according to the Water Superintendent.*

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?



*The project is the redevelopment of an existing shopping center and the approximate 30% increase in tenant occupancy is not anticipated to exceed capacity according to the Vallejo Sanitation and Flood Control District.*

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?



*The City of Vallejo has an exclusive contract with Vallejo Garbage Service, Inc. to collect and transport solid waste and recyclable material to the Devlin Road Transfer Station in American Canyon, Ca. Waste from the*



Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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*Devlin Road facility is transported to Keller Canyon Landfill in Contra Costa County for ultimate disposal. Keller Canyon Landfill is permitted to receive up to 3,500 tons of waste per day and currently receives about 2,500 tons of waste per day. The California Integrated Waste Management Board lists the expected closure date of the landfill to be December 31, 2030. The landfill has a total capacity of over 75 million cubic yards and a remaining capacity of over 68 million cubic yards. Therefore, the proposed project would be served by a landfill with sufficient capacity to accommodate its solid waste disposal needs.*

g) Comply with federal, state, and local statutes and regulations related to solid waste?



*The City of Vallejo has adopted a construction and demolition (C&D) debris recycling ordinance to redirect C&D materials away from landfills. The ordinance requires that at least 50 percent of the C&D debris and at least 75 percent of concrete and asphalt generated from a construction site be salvaged and/or recycled. In addition, the City requires that curbside recycling and yardwaste collection be provided for all residential subdivisions within the City's jurisdiction. Compliance with the City's C&D ordinance during construction and the provision of curbside recycling and yardwaste collection service after construction would ensure that the project complies with local and state laws related to waste reduction.*

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE --**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant



Potentially Significant Impact

Less Than Significant with Mitigation Incorporation

Less Than Significant Impact

No Impact

or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

*The project has no potentially significant impacts.*

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

*The project would not result in any potentially significant cumulative impacts.*

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

*With the proposed mitigation, the project would not have any environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.*



## SUPPORTING INFORMATION SOURCES

*(1-6 enclosed)*

1. Project Development Package and Vicinity Map
2. Environmental Noise Assessment, Illingworth & Rodkin, Inc. August 21, 23, 2007.
3. Air Quality Impact Analysis, Don Ballantine, January, 2008.
4. Supplemental Investigation & Remedial Action Plan Report. AEI Consultants, July 27, 2007.
5. Traffic Impact Study, Kimley-Horn and Associates, Inc. May 30, 2007.
6. Letter from Project Traffic Engineer George Nickelson, August 28, 2008.
7. City of Vallejo General Plan, July 1999.
8. City of Vallejo Municipal Code (as adopted).
9. State of California, Subdivision Map Act (Government Code Sections 66410 to 66499.58)
10. BAAQMD CEQA Guidelines Assessing the Air Quality Impacts of Projects and Plans, Bay Area Air Quality Management District, April 1996, revised December 1999.
11. City of Vallejo, Regulations and Specifications for Public Improvements (as adopted)
12. City of Vallejo, Vallejo Water System Master Plan, 1985, prepared by Kennedy/Jenks Engineers, as updated by Brown & Caldwell, 1996.
13. City of Vallejo, 1995 Urban Water Management Plan
14. Vallejo Sanitation and Flood Control District, Wastewater Facilities Master Plan, 1992.
15. Vallejo Sanitation and Flood Control District, Storm Drainage Master Plan, 1992.
16. Greater Vallejo Recreation District Master Plan, January 11, 2007.
17. Uniform Building Code (as adopted)
18. Uniform Fire Code (as adopted)
19. Vallejo Fire Prevention Standards.
20. Verbal and/or written comments from Vallejo Department of Public Works (Engineering Division)
21. Verbal and/or written comments from Vallejo Water Division

22. Verbal and/or written comments from Vallejo Fire Prevention Division
23. Verbal and/or written comments from Vallejo Police Department
24. Verbal and/or written comments from Vallejo Sanitation and Flood Control District
25. California Archeological Inventory, Northwest Information Center, Sonoma State University.
26. Federal Emergency Management Agency, Flood Insurance Program.
27. California Department of Conservation, Special Report 166 - Mineral Land Classification: Aggregate Materials in the San Francisco - Monterey Bay Area.
28. Office of Planning and Research, Hazardous Waste and Substance Sites List.
29. City of Vallejo, Emergency Operations Plan, September 1998.
30. Solano County Integrated Waste Management Plan.
31. Bay Area Stormwater Management Agencies Association, Start at the Source, 1999 Edition.
32. Department of Conservation, California Geological Survey, Fault-Rupture Hazard Zones in California, Interim Revision 2007.
33. Bay Area Air Quality Management District, Bay Area 2005 Ozone Strategy, January 4, 2006.
34. Bay Area Air Quality Management District, Bay Area 2000 Clean Air Plan, December 20, 2000.
35. Vallejo Transit website, [www.vallejotransit.com](http://www.vallejotransit.com).

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August 21, 2007

Marcus Adams, Asst. Planner  
City of Vallejo  
55 Santa Clara Street  
Vallejo CA 94590

Via email: marcusadams@ci.vallejo.ca.us

**Subject: FoodsCo Warehouse Supermarket and Harbor Freight Tools Loading Dock,  
Solano 80 Redevelopment Project, Vallejo, California –  
Environmental Noise Study**

Dear Marcus:

This letter reports the results of the Environmental Noise Assessment for the loading docks proposed at the Foods Co Warehouse Supermarket and Harbor Freight Tools within the Solano 80 Center. The primary noise issue with respect to this project is the relocation of the loading docks from the southeast corner of the existing Rite-Aid Store to the southwest corner of the proposed FoodsCo Warehouse Supermarket near residences along 14<sup>th</sup> Street and Madigan Avenue. The analysis included an ambient noise survey in the neighborhood, an evaluation of loading dock noise from extensive data in our files, and an evaluation of the future noise levels with respect to the guidelines set forth in the City of Vallejo's Noise Element of the General Plan and the Noise Performance Standards in the Vallejo City Code.

In summary, the project can minimize potential disturbance to the residential neighbors if the following measures are implemented:

1. Trucks shall not arrive at or depart from the store loading dock areas between the hours of 9:00 pm and 7:00 am. Trucks parked in the dock may be unloaded during this time period provided the dock is fitted with standard gaskets the truck trailer can close against or the rear of the trailer would be inside the building.
2. Smaller vendor trucks that unload before 7:00 am shall access the store from doors facing Interstate Highway 80 or the main parking lot and avoid the loading dock area.

## FUNDAMENTAL CONCEPTS OF ENVIRONMENTAL ACOUSTICS

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its loudness. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is amplitude of sound waves combined with the reception characteristics of the ear. Amplitude may be compared with the height of an ocean wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its level. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level or dBA*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called  $L_{eq}$ . The most common averaging period is hourly, but  $L_{eq}$  can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level, CNEL*, is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level,  $L_{dn}$* , is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

**TABLE 1: Definitions of Acoustical Terms Used in this Report**

Term	Definitions
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, $L_{eq}$	The average A-weighted noise level during the measurement period. The hourly $L_{eq}$ used for this report is denoted as dBA $L_{eq[h]}$ .
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels in the night between 10:00 pm and 7:00 am.
Day/Night Noise Level, $L_{dn}$	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
$L_{01}$ , $L_{10}$ , $L_{50}$ , $L_{90}$	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

**TABLE 2: Typical Noise Levels in the Environment**

Common Outdoor Noise Source	Noise Level (dBA)	Common Indoor Noise Source
	<b>120 dBA</b>	
Jet fly-over at 300 meters		Rock concert
	<b>110 dBA</b>	
Pile driver at 20 meters		Night club with live music
	<b>100 dBA</b>	
	<b>90 dBA</b>	
Large truck pass by at 15 meters		
	<b>80 dBA</b>	Noisy restaurant
		Garbage disposal at 1 meter
Gas lawn mower at 30 meters		Vacuum cleaner at 3 meters
Commercial/Urban area daytime	<b>70 dBA</b>	Normal speech at 1 meter
Suburban expressway at 90 meters		
Suburban daytime	<b>60 dBA</b>	Active office environment
	<b>50 dBA</b>	
Urban area nighttime		Quiet office environment
	<b>40 dBA</b>	
Suburban nighttime		
Quiet rural areas	<b>30 dBA</b>	Library
		Quiet bedroom at night
Wilderness area	<b>20 dBA</b>	
	<b>10 dBA</b>	Quiet recording studio
Threshold of human hearing	<b>0 dBA</b>	Threshold of human hearing



## **LOCAL NOISE POLICIES AND STANDARDS**

### Vallejo General Plan

The Vallejo General Plan establishes noise and land use compatibility guidelines for new development. In residential areas the maximum exterior noise level goal at primary outdoor use areas is 60 dBA  $L_{dn}$ . Noise levels up to of 65 dBA  $L_{dn}$  may be allowed at the discretion of the City where it is not economically or aesthetically reasonable to meet the more restrictive outdoor goal. The interior noise standard is 45 dBA  $L_{dn}$  for all residential uses, including single and multi-family housing, hotels/motels and residential healthcare facilities. Policy 2b limits, where appropriate, noise generating activities (for example, construction and maintenance activities and loading and unloading activities) to the hours of 7:00 am to 9:00 pm.

The Noise Element also addresses “increase in the ambient” resulting from a proposed project. That is the amount by which a new project would cause noise levels in a community to increase above existing levels. When approving new development, project related noise increases shall be limited to 5 dBA in quiet residential areas and to no more than 3 dBA in residential areas where noise levels currently exceed 60 dBA  $L_{dn}$ .

### Vallejo Municipal Code

The Vallejo Municipal Code establishes noise performance standards for noise sources and receivers in Vallejo. Section 12.40.070 addresses excavating, grading and filling related to construction: All grading and noise there from, including but not limited to, warming of equipment motors, in residential zones or within 1,000 feet of any residential occupancy, hotel, motel or hospital shall be limited to between the hours of 7:00 am to 6:00 pm.

Chapter 16.72 establishes noise performance standards for land use generated noise. When sound is received at a residence the maximum allowable level is 60 dBA. Correction factors are applied for time of day that the noise is generated and the character of the noise. If noise is only generated during the daytime (7:00 am to 10:00 pm) the allowable limit would be raised 5 dBA to 65 dBA. If the noise source is impulsive such as hammering or screeching, the allowable level would be reduced 5 dBA. Sounds from transportation equipment used exclusively in the movement of goods and people to and from a given premises are excepted from the code.

## **ANALYSIS**

The project site is located at the Solano 80 Center at the intersection of 14<sup>th</sup> Street and Madigan Avenue. Residences are located across 14<sup>th</sup> Street and across Madigan Avenue from the site. Existing baseline noise levels were measured at one location on 14<sup>th</sup> Street and one location on Madigan Avenue over a continuous 2-day period, July 17-19, 2007. Figure 1 shows the area and positions where noise measurements were taken. The data were measured in hourly intervals. During each hour the maximum level, various statistical descriptors,  $L_1$ ,  $L_{10}$ ,  $L_{50}$  and  $L_{90}$  representing the noise levels exceeded 1, 10, 50 and 90 percent of the hour, and the energy average noise level ( $L_{eq}$ ) are reported. The data are summarized in Figures 2 through 5. Location LT1 was on 14<sup>th</sup> Street about 35 feet from the centerline. Vehicular traffic on 14<sup>th</sup>

Street was the dominant noise source during the daytime. Traffic noise from Interstate 80 contributed to background levels during the daytime and to nighttime noise levels. Measured noise level were 65 dBA  $L_{dn}$  on the first day and 66 dBA  $L_{dn}$  on the second day. Measurement location LT2 was on Madigan Avenue across from the proposed loading area. At this location noise levels during the nighttime between 8:00 pm and 7:00 am were affected by noise from a light pole that supported the meter. These data have not been reported. It can be seen from the data in Figures 4 and 5 that is shown that noise levels here are very steady, resulting almost exclusively from vehicular traffic on Interstate 80. From a review of the data at the two locations the day/night average noise level along Madigan Avenue is estimated to be 63 to 65 dBA  $L_{dn}$ . Noise levels during the nighttime would not be much different than noise levels during the daytime because of the heavy automobile and truck traffic on Interstate 80.

The site plan for the proposed project is shown on Figure 6. The primary noise sources associated with the loading docks are the trucks entering and leaving the loading docks while in the parking lot and then traveling down the neighborhood streets, the unloading of smaller vendor trucks utilizing pallet jacks or rolling vendor carts, and people's voices associated with the smaller vendors. Typically, the unloading of a large trailer parked at a loading dock does not generate significant levels of environmental noise because the trailer becomes basically an extension of the store and material is unloaded directly into the building from the trailer. I&R staff have monitored loading dock activities at several different locations throughout the years. The most comparable example was a loading dock study conducted for a supermarket in Pacific Grove, California in 1998. Attended noise measurements were made over a period of several hours beginning at about 10:00 am and concluding at 3:30 pm. The results of the measurements are summarized in Table 3. One activity, in addition to the loading dock activities, was a garbage truck arriving, removing a garbage box and departing. This could occur at the project site so it has been included in the data set. It can be seen that typical maximum noise levels measured at distances of 30 to 100 feet fall within the range of 65 to 75 dBA with the highest noise levels associated with the large trucks.

At the proposed project the hardware store is anticipated to generate about one truck trip per week. The grocery store would generate two to four large truck trips per day that would access the large loading docks and six to ten smaller vendor trucks per day that typically would arrive and depart between 6:00 am and 10:00 am. The large grocery trucks could arrive or depart at any time during the day or night.

The first question is whether or not the proposed trucking activities would cause an increase in the 24-hour day/night average noise level as regulated by the policies in the Noise Element of the General Plan. A 3 dBA  $L_{dn}$  increase is considered to be a substantial increase. The noise from arrival and departure of two to four trucks in a 24-hour period at anytime during the day or night and six to ten vendor trucks between 6:00 am and 10:00 am would be an  $L_{dn}$  between 40 and 45 dBA  $L_{dn}$  outside any receiving residence. Because the noise from the loading dock activities would be 20 dBA below the existing ambient noise levels and decibels are logarithmic, this would cause a 0 dBA  $L_{dn}$  increase. This project would, therefore, clearly comply with the threshold set forth in the Noise Element of the General Plan.

**TABLE 3: Noise Measurements and Observations  
 of Loading Dock Activities Pacific Grove Lucky  
 Friday, April 24, 1998 10:00 am - 3:30 pm**

Time	Activity	Maximum Noise Level, dBA
9:59	Arrive at Lucky Lucky truck and flower van unloading	
10:04	Flower van leaving (diesel) Backup beeper @ 30 ft.	70 70-77
	Banging in Lucky truck from forklift Forklift horn @ 100 ft.	60-75 60
10:15	Lucky truck still unloading Another truck arrives on site (no noticeable noise)	
10:18	Garbage truck arrives (backs in)	68-71
	Lifts garbage box @ 100 ft.	77
	Lowers garbage box @ 100 ft.	77
	Dropping box @ 100 ft.	75-82
	Garbage truck idling @ 100 ft.	63
	Revvng up to lower lift Idling	73 63
10:23	Garbage truck leaving	68
10:28	Smaller truck leaving	68
	Orowheat truck arrives near meter	
10:30	Large Lucky truck leaves	75
10:30-10:40	Very little activity	
10:41	Bread truck baskets	58
10:45	Bread truck delivery making noise but not much above background	67
10:48	Dumping garbage @ 100 ft.	52-58
10:50	Truck on David	62
10:55	Bakery truck arrives; no noticeable noise	
11:03	Orowheat bread truck door slam	65
11:05	General loading on dock	55

Time	Activity	Maximum Noise Level, dBA
11:09	Lucky truck arrives Break pressure release	70-75 87
11:13	Shuts off engine Dropping ramp	70-85
11:14	Unloading of truck begins	52-65 67-68 (maximum)
11:16	Garbage compactor Unloading noise and movement of forklift and goods inside truck and forklift traveling over ramp	53
11:22	Small Pepsi pickup truck arrives on site; no noise	
11:23	Removal of ramp to Lucky truck	70-75
11:29	Lucky truck engine on Lucky truck idling, moving	72 72-74
11:31	Lucky truck gone	
11:32	Orowheat truck gone	
11:35-12:45	No observations; unattended meter shows no significant noises	
1:15-2:00	Still no activity	
2:15	Movement of milk crates	
2:30-2:45	No activity	
2:50	Kids fooling with sound level meter	
3:00	No activity	
3:30	Take down meter.	

Note: Spoke with manager (Mel). All deliveries accounted for except produce, which is scheduled at 6:00 PM. Curfew is 10:00 PM.

The noise ordinance addresses intermittent noises. The noise ordinance establishes a maximum permissible noise level of 60 dBA (65 dBA if activities are limited to the daytime) as measured at a residential receiving property. Section 16.72.050 provides an exception from the quantitative limits for sounds from transportation equipment used exclusively to move goods and people, thus apparently exempting loading dock activities.

Activities in the loading area would typically generate noise levels up to 65 to 75 dBA at the residential properties located across 14<sup>th</sup> Street and Madigan Avenue from the loading area. Along 14<sup>th</sup> Street existing baseline hourly maximum noise levels range from 75 to 85 dBA during the daytime and typically between 70 and 75 dBA during the nighttime. Noise from the operations of the trash compactor would be 55-60 dBA at a distance of 50 feet. Along Madigan Avenue typical hourly maximum noise levels range from 70 to 80 dBA during the daytime, with occasional excursions higher, and at night would be expected to fall in the same range as measured data along 14<sup>th</sup> Street. So, expected noise levels from the loading activities would fall within the range of existing maximum noise levels resulting from vehicular traffic on the freeway and local street network.

Nonetheless, the character of the noises generated at a loading dock are different than typical traffic noise from vehicles circulating on roadways. The noise is more intrusive and can contain speech. During the daytime, these activities would be expected to be generally indistinguishable from other sources because of the higher ambient noise levels and would cause no disturbance to adjacent residents. During the nighttime, however, when ambient noise levels are lower and local intermittent noises do not occur frequently, these loading dock noises would be expected to be intrusive. We therefore recommend the following measures to mitigate the intrusiveness of this nighttime noise on the adjacent neighbors:

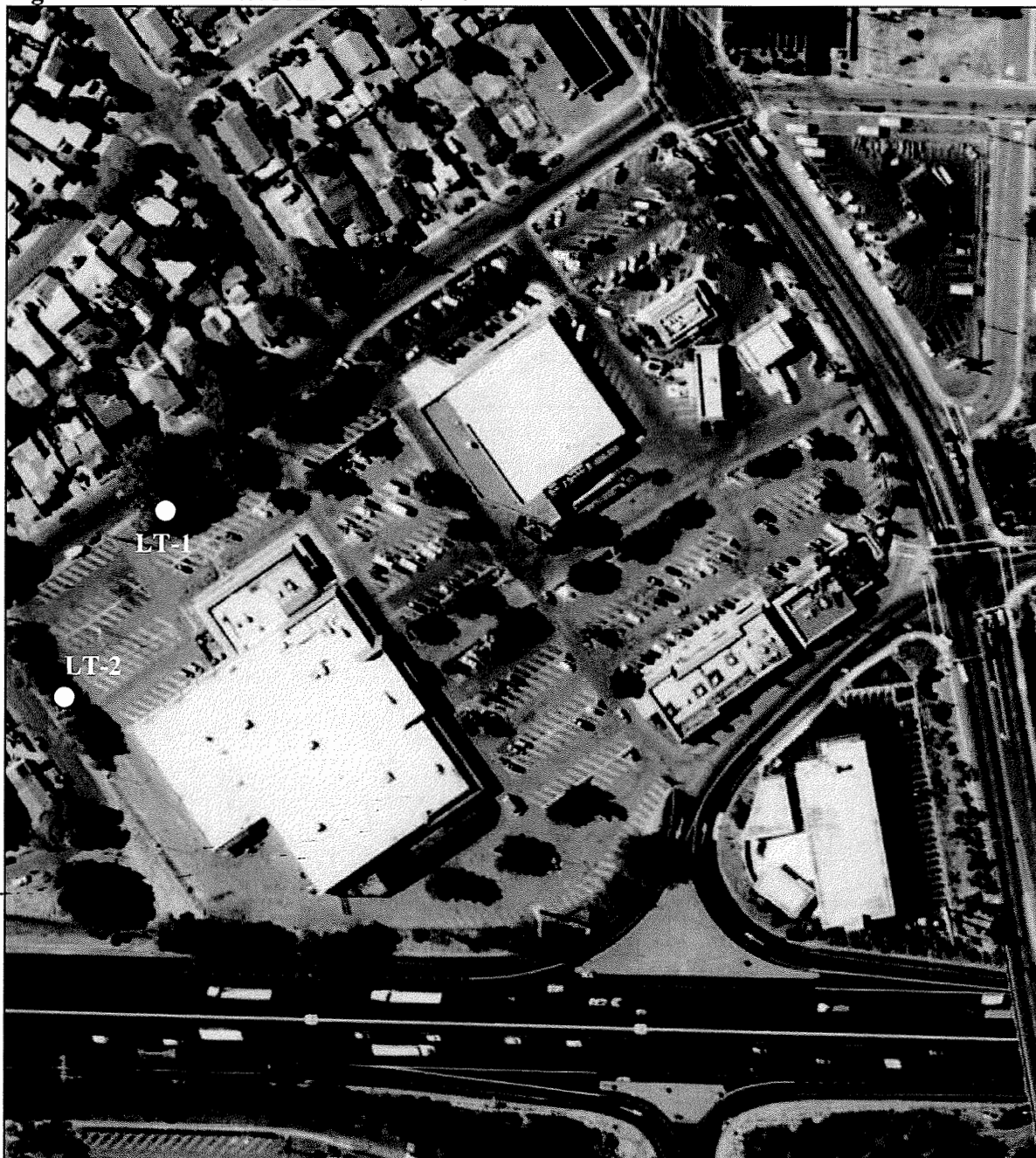
- Trucks shall not arrive at or depart from the store loading dock areas between the hours of 9:00 pm and 7:00 am. Trucks parked in the dock may be unloaded during this time period provided the dock is fitted with gaskets that the truck trailer can close against or the rear of the trailer would be inside the building.
- Smaller vendor trucks that unload before 7:00 am shall access the store from doors facing Interstate Highway 80 or the main parking lot and avoid the loading dock area.
- Trash compactor shall generate between 7:00 am to 10:00 pm.

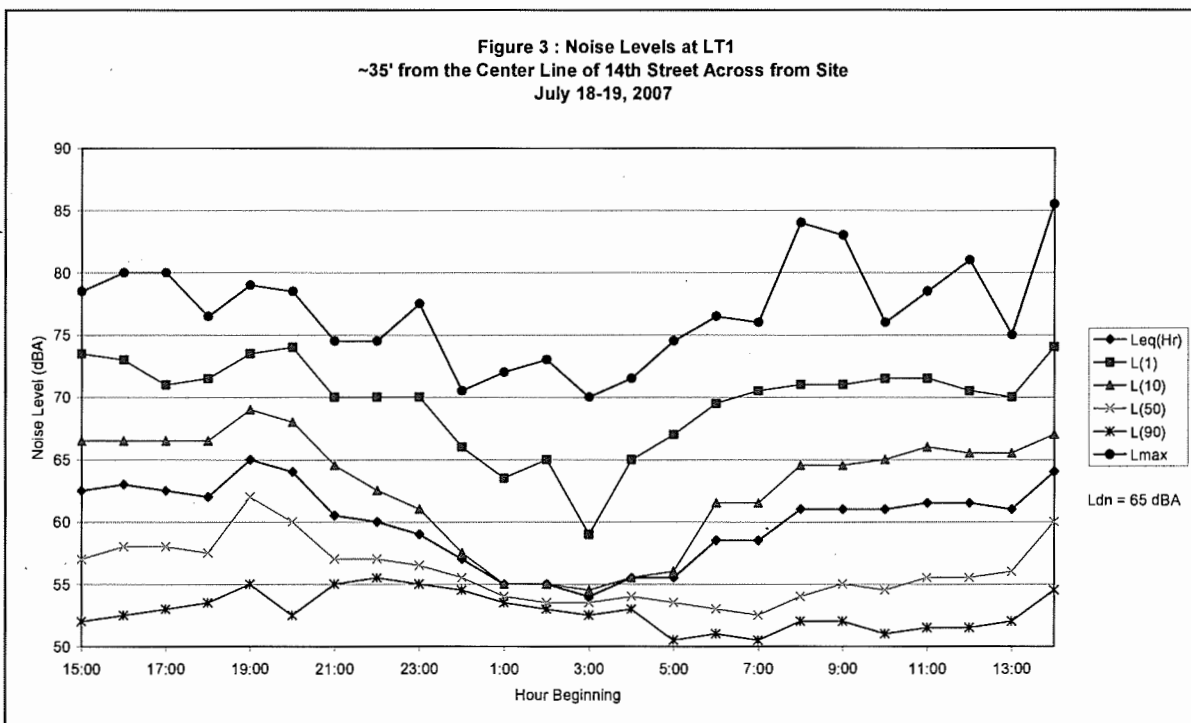
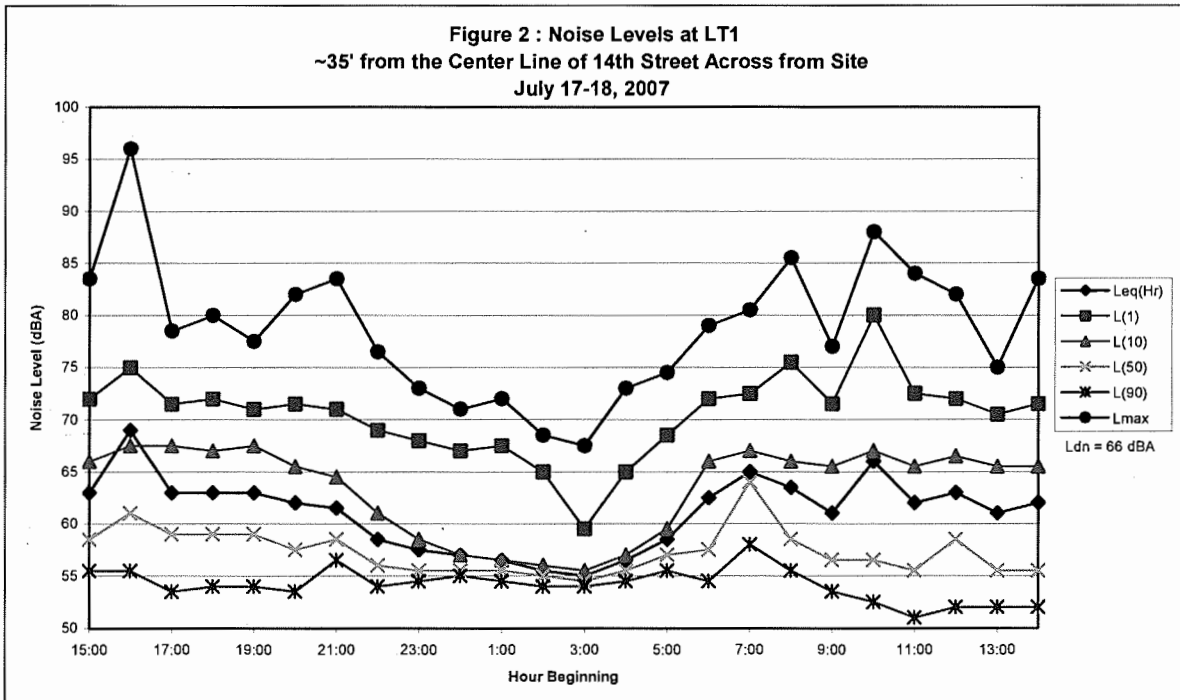
With the implementation of these measures, noise from the new loading docks would have a less-than-significant impact on the residential neighbors. This concludes our evaluation. If you have any questions, please do not hesitate to call.

Sincerely yours,

Richard B. Rodkin, P.E.  
Illingworth & Rodkin, Inc.  
RBR:la  
(07-138)

**Figure 1: Noise Measurement Locations**





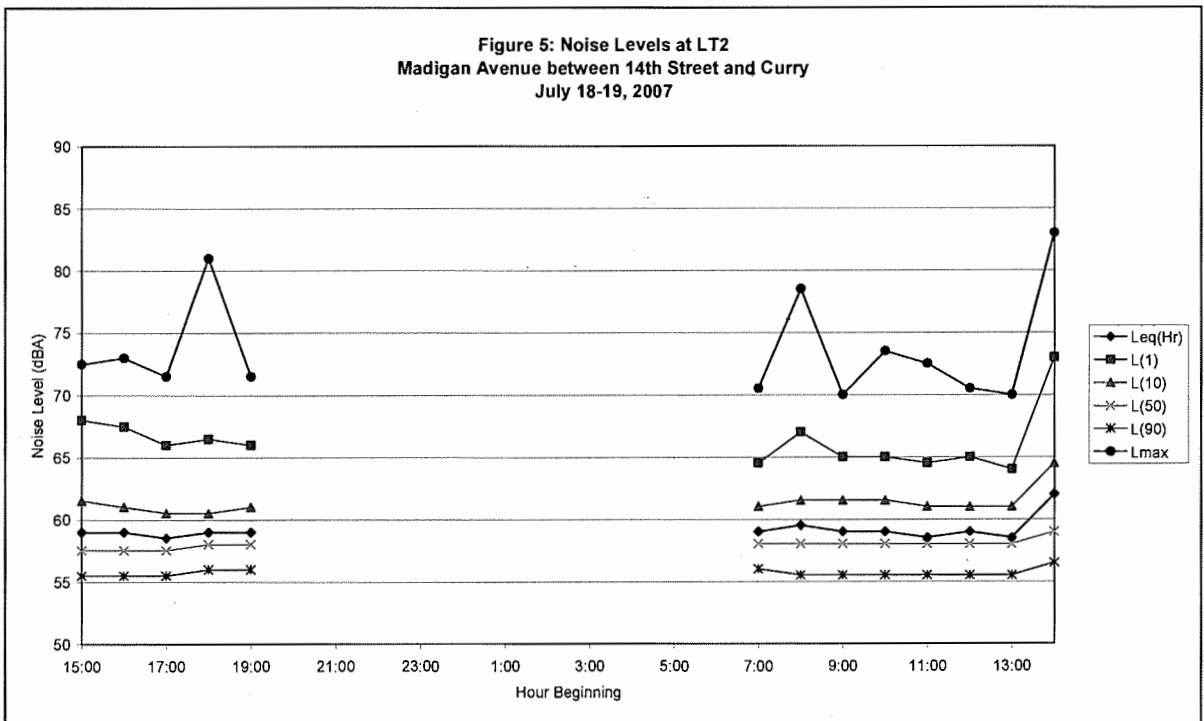
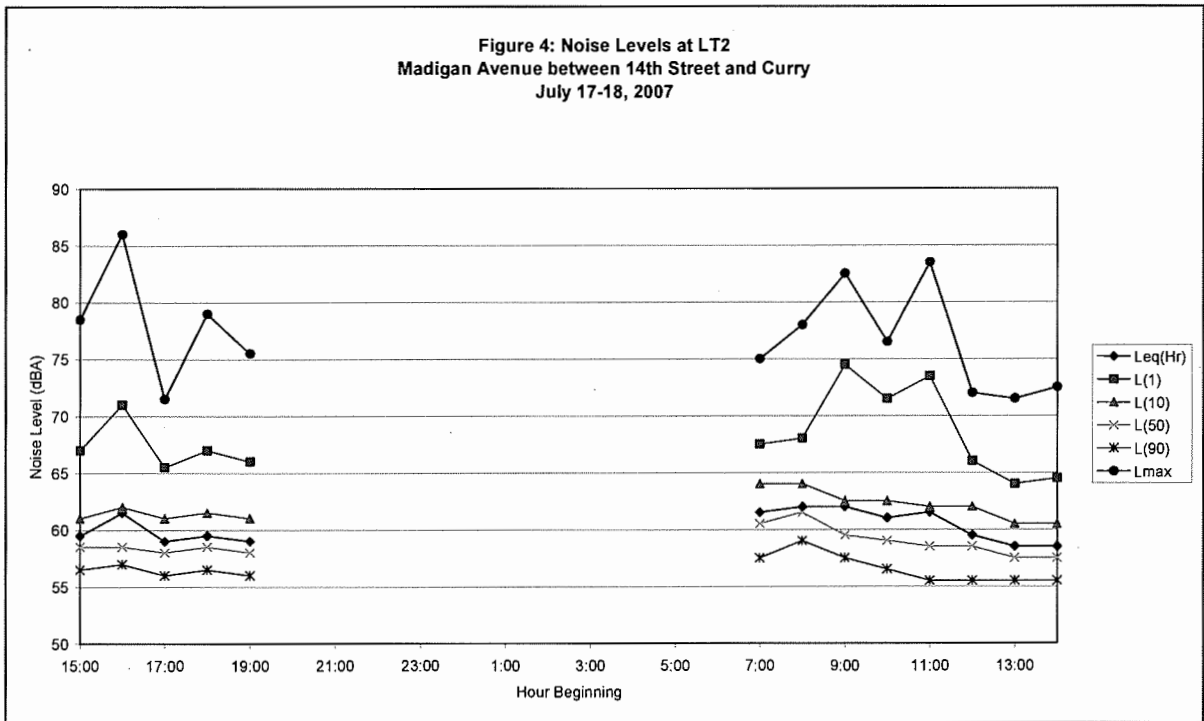
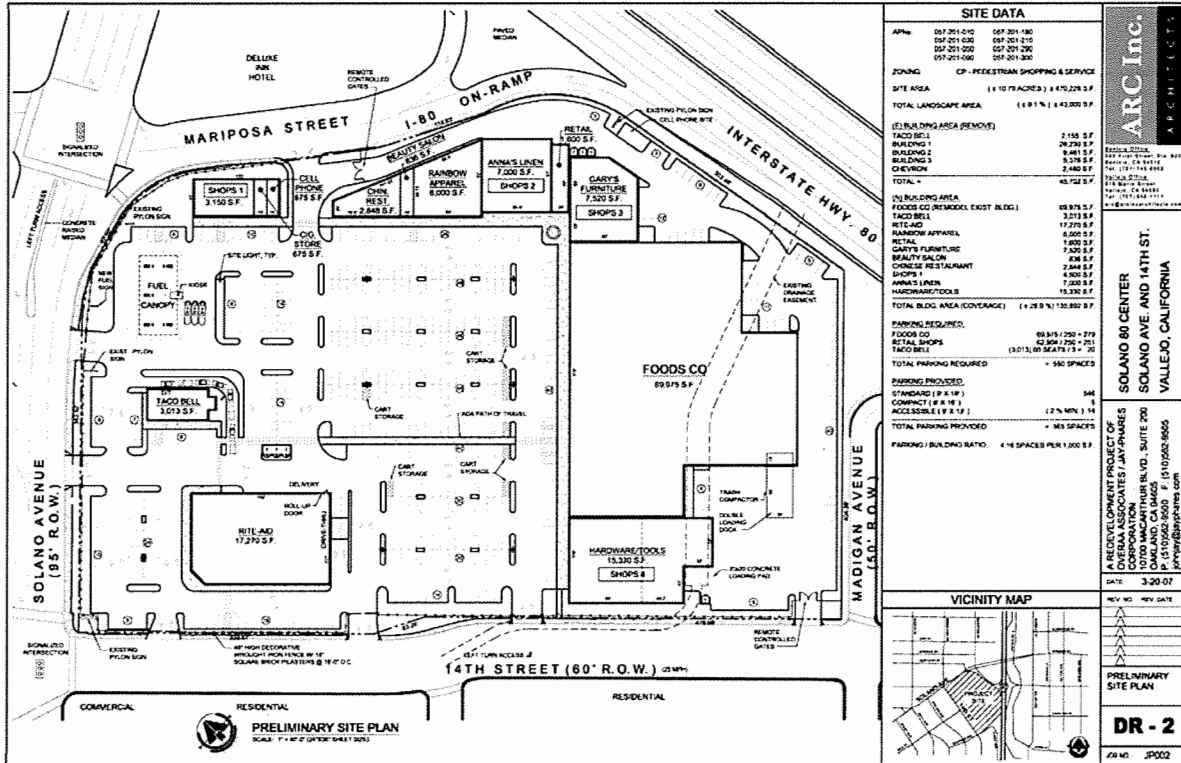




Figure 6: Preliminary Site Plan



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## **RICHARD B. RODKIN, PE**

Mr. Rodkin has been responsible for a wide range of studies in environmental noise, architectural acoustics, and noise control engineering. He worked with staff of the California Energy Commission assessing noise impacts of power cogeneration projects, a solar project, and a transmission line. Mr. Rodkin has been involved with transportation research studies for Caltrans that investigated long-distance diffraction and reflection of noise from sound walls and changes to noise levels from different pavement surfaces. Transportation noise and vibration studies include freeways and light-rail systems in the Bay Area and San Diego, and numerous road widening and improvement projects for cities and counties. Other environmental noise studies include port expansions in the Bay Area and Los Angeles; Clean Fuels projects at Bay Area refineries; aircraft noise; new and expanding mines and quarries; power plants and cogeneration projects; landfills/transfer stations, geothermal and on-shore oil fields; noise ordinance violations; commercial, institutional, housing and other miscellaneous development projects; Specific Plans, and Noise Elements of the General Plans. He has acted as an expert witness in cases involving traffic noise, construction noise, and a murder case where audibility was an issue.

During the past 33 years Mr. Rodkin has worked continuously in all aspects of acoustical design relating to new buildings including architectural acoustics, sound isolation, and the control of noise and vibration from mechanical equipment. Projects include housing, office buildings, hospitals, university buildings, TV studios and teleconferencing facilities, churches, an airport expansion, hotels, small power plants, and cogeneration facilities.

Mr. Rodkin also possesses expertise in measuring and assessing underwater sounds from pile driving and other construction activity. He advises the Fisheries and Hydroacoustic Work Group on issues regarding this topic. He has designed and participated in numerous underwater measurement programs including the monitoring efforts to assess underwater impacts to fish and marine mammals for the San Francisco-Oakland Bay Bridge replacement project. He received the 2005 Environmental Excellence Award from FHWA for his participation in assessing and mitigating underwater noise impacts from construction of transportation projects.

### **PROFESSIONAL EXPERIENCE**

1987-Present Principal Consultant	Illingworth & Rodkin, Inc. Petaluma, California
1976-1987 Acoustical Consultant	Charles M. Salter Associates, Inc., San Francisco, California
1973-1976 Acoustical Consultant	Buonaccorsi & Associates San Francisco, California

### **EDUCATION**

1978	University of California at Berkeley M.S. Mechanical Engineering, Major: Acoustics
1973	University of California at Davis B.S. Mechanical Engineering, Major: Power/Propulsion

### **PROFESSIONAL REGISTRATION AND SOCIETIES**

California: Mechanical Engineer  
No. 23900 (1985)  
Institute of Noise Control Engineers  
Acoustical Society of America  
ASHRAE

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## **PROFESSIONAL SERVICES**

Illingworth & Rodkin, Inc. was founded in 1987 and provides a complete range of consulting services in acoustics, vibration and air quality to governmental agencies, private sector clients and other environmental and design professionals. We have completed in excess of 3,500 projects in architectural acoustics, community noise and vibration, industrial noise and vibration control, and air quality studies. Our goal is to provide our clients with the benefit of our expertise and experience with an emphasis on objective and thorough analyses of issues, timeliness, teamwork, and practical solutions. Our services include:

### **Environmental Studies**

- Noise and air quality assessments for environmental studies (EIR, IS, EIS, EA)
- Noise and air quality technical studies for transportation projects
- Noise studies for new residential developments
- Community noise control plans and ordinances
- Noise Ordinance compliance
- Air quality conformity determinations

### **Architectural Acoustics**

- Designs for interiors
- Control of noise transmission between spaces
- Isolation from exterior noise
- Code compliance

### **Noise Control Engineering**

- Designs and specifications for mechanical and electrical equipment
- Solutions for existing noise and vibration problems in buildings and industry

### **Computer Modeling**

- Traffic noise using TNM, SOUND32 and LEQV2
- Stationary noise sources using ENM
- Air Pollutant emissions estimation using EMFAC7, Mobile, AP-42
- Microscale air quality traffic modeling using CALINE4, CAL3QHC
- Stationary air pollution source modeling using EPA-approved models (e.g., SCREEN, CTSCREEN, ISCST, COMPLEXI)

### **Field Monitoring**

- Environmental noise and vibration
- Sound isolation, impact insulation and reverberation time in buildings
- Mechanical and electrical equipment noise and vibration
- Noise from industrial plants
- Meteorological conditions
- Aerometrics and Air toxics

### **Expert Testimony**

- Lawsuits
- Presentations to government bodies

**marcus Adams - Noise from refrigeration trailers**

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**From:** "Richard Rodkin" <rrodkin@illingworthrodkin.com>  
**To:** <marcusadams@ci.vallejo.ca.us>  
**Date:** 8/23/2007 4:38 PM  
**Subject:** Noise from refrigeration trailers

---

Dear Marcus,

Refrigeration trailers fitted with diesel powered refrigeration units do require special consideration. The refrigeration units have been measured by our firm and generate a source noise level of about 86 dBA at a distance of 10 feet. The noise level outside the nearest residences to the proposed loading dock is calculated to be about 70 dBA, a level substantially above nighttime ambient noise levels in the neighborhood. I concur with you that trailers with refrigeration units operating should not be parked in the loading dock at night. If a refrigeration truck/trailer were on the site at night, it should be parked behind the building on the side adjoining the freeway. The building and distance would buffer the noise sufficiently to reduce the noise to a less than significant level.

c: John Jay, via fax.

Richard B. Rodkin, P.E.  
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Petaluma, Ca 94952  
Ph. (707) 766-7700 Fax 766-7790

**AIR QUALITY IMPACT ANALYSIS FOR THE  
PROPOSED I-80/SOLANO AVENUE REDEVELOPMENT PROJECT  
CITY OF VALLEJO**

Prepared for:

Jay-Phares Corporation  
10700 MacArthur Blvd., Suite 200  
Oakland, CA. 94605

January 2008

## **EXISTING CONDITIONS**

### **Air Pollution Climatology**

The amount of a given pollutant in the atmosphere is determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and, for photochemical pollutants, sunshine.

Vallejo is just north of Carquinez Strait, the only sea-level gap between San Francisco Bay and the Central Valley. Prevailing winds are from the west. During the summer and fall months, high pressure offshore coupled with low pressure in the Central Valley causes marine air to flow eastward through the Carquinez Strait. The wind is strongest in the afternoon, with afternoon wind speeds of 15 to 20 mph common.

Sometimes atmospheric conditions cause air to flow from the east. East winds usually contain more pollutants than the cleaner marine air from the west. In the summer and fall months, this can cause elevated pollutant levels to move into the central Bay Area through the Strait. These high pressure periods are usually accompanied by low wind speeds, shallow mixing depths, higher temperatures and little or no rainfall.

### **Ambient Air Quality Standards**

#### Criteria Pollutants

Both the U. S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. Table 1 identifies the major criteria pollutants, characteristics, health effects and typical sources. The federal and California state ambient air quality standards are summarized in Table 2.

The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects.

As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>)

Suspended particulate matter (PM) is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of

Table 1: Major Criteria Pollutants

Pollutant	Characteristics	Health Effects	Major Sources
Ozone	A highly reactive photochemical pollutant created by the action of sunshine on ozone precursors (primarily reactive hydrocarbons and oxides of nitrogen. Often called photochemical smog.	!Eye Irritation !Respiratory function impairment.	The major sources ozone precursors are combustion sources such as factories and automobiles, and evaporation of solvents and fuels.
Carbon Monoxide	Carbon monoxide is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels.	!Impairment of oxygen transport in the bloodstream. !Aggravation of cardiovascular disease. !Fatigue, headache, confusion, dizziness. !Can be fatal in the case of very high concentrations.	Automobile exhaust, combustion of fuels, combustion of wood in woodstoves and fireplaces.
Nitrogen Dioxide	Reddish-brown gas that discolors the air, formed during combustion.	!Increased risk of acute and chronic respiratory disease.	Automobile and diesel truck exhaust, industrial processes, fossil-fueled power plants.
Sulfur Dioxide	Sulfur dioxide is a colorless gas with a pungent, irritating odor.	!Aggravation of chronic obstruction lung disease. !Increased risk of acute and chronic respiratory disease.	Diesel vehicle exhaust, oil-powered power plants, industrial processes.
Particulate Matter	Solid and liquid particles of dust, soot, aerosols and other matter which are small enough to remain suspended in the air for a long period of time.	!Aggravation of chronic disease and heart/lung disease symptoms.	Combustion, automobiles, field burning, factories and unpaved roads. Also a result of photochemical processes.

Table 2: Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour	--	0.09 PPM
	8-Hour	0.08 PPM	0.07 PPM
Carbon Monoxide	8-Hour	9.0 PPM	9.0 PPM
	1-Hour	35.0 PPM	20.0 PPM
Nitrogen Dioxide	Annual Average	0.05 PPM	0.03 PPM
	1-Hour	--	0.18 PPM
Sulfur Dioxide	Annual Average	0.03 PPM	--
	24-Hour	0.14 PPM	0.04 PPM
	1-Hour	--	0.25 PPM
PM <sub>10</sub>	Annual Average	--	20 µg/m <sup>3</sup>
	24-Hour	150 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>
PM <sub>2.5</sub>	Annual	15 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>
	24-Hour	35 µg/m <sup>3</sup>	--
Lead	Calendar Quarter	1.5 µg/m <sup>3</sup>	--
	30 Day Average	--	1.5 µg/m <sup>3</sup>
Sulfates	24 Hour	25 µg/m <sup>3</sup>	--
Hydrogen Sulfide	1-Hour	0.03 PPM	--
Vinyl Chloride	24-Hour	0.01 PPM	--

PPM = Parts per Million

µg/m<sup>3</sup> = Micrograms per Cubic Meter

Source: California Air Resources Board, Ambient Air Quality Standards (2/22/07)  
<http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>



many different materials such as metals, soot, soil, and dust. "Inhalable" PM consists of particles less than 10 microns in diameter, and is defined as "suspended particulate matter" or PM<sub>10</sub>. Fine particles are less than 2.5 microns in diameter (PM<sub>2.5</sub>). PM<sub>2.5</sub>, by definition, is included in PM<sub>10</sub>.

### Toxic Air Contaminants

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important, in terms of health risk, are diesel particulate, benzene, formaldehyde, 1,3-butadiene and acetaldehyde.

Public exposure to TACs can result from emissions from normal operations, as well as accidental releases. Health effects of TACs include cancer, birth defects, neurological damage and death.

### **Ambient Air Quality**

The state and national ambient air quality standards cover a wide variety of pollutants. Only a few of these pollutants are problems in the Bay Area either due to the strength of the emission or the climate of the region. The BAAQMD maintains a network of monitoring sites in the Bay Area including a multi-pollutant monitoring site in Vallejo. Table 3 summarizes violations of air quality standards at this monitoring site for the period 2004-2006. Table 3 shows that the federal ambient air quality standards are met in the project area with the exception of the standard for PM<sub>2.5</sub>. State ambient standards are met with the exception of ozone and PM<sub>10</sub>.

### **Attainment Status and Regional Air Quality Plans**

The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "nonattainment areas". Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation.

The U. S. Environmental Protection Agency has classified the San Francisco Bay Area as a non-attainment area for the federal 8-hour ozone standard. The Bay Area was designated as unclassifiable/attainment for the federal PM<sub>10</sub> and PM<sub>2.5</sub> standards.

Under the California Clean Air Act the Solano County is a non-attainment area for ozone and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). The county is either attainment or unclassified for other pollutants.

Table 3: Summary of Air Quality Data for Downtown Vallejo

Pollutant	Standard	Days Exceeding Standard in:		
		2004	2005	2006
Ozone	Federal 1-Hour	0	0	0
Ozone	State 1-Hour	1	0	0
Ozone	Federal 8-Hour	0	0	0
Carbon Monoxide	State/Federal 8-Hour	0	0	0
Nitrogen Dioxide	State 1-Hour	0	0	0
PM <sub>10</sub>	Federal 24-Hour	0	0	0
PM <sub>10</sub>	State 24-Hour	1	1	0
PM <sub>2.5</sub>	Federal 24-Hour	0	0	0

Source: Air Resources Board, Aerometric Data Analysis and Management (ADAM), 2007. (<http://www.arb.ca.gov/adam/cgi-bin/adamtop/d2wstart>)

Air districts periodically prepare and update plans to achieve the goal of healthy air. Typically, a plan will analyze emissions inventories (estimates of current and future emissions from industry, motor vehicles, and other sources) and combine that information with air monitoring data (used to assess progress in improving air quality) and computer modeling simulations to test future strategies to reduce emissions in order to achieve air quality standards. Air quality plans usually include measures to reduce air pollutant emissions from industrial facilities, commercial processes, motor vehicles, and other sources. Bay Area plans are prepared with the cooperation of the Metropolitan Transportation Commission, and the Association of Bay Area Governments. Ozone Attainment Demonstrations are prepared for the national ozone standard and Clean Air Plans are prepared for the California ozone standard.

### **Sensitive Receptors**

The Bay Area Air Quality Management District defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, schools playgrounds, child care centers, retirement homes, convalescent homes, hospitals and medical clinics. Existing residences are located to the south the other side of Madigan Avenue and to the west on the far side of 14<sup>th</sup> Street. Other residences are also located to the north behind intervening commercial uses on the north side of Solano Avenue.

### **Global Warming Gases**

The greenhouse effect is a natural process by which some of the radiant heat from the sun is captured in the lower atmosphere of the earth. The gases that help capture the heat are called greenhouse gases (GHG). While greenhouse gases are not normally considered air pollutants, all of these gases have been identified as forcing the earth's atmosphere and oceans to warm above naturally occurring temperatures. Some greenhouse gases occur naturally in the atmosphere, while others result from human activities. Naturally occurring greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxide and ozone. Certain human activities add to the levels of most of these natural occurring gases.

According to the 2006 California Climate Action Team Report<sup>1</sup> (CCAT), the following climate change effects are predicted in California over the course of the next century:

- A diminishing Sierra snowpack declining by 70% to 90%, threatening the state's water supply.
- Increasing temperatures from 8 to 10.4 degrees F under the higher emission scenarios, leading to a 25 to 35% increase in the number of days ozone pollution levels are exceeded in most urban areas.
- Coastal erosion along the length of California and sea water intrusion into the Delta from a 4- to 33-inch rise in sea level. This would exacerbate flooding in already vulnerable regions.

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<sup>1</sup> California Environmental Protection Agency Climate Action Team, Climate Action Team Report to Governor Scharzenegger and the Legislation, March 2006.

- Increased vulnerability of forests due to pest infestation and increased temperatures.
- Increased challenges for the state's important agriculture industry from limited water shortage, increasing temperatures, and saltwater intrusion into the Delta.
- Increased electricity demand, particularly in the hot summer months.

In September 2006, the California legislature passed the California Global Warming Solutions Act (CGWSA), which was added to Health and Safety Code Section 38500 (also commonly referred to as AB32). The CGWSA states that global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. Many scientists believe that anthropogenic emissions of greenhouse gases (GHG) (defined as carbon dioxide [CO<sub>2</sub>], methane [CH<sub>4</sub>], nitrous oxide [N<sub>2</sub>O], hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are having a significant impact on the global environment by accelerating or even causing global warming.

The CGWSA requires that the state reduce emissions of GHG to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased-in starting in 2012. To effectively implement the cap, CGWSA directs CARB to develop appropriate regulations and establish a mandatory reporting system to track and monitor GHG emission levels.

The CGWSA mandates that by January 1, 2008, CARB must determine what the statewide GHG emissions level was in 1990 and approve a statewide GHG emissions limit that is equivalent to the level to be achieved by 2020. On or before January 1, 2011, CARB must adopt GHG emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in GHG emissions in furtherance of achieving the statewide GHG emissions limit, to become operative beginning on January 1, 2012.

The BAAQMD has prepared a GHG emissions inventory using 2002 as the base year. The BAAQMD estimated that 85.4 million tons of CO<sub>2</sub>-equivalent<sup>2</sup> GHG gases were emitted from anthropogenic sources in the Bay Area in 2002. Fossil fuel consumption in the transportation sector (on-road motor vehicles) accounted for approximately 43 percent. Stationary sources, including industrial and commercial sources, power plants, oil refineries, and landfills were responsible for approximately 49 percent. Construction and mining equipment was estimated to account for approximately two percent (or about 1.7 million tons) of the total anthropogenic GHG emissions.<sup>3</sup>

### **Significance Criteria**

California Environmental Quality Act (CEQA) guidelines provide that a project would have a significant air quality impact if it would:

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<sup>2</sup> Greenhouse gases are converted into CO<sub>2</sub>-equivalent values based on their potential to absorb heat in the atmosphere. For instance, CH<sub>4</sub> traps 21 times more heat per molecule than CO<sub>2</sub> and, therefore, one pound of CH<sub>4</sub> has a CO<sub>2</sub>-equivalent value of 21 pounds.

<sup>3</sup> Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions. 2006.

- Conflict with or obstruct implementation of the applicable air quality plan,
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation,
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold for ozone precursors),
- Expose sensitive receptors to substantial pollutant concentrations, or
- Create objectionable odors affecting a substantial number of people.

The document BAAQMD CEQA Guidelines<sup>4</sup> provide the following refinements to the definition of a significant air quality impact:

- A project contributing to carbon monoxide (CO) concentrations exceeding the State Ambient Air Quality Standard of 9 parts per million (ppm) averaged over 8 hours or 20 ppm for 1 hour would be considered to have a significant impact.
- A project that generates criteria air pollutant emissions in excess of the BAAQMD annual or daily thresholds would be considered to have a significant air quality impact. The current thresholds are 15 tons/year or 80 pounds/day for Reactive Organic Gases (ROG), Nitrogen Oxides (NO<sub>x</sub>) or PM<sub>10</sub>. Any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact.
- Any project with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.
- Any project with the potential to expose sensitive receptors or the general public to substantial levels of toxic air contaminants would be deemed to have a significant impact.

Despite the establishment of both federal and state standards for PM<sub>2.5</sub> (particulate matter, 2.5 microns), the BAAQMD has not developed a threshold of significance for this pollutant. For this analysis, PM<sub>2.5</sub> impacts would be considered significant if project emissions of PM<sub>10</sub> exceed 80 pounds per day.

The BAAQMD significance threshold for construction dust impact is based on the appropriateness of construction dust controls. The BAAQMD guidelines provide feasible

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<sup>4</sup> Bay Area Air Quality Management District, BAAQMD CEQA Guidelines, 1996 (Revised December 1999).

control measures for construction emission of PM<sub>10</sub>. If the appropriate construction controls are to be implemented, then air pollutant emissions for construction activities would be considered less-than-significant.

No air district in California, including the Bay Area Air Quality Management District, has identified a significance threshold for greenhouse gas emissions or a methodology for analyzing air quality impacts related to greenhouse gas emissions. The state has identified 1990 emission levels as a goal through adoption of AB 32. To meet this goal, California would need to generate lower levels of GHG emissions than current levels. However, no standards have yet been adopted quantifying 1990 emission targets.

## IMPACT DISCUSSION

*Would the project:*

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

The San Francisco Bay Area Air Basin is currently non-attainment for ozone (state and federal ambient standards) and PM<sub>10</sub> (state ambient standard). While air quality plans exist for ozone, none exists (or is currently required) for PM<sub>10</sub>. The *Bay Area 2001 Ozone Attainment Plan* is the current federal air quality plan. It was prepared by the BAAQMD, the Metropolitan Transportation Commission, and the Association of Bay Area Governments. This plan was a revision to the Bay Area part of California's plan (State Implementation Plan, or SIP) to achieve the national ozone standard. The plan was approved by the California Air Resources Board (CARB) and on November 30, 2001, CARB submitted the 2001 Plan to the U.S. Environmental Protection Agency. The U.S. Environmental Protection Agency is currently reviewing the plan.

The Bay Area Air Quality Management District (Air District or BAAQMD), in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), has recently prepared the *Bay Area 2005 Ozone Strategy*. The Ozone Strategy is a roadmap showing how the San Francisco Bay Area will achieve compliance with the State one-hour air quality standard for ozone as expeditiously as practicable and how the region will reduce transport of ozone and ozone precursors to neighboring air basins.

A project would be judged to conflict with or obstruct implementation of the regional air quality plan if it would be inconsistent with the growth assumptions, in terms of population, employment or regional growth in Vehicle Miles Traveled. The *BAAQMD CEQA Guidelines* provide that if a project requires a General Plan amendment it would have a significant cumulative impact if the project generates more Vehicle Miles Traveled than that anticipated under the previous land use designation. This would be due to inconsistency with the regional air quality plan, which is based on ABAG projections which are in turn based on city/county general plans.

The project would not require a General Plan amendment. The project would therefore not have a significant air quality impact related to inconsistency with the regional air quality plan.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Development projects in the Bay Area are most likely to violate an air quality standard or contribute substantially to an existing or projected air quality violation through generation of vehicle trips. New vehicle trips add to carbon monoxide concentrations near streets providing access to the site. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

The *BAAQMD CEQA Guidelines* document identifies situations where modeling of carbon monoxide concentrations should be conducted to quantify project impacts.<sup>5</sup> They are:

1. Vehicle emissions of carbon monoxide exceed 550 pounds per day,
2. Project traffic would impact intersections or roadway links operating at Level of Service D, E or F or would cause LOS to decline to D, E or F, or
3. Project traffic would increase traffic volumes on nearby roadways by 10% or more.

The project would affect one signalized intersection currently operating at LOS D in the peak hour (Solano Avenue/14<sup>th</sup> Street). Carbon monoxide concentrations under worst-case meteorological conditions have been predicted for this intersection. Peak hour traffic volumes were applied to a screening form of the CALINE-4 dispersion model to predict maximum 1- and 8-hour concentrations near this intersection both for existing traffic conditions and with the addition of project traffic. Appendix 1 provides a description of the model and a discussion of the methodology and assumptions used in the analysis. The model results were used to predict the maximum 1- and 8-hour concentrations, corresponding to the 1- and 8-hour averaging times specified in the state and federal ambient air quality standards for carbon monoxide.

The worst-case concentrations of carbon monoxide at the study intersection for the 1-hour averaging period were 6.6 and 6.7 Parts Per Million (PPM) for the existing and project traffic scenarios, respectively. The 1-hour values are to be compared to the federal 1-hour standard of 35 PPM and the state standard of 20 PPM.

The worst-case concentrations of carbon monoxide at the study intersection for the 8-hour averaging period were 4.4 and 4.5 Parts Per Million (PPM) for the existing and project traffic scenarios, respectively. The 8-hour values are to be compared to the state and federal standard of 9 PPM.

Existing predicted concentrations near the intersection meet the 1-hour and 8-hour standards. Traffic from the project would further increase concentrations but 0.1 Parts Per Million (PPM), but concentrations with project traffic growth would not exceed the state/federal ambient air quality standards.

Since project traffic growth would not cause any new violations of the 8-hour standards for carbon monoxide, nor contribute substantially to an existing or projected violation, project impacts on local carbon monoxide concentrations are considered to be less-than-significant.

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<sup>5</sup> Bay Area Air Quality Management District, BAAQMD CEQA Guidelines, 1996 (Revised December 1999).



*c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Vehicle trips generated by the project and area sources associated with the project would result in air pollutant emissions affecting the entire San Francisco Bay Air Basin. Regional emissions associated with project vehicle use and area sources have been calculated using the URBEMIS2007 emission model (Version 9.2.2). The URBEMIS2007 program and assumptions used in estimating vehicular emissions are described in Attachment 2.

The incremental daily emission increase associated with project land uses is identified in Table 4 for reactive organic gases and oxides of nitrogen (two precursors of ozone) and PM<sub>10</sub>. The Bay Area Air Quality Management District has established thresholds of significance for ozone precursors and PM<sub>10</sub> of 80 pounds per day. Total project emissions in emissions shown in Table 4 would not exceed these thresholds of significance, so the proposed project would have a less-than-significant effect on regional air quality.

Carbon dioxide emissions associated with the proposed project were estimated using the URBEMIS2007 program. The estimated annual emission of carbon dioxide (the primary greenhouse gas associated with development projects) is 6,858 tons per year.

There are currently no federal, state, county or air district thresholds of significance by which the above emissions can be determined to be significant or not. Greenhouse gas impacts of a single project are therefore considered too speculative to allow a determination of significance.

*d) Expose sensitive receptors to substantial pollutant concentrations?*

#### Construction Particulate

Development proposals normally have the potential to expose sensitive receptors to substantial pollutant concentrations during construction. The proposed project would require demolition of existing structures. The physical demolition of existing structures and other infrastructure is a construction activity with a high potential for creating air pollutants. In addition to the dust created during demolition, substantial dust emissions could be created as debris is loaded into trucks for disposal.

After removal of existing structures, construction dust would continue to affect local air quality during construction of the project. The project area is currently developed, so construction would not involve site clearing grading and earthmoving, which are the construction activities that generate the greatest amount of emissions. Nevertheless, construction dust could affect local air quality during construction of the project.

According the *BAAQMD CEQA Guidelines*, emissions of ozone precursors (ROG and NO<sub>x</sub>) and carbon monoxide related to construction equipment are already included in the

Table 4: Project Regional Emissions in Pounds Per Day

	<b>Reactive Organic Gases</b>	<b>Nitrogen Oxides</b>	<b>PM<sub>10</sub></b>
Proposed Project	78.1	76.9	64.1
BAAQMD Significance Threshold	80.0	80.0	80.0

emission inventory that is the basis for regional air quality plans, and thus are not expected to impede attainment or maintenance of ozone and carbon monoxide standards in the Bay Area. Thus, the potentially significant effect of construction activities would be increased dustfall and locally elevated levels of PM<sub>10</sub> downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties.

The BAAQMD significance threshold for construction dust impact is based on the appropriateness of construction dust controls. The BAAQMD guidelines provide feasible control measures for construction emission of PM<sub>10</sub>. If the appropriate construction controls are to be implemented, then air pollutant emissions for construction activities would be considered less-than-significant.

**Mitigation Measure 1:** Require implementation of the following dust control measures by contractors during demolition of existing structures:

- Watering should be used to control dust generation during demolition of structures and break-up of pavement. ✓
- Cover all trucks hauling demolition debris from the site. ✓
- Use dust-proof chutes to load debris into trucks whenever feasible. Watering should be used to control dust generation during transport and handling of recycled materials. ✓
- Any crushing or screening equipment used on site for the recycling of materials will be permitted by the Bay Area Air Quality Management District or the state's portable equipment statewide registration program, and utilize Best Available Control Technology for that type of equipment. ✓

Consistent with guidance from the BAAQMD, the following measures shall be required of construction contracts and specifications for the project:

- Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives; ✓
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard; ✓
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites; ✓
- Sweep daily (preferably with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality; ✓

- Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets; ✓
- Apply non-toxic soil stabilizers to inactive construction areas; ✓
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); ✓
- Limit traffic speeds on unpaved roads to 15 mph; ✓
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways; ✓
- Replant vegetation in disturbed areas as quickly as possible. ✓

The following are additional mitigation measures recommended by the BAAQMD to reduce engine exhaust emissions:

- Use alternative fueled construction equipment ✓
- Minimize idling time (5 minutes maximum); ✓
- Maintain properly tuned equipment; ✓
- Limit the hours of operation of heavy equipment and/or the amount of equipment in use. ✓

The above measures include all feasible measures for construction emissions identified by the Bay Area Air Quality Management District for large sites. According to the District threshold of significance for construction impacts, implementation of the measures would reduce construction impacts of the project to a less-than-significant level.

### Construction TAC Emissions

During construction various diesel-powered vehicles and equipment would be in use on the site, and diesel trucks would be used to carry demolition debris from the site. In 1998 the California Air Resources Board identified particulate matter from diesel-fueled engines as a toxic air contaminant (TAC). CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines.<sup>6</sup> High volume freeways, stationary diesel engines and facilities attracting heavy and constant diesel vehicle traffic (distribution centers, truckstop) were identified as having the highest associated risk.

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<sup>6</sup> California Air Resources Board, Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, October 2000.

Health risks from Toxic Air Contaminants are a function of both concentration and duration of exposure. Unlike the above types of sources, construction diesel emissions are temporary, affecting an area for a period of weeks at any one location. Additionally, construction related sources are mobile and transient in nature, and the bulk of the emission occurs within the project site at a distance from most nearby receptors. Because of its short duration health risks from construction emissions of diesel particulate would be a less-than-significant impact.

*e) Create objectionable odors affecting a substantial number or people?*

Uses within project could include a fast-food restaurant, which is a potential source of odors. Reaction to cooking odors varies widely with individuals. Some people find them objectionable, while others find them pleasant. Restaurant cooking odors have, in some instances, been the subject of complaints.

A potential for odor nuisance would exist during light wind conditions when the wind is from the south or east, as these wind directions would carry odors towards existing residences. This is considered a potentially significant impact which is normally mitigatable.

**Mitigation Measure 2:** Require restaurant uses within the project site to install exhaust vents in accordance with accepted engineering practice and install and maintain exhaust filtration systems or other accepted methods of odor reduction. The combination of dilution and odor removal through filtration would reduce odor strength to undetectable levels.

## ATTACHMENT 1: CALINE-4 MODELING

The CALINE-4 model is a fourth-generation line source air quality model that is based on the Gaussian diffusion equation and employs a mixing zone concept to characterize pollutant dispersion over the roadway. Given source strength, meteorology, site geometry and site characteristics, the model predicts pollutant concentrations for receptors located within 150 meters of the roadway. The CALINE-4 model allows roadways to be broken into multiple links that can vary in traffic volume, emission rates, height, width, etc.

A screening-level form of the CALINE-4 program was used to predict concentrations.<sup>7</sup> Normalized concentrations for each roadway size (2 lanes, 4 lanes, etc.) are adjusted for the two-way traffic volume and emission factor. Calculations were made for a receptor at a corner of the intersection, located at the curb. Emission factors were derived from the California Air Resources Board EMFAC2007 computer program based on a 2008 Bay Area vehicle mix.

The screening form of the CALINE-4 model calculates the local contribution of nearby roads to the total concentration. The other contribution is the background level attributed to more distant traffic. The 1-hour background level in 2008 was taken as 5.3 PPM and the 8-hour background concentration was taken as 3.5 PPM. These backgrounds were estimated using isopleth maps and correction factors developed by the Bay Area Air Quality Management District.

Eight-hour concentrations were obtained from the 1-hour output of the CALINE-4 model using a persistence factor of 0.7.

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<sup>7</sup> Bay Area Air Quality Management District, BAAQMD CEQA Guidelines, 1999.

## **ATTACHMENT 2: URBEMIS2007 PROGRAM**

Estimates of regional emissions generated by project traffic (and existing land uses on the project site) were made using a program called URBEMIS2007. URBEMIS2007 is a program that estimates the emissions that result from various land use development projects. Land use projects can include residential uses such as single-family dwelling units, apartments and condominiums, and nonresidential uses such as shopping centers, office buildings, and industrial parks. URBEMIS2007 contains default values for much of the information needed to calculate emissions. However, project-specific, user-supplied information can also be used when it is available.

Inputs to the URBEMIS2007 program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Trip generation rates for project land uses were provided by the project transportation consultant. Average trip lengths and vehicle mixes for Santa Clara County were used. Average speed for all types of trips was assumed to be 35 MPH.

The URBEMIS2007 run assumed summertime conditions with an ambient temperature of 85 degrees F.

The analysis was carried out assuming a 2008 vehicle mix. The URBEMIS2007 output is attached.

Combined Winter Emissions Reports (Pounds/Day)

File Name:

Project Name: I-80 Solano Avenue Redevelopment

Project Location: Solano County in Bay Area AD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	0.89	1.27	1.07	0.00	0.00	0.00	1,525.75

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	102.52	108.80	888.08	0.33	64.08	12.97	32,954.39

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	103.41	110.07	889.15	0.33	64.08	12.97	34,480.14



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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.09	1.27	1.07	0.00	0.00	0.00	1,525.75
Hearth							
Landscaping - No Winter Emissions							
Consumer Products							
Architectural Coatings	0.80						
TOTALS (lbs/day, unmitigated)	0.89	1.27	1.07	0.00	0.00	0.00	1,525.75

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Fast food rest. w/ drive thru	11.05	11.66	95.54	0.04	6.85	1.39	3,530.57
Regnl shop. center	9.94	11.14	89.08	0.03	6.73	1.36	3,441.19
Hardware/paint store	6.37	7.77	60.33	0.02	4.87	0.98	2,468.44
Supermarket	54.64	61.24	489.88	0.19	37.03	7.48	18,923.41
Gasoline/service station	10.23	7.72	72.57	0.02	3.63	0.75	1,975.67
Pharmacy/drugstore with drive through	10.29	9.27	80.68	0.03	4.97	1.01	2,615.11
TOTALS (lbs/day, unmitigated)	102.52	108.80	888.08	0.33	64.08	12.97	32,954.39

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 40 Season: Winter

Erufac: Version : Erufac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Fast food rest. w/ drive thru		496.12	1000 sq ft	3.01	1,493.32	3,920.03
Regnl shop. center		42.94	1000 sq ft	30.30	1,301.08	3,856.22
Hardware/paint store		51.29	1000 sq ft	15.33	786.28	2,790.79
Supermarket		102.24	1000 sq ft	69.98	7,154.76	21,205.65
Gasoline/service station		162.78	pumps	10.00	1,627.80	2,066.29
Pharmacy/drugstore with drive through		88.16	1000 sq ft	17.27	1,522.52	2,841.02
					13,885.76	36,680.00

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	48.5	2.3	97.3	0.4
Light Truck < 3750 lbs	13.0	3.8	90.0	6.2
Light Truck 3751-5750 lbs	20.0	1.5	98.0	0.5
Med Truck 5751-8500 lbs	8.5	1.2	98.8	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	68.8	31.2
Lite-Heavy Truck 10,001-14,000 lbs	0.7	0.0	57.1	42.9
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Heavy-Heavy Truck 33,001-60,000 lbs	1.0	0.0	0.0	100.0
Other Bus	0.2	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	4.4	77.3	22.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.1	9.1	81.8	9.1

Travel Conditions

	Residential				Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer	
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4	
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6	
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0	
% of Trips - Residential	32.9	18.0	49.1				
% of Trips - Commercial (by land use)							
Fast food rest. w/ drive thru				5.0	2.5		92.5
Regnl shop. center				2.0	1.0		97.0
Hardware/paint store				2.0	1.0		97.0
Supermarket				2.0	1.0		97.0
Gasoline/service station				2.0	1.0		97.0
Pharmacy/drugstore with drive through				2.0	1.0		97.0

Combined Summer Emissions Reports (Pounds/Day)

File Name:

Project Name: I-80 Solano Avenue Redevelopment

Project Location: Solano County in Bay Area AD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	1.67	1.38	10.69	0.00	0.03	0.03	1,542.24

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	76.39	75.55	692.57	0.37	64.08	12.97	37,592.70

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	78.06	76.93	703.26	0.37	64.11	13.00	39,134.94

1/3/2008 10:13:41 AM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.09	1.27	1.07	0.00	0.00	0.00	1,525.75
Hearth							
Landscape	0.78	0.11	9.62	0.00	0.03	0.03	16.49
Consumer Products							
Architectural Coatings	0.80						
TOTALS (lbs/day, unmitigated)	1.67	1.38	10.69	0.00	0.03	0.03	1,542.24

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Fast food rest. w/ drive thru	8.11	8.10	74.69	0.04	6.85	1.39	4,026.27
Regnl shop. center	7.62	7.72	70.63	0.04	6.73	1.36	3,928.83
Hardware/paint store	4.88	5.37	49.05	0.03	4.87	0.98	2,821.35
Supermarket	40.81	42.44	388.41	0.21	37.03	7.48	21,604.93
Gasoline/service station	7.38	5.44	50.24	0.02	3.63	0.75	2,236.96
Pharmacy/drugstore with drive through	7.59	6.48	59.55	0.03	4.97	1.01	2,974.36
TOTALS (lbs/day, unmitigated)	76.39	75.55	692.57	0.37	64.08	12.97	37,592.70

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 85 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Fast food rest. w/ drive thru		496.12	1000 sq ft	3.01	1,493.32	3,920.03
Regnl shop. center		42.94	1000 sq ft	30.30	1,301.08	3,856.22
Hardware/paint store		51.29	1000 sq ft	15.33	786.28	2,790.79
Supermarket		102.24	1000 sq ft	69.98	7,154.76	21,205.65
Gasoline/service station		162.78	pumps	10.00	1,627.80	2,066.29
Pharmacy/drugstore with drive through		88.16	1000 sq ft	17.27	1,522.52	2,841.02
					13,885.76	36,680.00

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	48.5	2.3	97.3	0.4
Light Truck < 3750 lbs	13.0	3.8	90.0	6.2
Light Truck 3751-5750 lbs	20.0	1.5	98.0	0.5
Med Truck 5751-8500 lbs	8.5	1.2	98.8	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	68.8	31.2
Lite-Heavy Truck 10,001-14,000 lbs	0.7	0.0	57.1	42.9
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Heavy-Heavy Truck 33,001-60,000 lbs	1.0	0.0	0.0	100.0
Other Bus	0.2	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	4.4	77.3	22.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.1	9.1	81.8	9.1

Travel Conditions

	Residential				Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer	
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% of Trips - Commercial (by land use)							
Fast food rest. w/ drive thru				5.0	2.5		92.5
Regnl shop. center				2.0	1.0		97.0
Hardware/paint store				2.0	1.0		97.0
Supermarket				2.0	1.0		97.0
Gasoline/service station				2.0	1.0		97.0
Pharmacy/drugstore with drive through				2.0	1.0		97.0

Combined Annual Emissions Reports (Tons/Year)

File Name:

Project Name: I-80 Solano Avenue Redevelopment

Project Location: Solano County in Bay Area AD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>CO2</u>
TOTALS (tons/year, unmitigated)	279.93

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>CO2</u>
TOTALS (tons/year, unmitigated)	6,578.51

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>CO2</u>
TOTALS (tons/year, unmitigated)	6,858.44



July 27, 2007

**SUPPLEMENTAL INVESTIGATION & REMEDIAL  
ACTION PLAN REPORT**

2051 Solano Avenue  
Vallejo, California 94950

AEI Project No. 115701

Prepared For

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## TABLE OF CONTENTS

<b>1.0 INTRODUCTION.....</b>	<b>1</b>
<b>2.0 SITE DESCRIPTION AND HISTORY .....</b>	<b>1</b>
<b>3.0 INVESTIGATIVE EFFORTS .....</b>	<b>3</b>
3.1 Drilling and Soil Sample Collection .....	3
3.2 Groundwater Sample Collection .....	3
3.3 Soil Gas Sample Collection.....	4
3.4 Boring Destruction .....	4
3.5 Laboratory Analysis .....	4
<b>4.0 GEOLOGY AND HYDROLOGY.....</b>	<b>5</b>
<b>5.0 ANALYTICAL RESULTS.....</b>	<b>5</b>
5.1 Soil Samples .....	5
5.2 Groundwater Samples .....	5
5.3 Soil Gas Samples.....	5
<b>6.0 SUMMARY AND CONCLUSIONS .....</b>	<b>6</b>
<b>7.0 PROPOSED REMEDIAL ACTIVITIES .....</b>	<b>7</b>
7.1 Excavation Activities.....	7
7.2 Soils Handling .....	7
7.3 Site Safety.....	8
7.4 Reporting .....	8
7.5 Schedule.....	8
<b>8.0 CLOSING.....</b>	<b>9</b>

## FIGURES

<i>FIGURE 1</i>	<i>SITE LOCATION MAP</i>
<i>FIGURE 2</i>	<i>BUILDING MAP</i>
<i>FIGURE 3</i>	<i>SITE PLAN</i>
<i>FIGURE 4</i>	<i>SOIL ANALYTICAL DATA</i>
<i>FIGURE 5</i>	<i>SOIL GAS ANALYTICAL DATA</i>
<i>FIGURE 6</i>	<i>GROUNDWATER ANALYTICAL DATA</i>
<i>FIGURE 7</i>	<i>PROPOSED EXCAVATION AREA</i>

## TABLES

<i>TABLE 1</i>	<i>SOIL SAMPLES ANALYTICAL RESULTS</i>
<i>TABLE 2</i>	<i>GROUNDWATER SAMPLES ANALYTICAL RESULTS</i>
<i>TABLE 3</i>	<i>SOIL GAS SAMPLES ANALYTICAL RESULTS</i>

## APPENDICIES

<i>APPENDIX A</i>	<i>BORING LOGS</i>
<i>APPENDIX B</i>	<i>LABORATORY ANALYTICAL REPORTS</i>

## 1.0 INTRODUCTION

This report has been prepared by AEI Consultants for the property located at 2051 Solano Avenue, Vallejo, California (Figure 1: Site Location Map). AEI has been retained to provide environmental engineering and consulting services for the site. This report documents additional site investigation and presents a plan for remedial activities relating to environmental impact on the property. The site is under the regulatory oversight of the Solano County Department of Resource Management (SCDRM).

The additional investigation was originally requested by SCDRM in a letter dated May 14, 2007 and the proposed scope of work determined during a meeting at the site with the SCDRM on May 18, 2007. The agreed on scope of work was sent to the SCDRM in AEI's *Workplan Addendum* dated May 24, 2007. The purpose of the investigation was to further define the extent of a previously identified release of dry-cleaning solvents, specifically tetrachloroethylene (PCE) in preparation for site mitigation activities.

This property is currently under preparation for redevelopment of the existing retail facility buildings. As such, mitigation of the release of is planned that can be completed during the upcoming redevelopment activities. The goal of the remedial activities is to obtain an unrestricted land use case closure for the release. A scope of work to excavate impacted soil is presented in this report.

## 2.0 SITE DESCRIPTION AND HISTORY

The subject property (hereinafter referred to as the "site" or "property") is a single commercial tenant space within the larger shopping center complex located at the intersection of Solano Avenue and 14<sup>th</sup> Street. The space is approximately 60 feet long by 30 feet wide and is located at the southern corner of the shopping center. The front portion of the unit is currently utilized by Gary's Furniture for storage and the rear portion for maintenance equipment storage. Other tenants in the building include a Rite-Aid Pharmacy adjacent and to the northeast, Washing Well Coin Operated Laundry adjacent and to the west (recently vacated), and Gary's Furniture west of Washing Well. A fenced-in enclosure used for storage, trash collection, and utility boxes is located adjacent and to the east of the site (Figure 2, Building Map). The area immediately surrounding the site to the east, south, and west is covered with asphalt surfaced parking. In addition, a large underground storm culvert traverses in a northeast to southwest direction through the parking lot southeast of the site.

Based on a review of historical sources, the site was occupied by Daisy Fresh Drycleaners for approximately 25 years (from at least 1972 until 1996). According to documents on file with the Vallejo Fire Department (VFD) and the SCDRM, up to two 55-gallon drums of tetrachloroethylene (PCE) were regularly used onsite during dry-cleaning operations, and an average of 240 gallons of waste PCE was generated annually during the 1990s.

AEI performed a limited soil sampling investigation in July 2005. Shallow soil samples were collected from six locations around the former dry-cleaning operation. Samples were collected to a depth of 3 feet below ground surface (bgs) in each of the six sampling locations (labeled B-1 to B-6). PCE was detected in 4 of the 6 samples, up to 0.28 milligrams per kilogram (mg/kg). Trichloroethylene (TCE) and cis-1,2 Dichloroethylene (c-1,2 DCE) were detected in one sample at 0.19 mg/kg and 0.30 mg/kg, respectively.

On September 12, 2005, AEI advanced six soil borings (SB-1 through SB-6) and four shallow soil gas probes (SG-1 through SG-4). Soil samples analyzed did not contain elevated concentrations of VOCs above the San Francisco Bay Regional Water Quality Control Board's Environmental Screening Level (ESLs) for commercial land use with the exception of soil sample B-5-3' which contained PCE at a concentration of 0.28 mg/kg (soil ESL for commercial land use for PCE is 0.24 mg/kg). Groundwater sample analyses did not identify PCE or related chlorinated ethenes present at concentrations greater than the drinking water maximum contaminant level (MCL). However, three of the soil gas samples collected contained concentrations of PCE above the commercial land use ESL for PCE of 1.4 micrograms per liter  $\mu\text{g/L}$  ( $1,400 \mu\text{g/m}^3$ ).

Based on these findings, a letter dated July 18, 2006 from SCDRM requested that additional investigative activities be performed at the site. A scope of work was submitted to SCDRM by AEI in a workplan dated September 15, 2006. The workplan was approved by the SCDRM in a letter dated September 25, 2006 with the request that an evaluation of potential human health threat be included.

Subsequently, during February and March, 2007, five soil borings and four soil gas borings were completed at the site. PCE was detected in five of the soil samples analyzed at concentrations ranging from 0.0065 mg/kg (SB-10-3.5) to 1.2 mg/kg (SB-11-3.5). PCE was detected in each of the four soil gas samples at concentrations ranging from 0.100  $\mu\text{g/l}$  (SG-8) to 20.0  $\mu\text{g/l}$  (SG-7). As part of this investigation, AEI requested that a survey of nearby wells be performed by the Department of Water Resources (DWR) to identify any registered wells within a 2,000 foot radius of the site. In addition, AEI performed a door to door survey of all homes within a 500-foot radius of the site. Potential receptors were not identified during these surveys.

Based on this data, AEI performed a human health threat evaluation to assess whether the contaminants of concern (COCs) detected at the site may pose risk to occupants of the property under theoretical land use scenarios. Based on this evaluation, the PCE detected in both soil matrix (via direct exposure pathway) and the potential for vapor intrusion may contribute to an increased cancer risk. Cumulative non-cancer toxic effects due to the release were not greater than the target hazard quotient (HQ) of 1.0 and are not considered significant. Based on the increased theoretical cancer risk, primarily due to PCE, it was determined that mitigation will be necessary prior to formal regulatory closure.

Site features are shown on Figures 2 and 3 along with previous boring locations. Cumulative sample analytical data for soil, groundwater, and soil gas are included in Tables 1 through 3. Please refer to the *Subsurface Investigation & Human Health Risk Evaluation Report* dated April 26, 2007 for additional information.

### **3.0 INVESTIGATIVE EFFORTS**

Prior to mobilization onsite, a drilling permit (# B07-76) was obtained from the SCDRM, and Underground Service Alert North was notified to identify public utilities in the planned work area. The investigation was designed to include groundwater, soil, and soil gas sample analyses performed in the field and to allow for real-time data review and adjustments to the sampling locations, as needed, to readily complete the characterization of the nature and extent of the release.

#### **3.1 Drilling and Soil Sample Collection**

AEI performed the drilling and sampling at the property on June 4 and 6, 2007. A total of five (5) soil borings (SB-12 through SB-16) were advanced. The borings were placed at the location of the former dry-cleaning machine as well as to the northeast through northwest of the site in order to further delineate VOC contamination. The locations of the soil borings are shown on Figure 3.

The borings were advanced with a limited access, direct-push drilling rig operated by TEG (CA C57 License # 706568). Boring depths ranged from 8 to 20 feet bgs to collect soil and groundwater samples, where needed. Soil cores from borings SB-2, SB-15, and SB-16 were continuously collected in 1" diameter acrylic liners and logged by the onsite AEI geologist. At selected depths, six-inch samples were cut from the liners. Soil samples were screened in the field with a portable organic vapor meter (OVM). Soil samples were collected at approximately 2 to 5 foot intervals. Selected samples were sealed with Teflon tape and plastic caps, labeled with a unique identifier, and given directly to the onsite laboratory for possible analysis.

Field observations and screening data is presented on the borings logs in Appendix A.

#### **3.2 Groundwater Sample Collection**

Soil borings SB-12 through SB-4 were drilled to depths of 18 feet bgs to 20 feet bgs for the collection of groundwater samples. Upon drilling to these depths, temporary 3/4" diameter factory-slotted poly-vinyl chloride (PVC) casing was inserted into each borehole to facilitate collection of groundwater samples. Groundwater was not initially present in borings SB-13 and SB-14; therefore these borings were left open with temporary PVC wells overnight to allow sufficient groundwater to accumulate in the temporary wells. Approximately 48 hours after setting the temporary well casings, groundwater was measured in borings SB-13 and SB-14 at a depth of approximately 16.3 and 17.5 feet bgs, respectively, and groundwater samples were collected. Depth to water in SB-12 was measured at approximately 16 feet bgs at the time of drilling and a sample was collected at that time.

Groundwater samples were collected using a drop tube equipped with a check valve or a dedicated, disposable bailer into 40-ml volatile organic analysis (VOA) vials. The groundwater samples were capped so that there was no head space or visible air bubbles within the vials, labeled with a unique identifier, and samples collected from SB-12 and SB-14 were given directly to the onsite laboratory for immediate analysis. The groundwater sample from SB-13 was placed in a cooler filled with water ice and transported to an offsite laboratory for analysis.

### **3.3 Soil Gas Sample Collection**

On June 6, 2007, a total of nine (9) shallow additional soil gas probes (SG-9 through SG-17) were advanced around the former dry cleaners area in order to complete the definition of vapor phase site COCs. The soil gas probes were constructed of 1 inch outer diameter chrom-moly steel, equipped with a steel drop off tip. An inert 1/8 inch tube ran through the center of the probe and was attached to the sampling port with a stainless steel post run fitting. The probes were driven into the ground with an electric rotary hammer. After inserted to the desired depth, the probe was retracted slightly, which opened the tip and exposed the vapor sampling port. Once the probe rod was placed, the sample was collected after waiting approximately twenty minutes for equilibration

Soil gas was withdrawn from the inert tubing using a calibrated syringe connected via an on-off valve. A purge volume test was conducted by sampling at the first soil gas location three times after sequentially collecting and discarding one, three, and seven dead volumes of soil gas to flush the sample tubing and fill it with in-situ soil gas. The purge volume used prior to the sample yielding the highest analytical value is used for all subsequent sampling. After purging, the next 20cc to 50cc of soil gas were withdrawn in the syringe, plugged, and immediately transferred to the mobile lab for analysis within the required holding time. During sampling, a leak check gas was used to confirm that the sample train and probe rod is tight and leak free. To minimize the potential for cross-contamination between sampling sites, all external probe parts are cleaned of excess dirt and moisture prior between sampling locations. The internal inert tubing and sampling syringes were discarded after each sample.

### **3.4 Boring Destruction**

Upon completion of sampling and measurement activities, all temporary casing and sampling equipment was removed from the boreholes. Each boring was backfilled with neat cement grout to the existing grade.

### **3.5 Laboratory Analysis**

Soil, groundwater, and soil gas samples (with the exception of SB-13) were analyzed by TEG (Department of Health Services Certification #1671), an onsite mobile laboratory. The groundwater sample from SB-13 was transported to McCampbell Analytical Inc. (Department of Health Services Certification #1644) under chain of custody protocol for analysis.

Soil, groundwater, and soil gas samples analyzed by TEG were analyzed for select VOCs by EPA Method 8260B, and the groundwater sample from SB-13 was analyzed for halogenated volatile

organic compounds (HVOCs) by EPA method 8260B. Analytical reports, which include copies of chain of custody documents and laboratory QA/QC data, are included as Appendix B.

#### **4.0 GEOLOGY AND HYDROLOGY**

Based on this and the previous site investigation drilling, near surface sediments generally consist of fine grained sediments (silts and clays) with varying amounts of fine grained gravel (generally less than 10%) and fine to coarse grained sand (generally less than 30%). The fine grained sediments are underlain by a clayey/silty well graded sand with varying amounts of fine gravel (generally less than 15%) to depths ranging from 11.5 to 16.5 feet bgs which is in turn underlain by fine grained sediments (silts and clays) to the maximum depth visually logged by AEI personnel (24 feet bgs. Refer to Appendix A for detailed logs of the recent borings.

Although well producing water bearing strata were not encountered during the recent drilling operations, very moist to wet sediments were encountered at depths of approximately 16 to 18 feet bgs (SB-12). Temporary wells were set in three of the borings and approximately 1 foot of groundwater was present in borings SB-12 after a few minutes. Groundwater was present in borings SB-13 and SB-14 after approximately 48 hours at a depth of approximately 16.3 and 17.5 feet bgs, respectively. The shallow aquifer is very low producing which may accounts for the discrepancy in depth to groundwater in the temporary borings. These observations are consistent with those of the previous groundwater investigation performed in September 2005. Based on the topography of the area, groundwater is expected to flow in a southwesterly direction. A southwesterly flow direction was reported at the nearby Chevron station (2033 Solano Avenue) in the late 1990s.

#### **5.0 ANALYTICAL RESULTS**

##### **5.1 Soil Samples**

The HVOCs analyzed for were not detected in the soil samples analyzed at or above the laboratory reporting limits. Soil sample analytical data is summarized in Table 1.

##### **5.2 Groundwater Samples**

PCE was detected in each of the three groundwater samples at concentrations of 80 micrograms per liter ( $\mu\text{g/l}$ ) (SB-12), 0.60  $\mu\text{g/l}$  (SB-13), and 1.4  $\mu\text{g/l}$  (SB-14). The remaining HVOCs analyzed for were not detected at or above the laboratory reporting limits in the groundwater samples collected. Groundwater sample analytical data is summarized in Table 2.

##### **5.3 Soil Gas Samples**

PCE was detected in three of the nine soil gas samples at concentrations of 5.2  $\mu\text{g/l}$  (SG-9), 1.1  $\mu\text{g/l}$  (SG-12), and 0.88  $\mu\text{g/l}$  (SG-13). The remaining HVOCs analyzed for were not detected at or above the laboratory detection limits in the soil gas samples collected. Soil gas analytical data is summarized in Table 3.

## 6.0 SUMMARY AND CONCLUSIONS

Additional soil, groundwater, and soil gas investigation was conducted at the site to further characterize the nature and extent of the release from the former Daisy Fresh Cleaners located within the tenant space from at least the 1970s through 1996. The investigation was designed to define the limits of impact in preparation for remedial activities. PCE has been identified as the primary contaminant of concern, although lower concentrations of TCE and c-1,2 DCE have been detected in one sample.

The release to the subsurface of the property occurred in the northeastern end of the tenant space, where the former dry-cleaning machine was located and where incidental spills of PCE product or PCE containing condensate likely occurred. This additional investigation effectively defined the extent of impacted soil, soil gas, and groundwater around the release area. The soil, soil gas, and groundwater samples analytical data for PCE is presented on Figures 4 through 6.

The extent of impacted soil is limited to the area of the former cleaning operations. PCE was detected at a maximum of 1.2 mg/kg at the site, near the footprint of the former machine. The highest concentrations of PCE in soil gas (20.0 µg/l of soil gas) were directly behind the dry-cleaning facility. PCE concentrations both in soil and soil gas decrease outward from this area to below laboratory detecting limits in each direction.

The human health risk evaluation previously conducted for the site identified a potentially elevated cancer risk due to theoretical direct contact with PCE in soil and the potential for exposure due to intrusion of vapor phase PCE into overlying buildings. In this evaluation, TCE contributed slightly to the increased theoretical cancer risk for the direct exposure pathway; however TCE was only detected in one location. The calculated cumulative hazard quotient was well below the target of 1.0.

Groundwater was slightly impacted by the release, with up to 80 µg/l detected beneath the release area. PCE impacted groundwater is confined to this area, with no other significant detections at the site. All groundwater samples around the release area had concentrations of PCE below federal drinking water maximum contaminant level (MCL) for PCE of 5 µg/l. Given that PCE in groundwater is defined to the MCL within an area of less than 100 feet in diameter, the limited volume of impacted groundwater is not considered to pose a threat to water resources. Based on the well and receptor survey, there are no water wells or other groundwater receptors on site or within 500 feet of the release area. Based on the RWQCB ESLs for potential vapor intrusion from groundwater to indoor air ranging from 120 µg/l (high permeability soil) to 500 µg/l (low to moderate permeability) for residential (un-restricted) land use, the minimal groundwater impact will not present a threat of vapor intrusion at the site. The removal of impacted soil (discussed below) will further limit possible future impact to groundwater. Based on these factors, no further consideration of groundwater at the site is warranted.



## **7.0 PROPOSED REMEDIAL ACTIVITIES**

In order to obtain case closure and a “no further action” status for the site, mitigation of potential threat to human health posed by PCE in shallow soil will be required. The goal of remedial action is to obtain the closure status without long term requirements for monitoring, engineering controls, or land use restrictions. Due to the limited extent of impact, soil excavation has been selected as an appropriate remedial alternative. Removal of impacted soil can be readily performed during the upcoming demolition activities and does not require long-term operation, monitoring and maintenance programs, and/or recorded land use restrictions (as would be required for such alternatives as vapor extraction systems or barrier and venting approaches).

The soils targeted for removal are those that contained concentrations of PCE in soil samples which could represent a source for potential vapor phase migration and intrusion into buildings or pose threat via direct exposure pathway. These include soil samples from boring B-4-3', B-5-3', B-6-3', SB-7-3.5', and SB-11. In addition, the area north of back wall of the dry-cleaners, along the sewer line where high PCE detection in soil gas was identified (20.0 µg/l in sample SG-7) will be removed. The target removal area includes many of the location of PCE detections in soil gas. As the bulk of PCE mass is represented by the detections in soil sample analyses removal of these soil will eliminate the source for future migration of PCE in the vapor phase. The excavation will be extended to a depth of 5 feet below grade. The approximate volume of impacted soil planned for removal is 270 cubic yards. The proposed excavation area is shown on Figure 7.

### **7.1 Excavation Activities**

The planned redevelopment includes removal of the structure, building pad, and foundation southwest of the current Rite Aid location, which includes that area of the former cleaners and the coin laundry and furniture retailer spaces to the west of the cleaners. Upon demolition of the building, pad, and foundation, the soil excavation will be performed. The building that currently contains the Rite Aid will essentially be gutted, including removal of most interior tenant improvements. In this area, the concrete slab will be removed to allow for soil excavation. Prior to excavation, the project structural engineer will review the excavation plan and prepare recommendations, as warranted, to ensure sufficient structural support of remaining building components.

Once the targeted soils have been excavated, clean imported fill material will be used to replace the volume of excavated soil. Imported soil will be either virgin material or will be evaluated prior to acceptance to ensure that it is free of contaminants. Historical site documentation will be reviewed and/or testing performed prior to being brought onto the subject site. The excavation will be backfilled and compacted in accordance with the engineering requirements of the existing or planned buildings.

### **7.2 Soils Handling**

Soils will be excavated and stockpiled temporarily onsite while being profiled. Samples will be collected and analyzed in accordance with landfill requirements. While onsite, the soils will be

stockpile in one of the paved areas. The soils will be placed over visqueen and covered, in accordance with applicable regulations, and fenced to limit access by the public. Runoff control waddles will be placed around the stockpiled soil in the event rain is possible. It is expected that soils will be accepted for disposal at a licensed hazardous waste disposal facility.

### **7.3 Site Safety**

A site specific Health and Safety Plan (HASP) will be prepared. The HASP will cover activities performed to complete the onsite soil excavation and handling. The HASP will be in conformance with Part 1910.120 (i) (2) of 29 CFR for site activities. Prior to commencement of field activities, a site safety meeting will be held at a designated command post onsite. A Site Safety Office (SSO) will be designated and the HASP reviewed with personnel at the beginning of each day's work. Monitoring and emergency procedures will be outlined, including an explanation of the hazards of the known or suspected chemicals of interest and general site hazards. All site personnel will be in Level D personal protection equipment, which is the anticipated maximum amount of protection needed. Site access will be controlled to limited access to only those approved onsite. As needed for specific tasks, a work area will be established with barricades and warning tape to delineate the zone where hard hats, steel-toed shoes and safety glasses must be worn, and where unauthorized personnel will not be allowed. The HASP will be on site at all times during the project.

Prior to excavation work, all utilities and underground structures in the area of the excavation will be identified and, where necessary, appropriately disconnected and shut off or relocated. Standard construction site access control will be employing to limit the general public's access to the site as a whole and to the excavation area.

### **7.4 Reporting**

Upon completion of the excavation, a final report will be prepared. The report will include as built figures of the soil removal area, discussion of deviations from or changes to the planned scope of work, if any, and the disposition of the removed soil. Copies of pertinent notifications, manifests, and other documentation will be included. The report will be submitted to SCDRM for review and approval of formal case closure of the site.

### **7.5 Schedule**

It is expected that the remedial excavation will be performed within the next 1 to 3 months. Once the demolition activities have been completed, soil excavation will begin. Excavation and stockpiling is expected to require 2 to 4 days onsite. The disposition of the excavated soil will be determined upon receipt of analytical data. SCDRM will be provided adequate notification of the schedule to perform field inspections if needed. The report will be prepared promptly upon completion of the work.

## 8.0 CLOSING


This report has been prepared by AEI Consultants relating to the environmental release at the property located at 2051 Solano Avenue, Vallejo, Solano County, California. Material samples have been collected and analyzed, and where appropriate conclusions drawn and recommendations made based on these analyses and other observations. The sample results and report may not reflect subsurface variations that may exist between sampling points. These variations cannot be fully anticipated, nor could they be entirely accounted for, in spite of exhaustive additional testing. This document should not be regarded as a guarantee that no further contamination, beyond that which could have been detected within the scope of past investigations is present beneath the property or that all contamination present at the site will be identified, treated, or removed. Undocumented, unauthorized releases of hazardous material(s) and petroleum products, the remains of which are not readily identifiable by visual inspection and/or are of different chemical constituents, are difficult and often impossible to detect within the scope of a chemical specific investigation and may or may not become apparent at a later time. All specified work and subsequent evaluations has been performed in accordance with generally accepted practices in environmental engineering, geology, and hydrogeology and performed under the direction of appropriate California registered professionals.

We look forward to your comment and approval of the proposed work. If you have any questions regarding our investigation, please do not hesitate to contact the undersigned at (925) 944-2899.

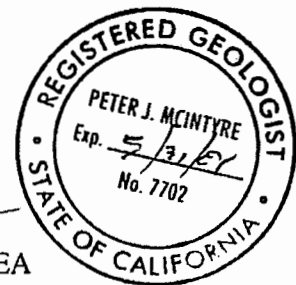
Sincerely,  
AEI Consultants



Jeremy Smith  
Project Manager



Peter J. McIntyre, PG, REA  
Senior Project Manager



Report Distribution:

Overaa Associates, LLC, c/o Jay-Phares Corp., 10700 MacArthur Blvd., Suite 200, Oakland, CA 94605  
Solano County Dept of Resource Management, Misty Kaltreider, 675 Texas Street, Suite 5500, Fairfield, CA 94533  
GeoTracker (uploaded)

## FIGURES

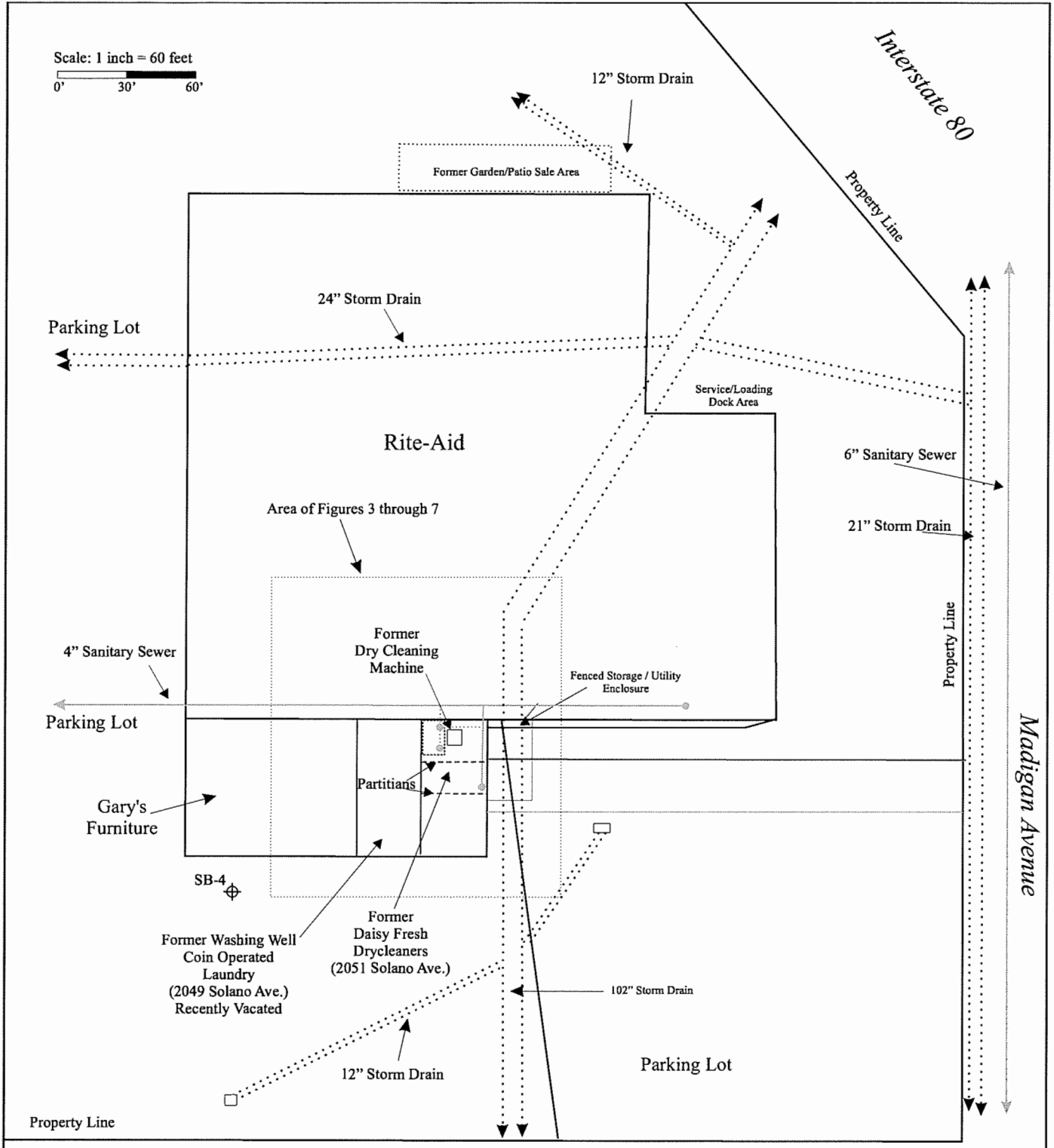


Map created with TOPO!® ©2003 National Geographic (www.nationalgeographic.com topo)

USGS TOPOGRAPHIC MAP  
 EUGENE EAST, CA QUADRANGLE  
 Map Version 1986

<b>AEI CONSULTANTS</b> 2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597	
<b>SITE LOCATION MAP</b>	
2051 Solano Avenue Vallejo, CA	<b>FIGURE 1</b> Job No: 115701

Scale: 1 inch = 60 feet  
 0' 30' 60'

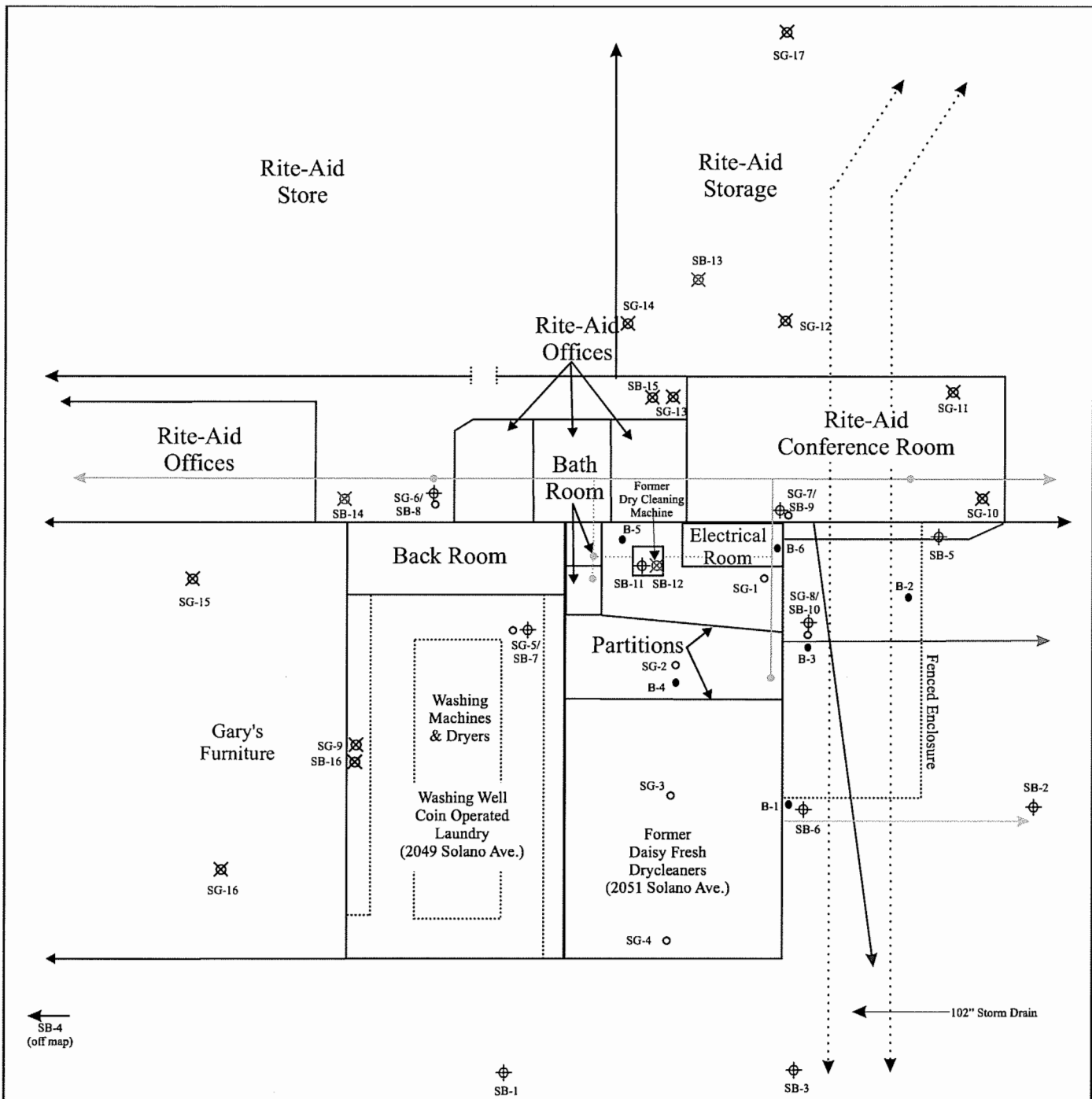


14th Street

**LEGEND**

	Electric Line	
	Natural Gas Line	
	Water Line	
	Sanitary Sewer	
	Storm Drain	
	Feature Extends (direction)	

<b>AEI CONSULTANTS</b> 2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597	
<b>BUILDING MAP</b>	
2051 Solano Avenue Vallejo, CA	<b>FIGURE 2</b> Job No: 115701



SB-4  
(off map)

**LEGEND**

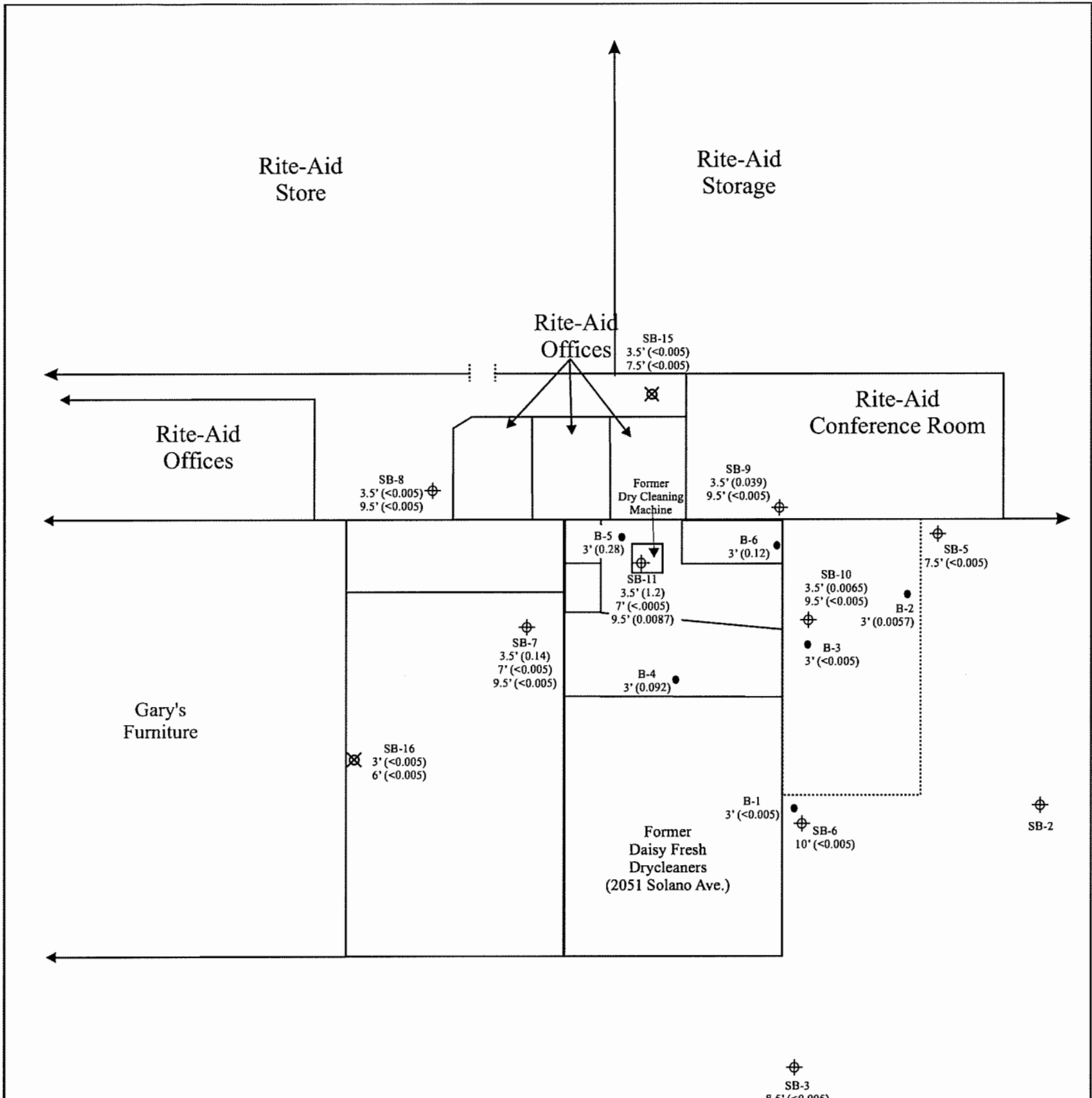
- June 2007 Soil Vapor Boring
- June 2007 GW Boring
- June 2007 Soil Boring
- Historical Soil Borings
- Historical Soil Vapor Borings
- Hand Auger Borings
- Sanitary Sewer
- Electric Line
- Natural Gas Line
- Water Line



Scale: 1 inch = 20 feet

Revised July 2007

<b>AEI CONSULTANTS</b>	
2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597	
<b>SITE PLAN</b>	
2051 Solano Avenue Vallejo, CA	<b>FIGURE 3</b> Job No: 115701



**LEGEND**

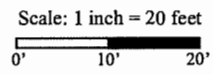
- June 2007 Soil Boring
- Historical Soil Borings
- Hand Auger Borings

Analytical results in mg/kg (milligrams per kilogram)

Data in BLUE indicates that sample area will be removed during proposed excavation (See Figure 7)

**N**

Revised July 2007



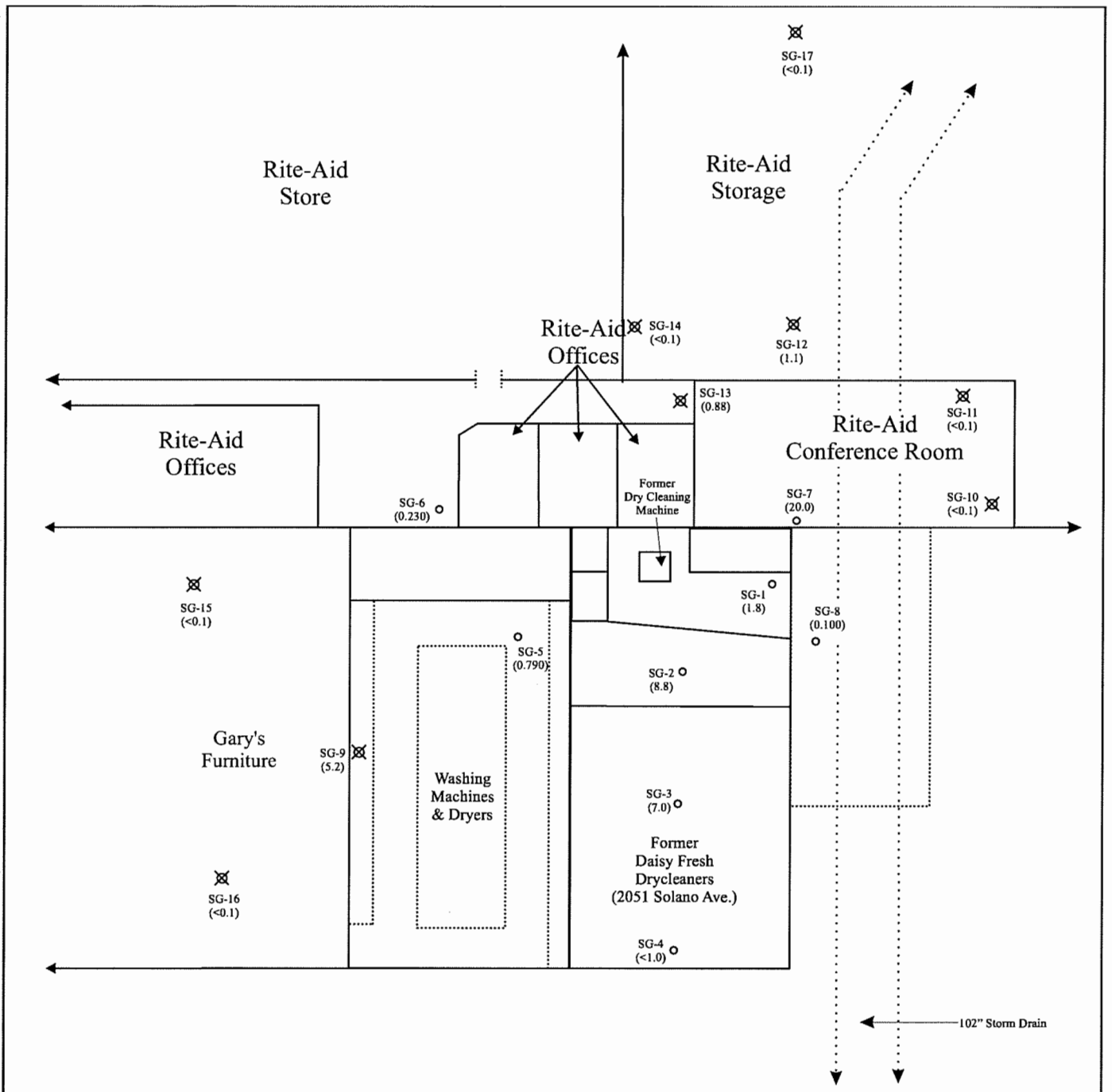
**AEI CONSULTANTS**  
2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597

---

**SOIL ANALYTICAL DATA**

2051 Solano Avenue Vallejo, CA	<b>FIGURE 4</b> Job No: 115701
-----------------------------------	-----------------------------------





**LEGEND**

June 2007 Soil Vapor Boring

Historical Soil Vapor Borings

Soil vapor results in ug/l (micrograms per liter of air)

Data in BLUE indicates that sample area will be removed during proposed excavation (See Figure 7)

Scale: 1 inch = 20 feet

0' 10' 20'

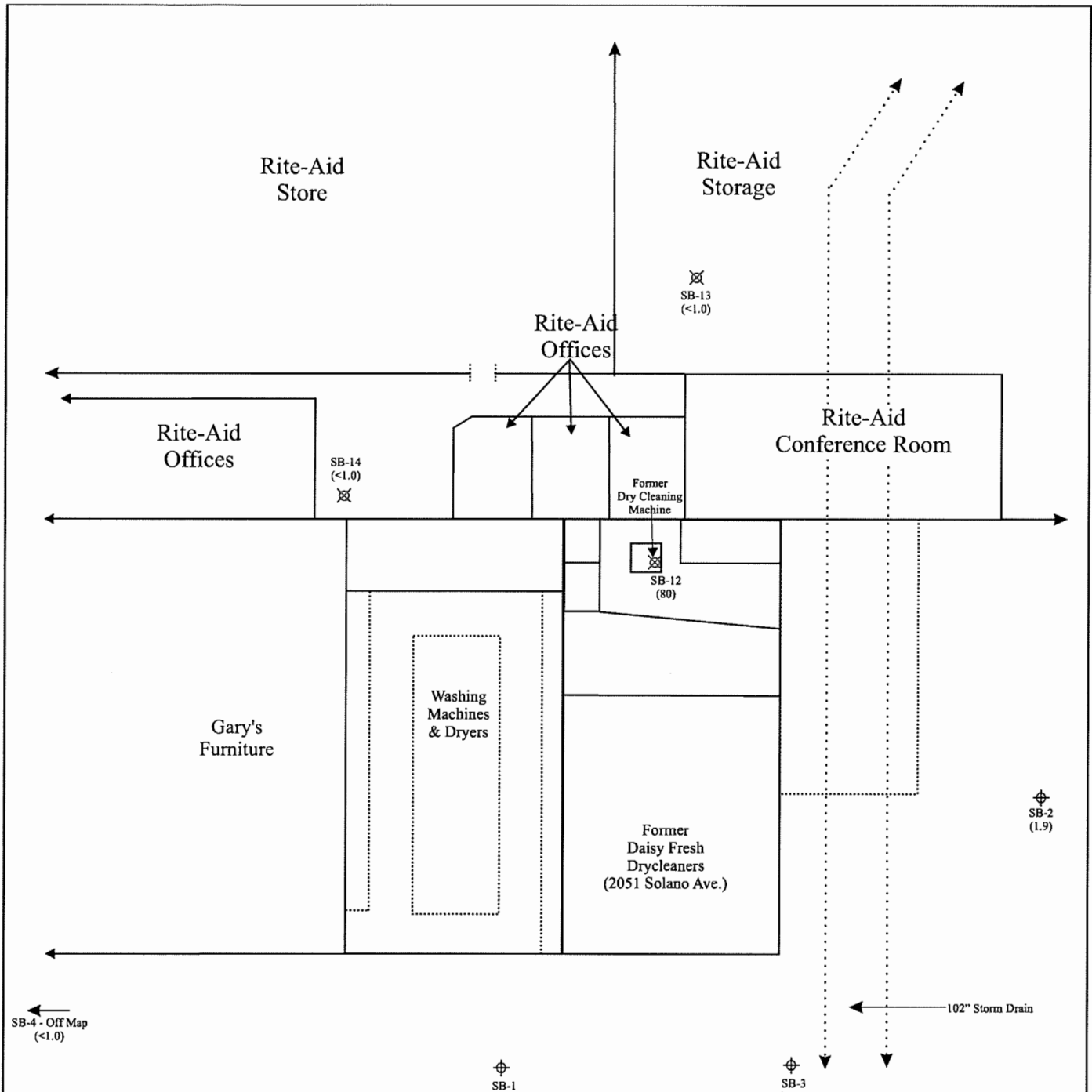
**AEI CONSULTANTS**  
 2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597

**SOIL GAS ANALYTICAL DATA**

2051 Solano Avenue  
 Vallejo, CA

**FIGURE 5**  
 Job No: 115701


Revised July 2007



SB-4 - Off Map  
(<1.0)

**LEGEND**

Historical Soil Borings 

June 2007 GW Boring 

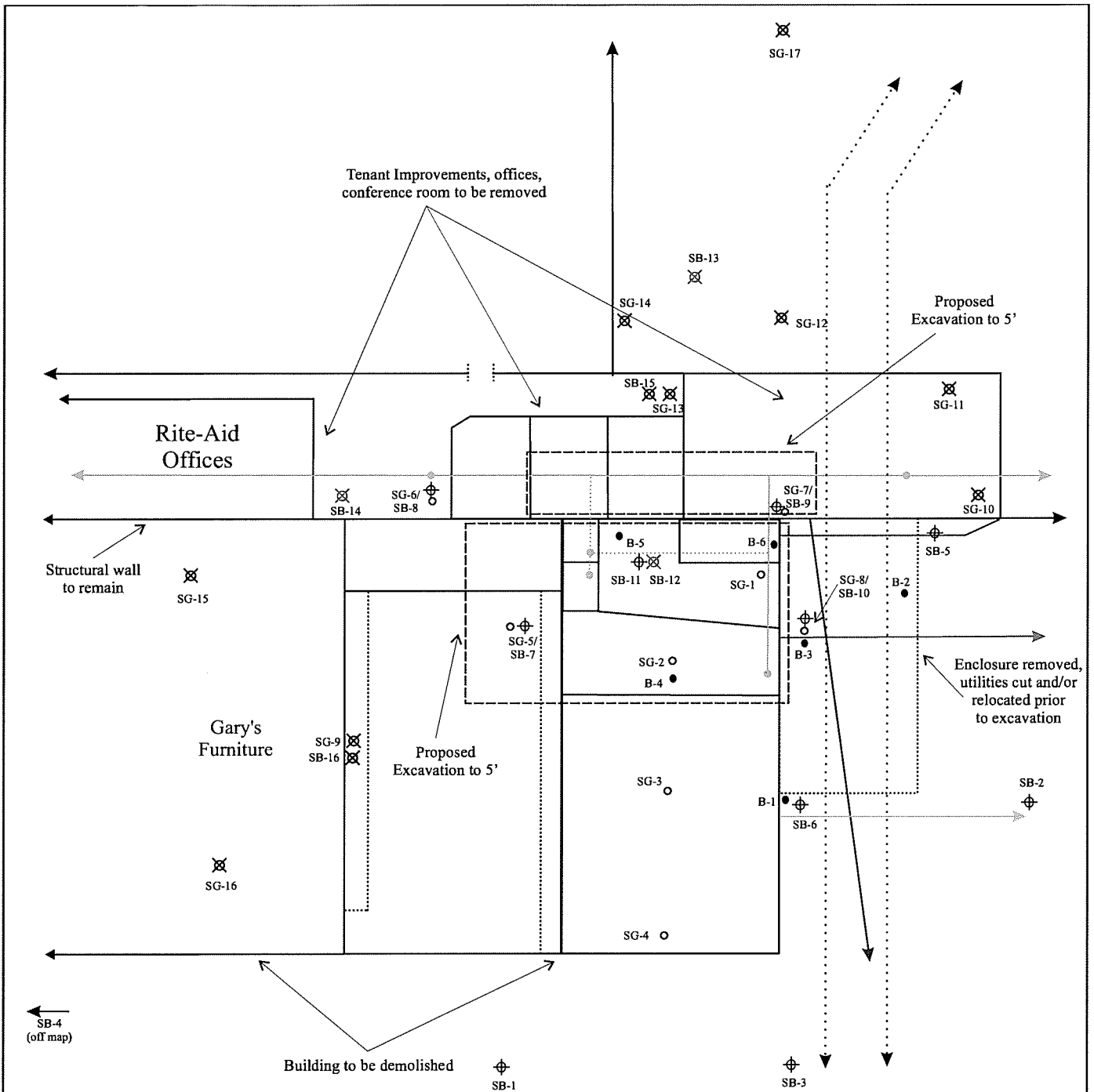
Groundwater sample analytical results in ug/l (micrograms per liter)

Scale: 1 inch = 20 feet  
0' 10' 20'



Revised July 2007

<b>AEI CONSULTANTS</b>	
2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597	
<b>GROUNDWATER ANALYTICAL DATA</b>	
2051 Solano Avenue Vallejo, CA	<b>FIGURE 6</b> Job No: 115701



LEGEND	
June 2007 Soil Vapor Boring	
June 2007 GW Boring	
June 2007 Soil Boring	
Historical Soil Borings	
Historical Soil Vapor Borings	
Hand Auger Borings	
Sanitary Sewer	
Electric Line	
Natural Gas Line	
Water Line	
Proposed Excavation to 5 feet	

Revised July 2007

<b>AEI CONSULTANTS</b> 2500 Camino Diablo, Suite 200, Walnut Creek, CA 94597	
<b>PROPOSED EXCAVATION AREA</b>	
2051 Solano Avenue Vallejo, CA	<b>FIGURE 7</b> Job No: 115701

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## **ALDEN PARK**

### **Proposed Project:**

Maintenance Level Park Improvements - Widening of an existing path to make it safe for public use; Extending the path in an area that currently has little to no vegetation to create a safe pedestrian crossing near 10<sup>th</sup> Street; Eliminating two trees to accommodate the path; constructing a retaining wall near path extension

### **Issue:**

- VAHF and AHLC claim more than maintenance-level improvements; if alterations, then a Cultural Evaluation is required.

### **City Recommendation:**

Modify the project as follows - Repair the existing path and widen up to 5'; Eliminate the extension and have a mid-block crossing and on-street path from 10<sup>th</sup> to mid-block path; install a sign: For ADA access use Walnut Avenue); Retain trees proposed for removal; eliminate retaining wall.

## **WALNUT AVENUE MULTI-USE PATH**

### **Proposed Project:**

Lennar has requested to eliminate the 12' multi-use path along Walnut Avenue and replace it with a 6' monolithic sidewalk; request is based on Historic District setting and two proposed multi-use paths on Island including Azuar Drive and Pedestrian Promenade.

### **Issue:**

- Mare Island Specific Plan assumes a multi-use path along Walnut; project would require a Specific Plan Amendment; Lennar is in agreement.

### **Recommendation:**

Support Lennar's SPA (III); connection from Chapel Park would be Alden Park with a 5' path to 8<sup>th</sup> Street; construct a separated multi-use path connection along Walnut to 8<sup>th</sup> Street.

# George W. Nickelson, P.E.

Traffic Engineering – Transportation Planning

August 28, 2008

Mr. John Jay  
Executive Vice President  
Jay-Phares Corporation  
10700 MacArthur Blvd., Suite 200  
Oakland, CA 94605

Subject: *Analysis of the Mariposa Street Access for the Proposed Solano 80 Shopping Center in the City of Vallejo*

Dear Mr. Jay:

As requested, we have reviewed the proposed design of the shopping center access on Mariposa Street (the westbound I-80 on and off ramp access). Specifically, we have reviewed the proposed access relative to the Mitigated Negative Declaration (MND) and Traffic Impact Study prepared for this project. Based on our review, we would agree with City staff that closing the access driveway is not a necessary mitigation measure for the project.

Our review of the MND and the Traffic Impact Study as well as our analysis of the proposed shopping center access design indicates that neither the relocation of the driveway to the north nor elimination of the driveway is necessary. Both the Traffic Impact Study and the MND conclude that there are no impacts from retaining the driveway in its present location.

The Mariposa Street driveway has a sign prohibiting outbound left turns, but there currently is no physical restriction regarding left turn movements. However, the Traffic Impact Study states that "...vehicles were noted to occasionally violate the left turn prohibition from the driveway at the Mariposa Street/I-80 Southbound Ramps. Left turn vehicles from the driveway create a hazard by conflicting with traffic exiting the freeway."

Although we are not aware of an existing significant accident problem at the center driveway, further signing would be beneficial. In addition to the existing sign prohibiting outbound left turns, it is recommended that a "NO LEFT TURN" sign also be placed on the shopping center parcel so that it would be visible for vehicles on the I-80 westbound off-ramp. Implementation of this measure would further discourage left turn access, reducing the potential for vehicle conflicts on the westbound I-80 on and off ramp access.

Please let me know if you have any questions or need further input in this regard.

Sincerely,



George W. Nickelson, P.E.

*Final Traffic Impact Study*

# **I-80/SOLANO AVENUE REDEVELOPMENT PROJECT VALLEJO, CA**

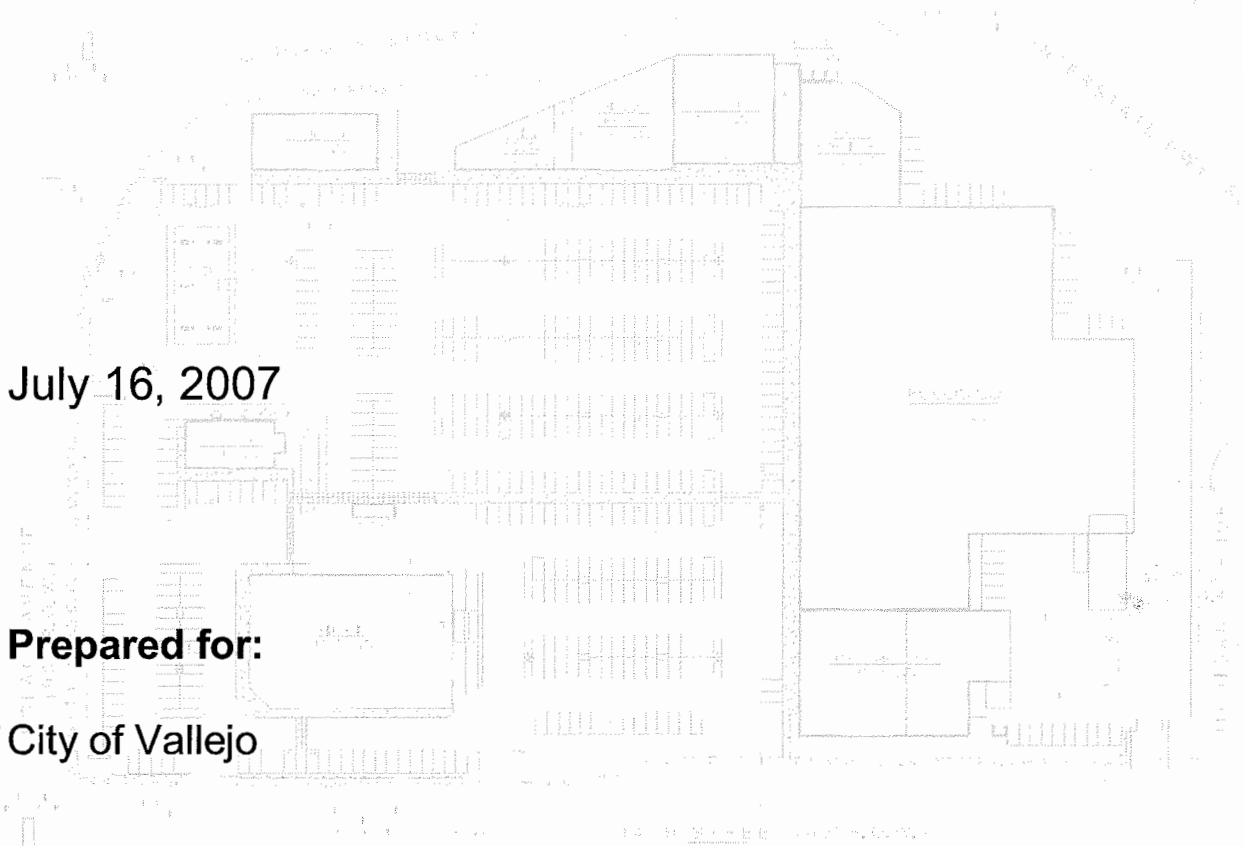
July 16, 2007

**Prepared for:**

City of Vallejo

**Prepared by:**

Kimley-Horn and Associates, Inc.





# TABLE OF CONTENTS

**INTRODUCTION ..... 1**

- Study Methodology..... 1
- Land Use, Site, and Study Area Boundaries ..... 3
- Existing and Proposed Site Uses..... 3
- Existing and Proposed Uses in Vicinity of Site ..... 3
- Site Access ..... 3
- Intersections Included in Analysis..... 6

**EXISTING CONDITIONS ..... 7**

- Existing Roadway Network ..... 7
- Existing Lane Configurations and Traffic Control..... 8
- Existing Traffic Turning Movement Volumes ..... 8
- Existing Pedestrian and Bicycle Facilities ..... 8
- Existing Transit Service ..... 8

**PROJECT TRIP GENERATION AND DISTRIBUTION..... 11**

- Project Trip Generation ..... 11
- Project Trip Distribution and Assignment ..... 13

**NEAR-TERM CONDITIONS ..... 15**

- Near-Term Lane Configurations and Traffic Control ..... 15
- Near-Term Growth Rate ..... 15
- Background Near-Term Traffic ..... 15
- Total Near-Term Traffic ..... 15

**CUMULATIVE (YEAR 2020) TRAFFIC ..... 19**

- Long-Term Lane Configurations and Traffic Control..... 19
- Year 2020 Forecast..... 19
- Long-Term Cumulative Plus Project ..... 19

**NEAR-TERM LOS CONDITIONS AND IMPACTS..... 21**

- Existing Traffic Conditions ..... 23
- Near-Term Traffic Conditions without the Project..... 23
- Near-Term Traffic Conditions with the Project..... 23

**LONG-TERM CUMULATIVE LOS CONDITIONS AND IMPACTS ..... 23**

- Long-Term Cumulative Traffic Conditions with the Project ..... 23

**VEHICLE QUEUING ..... 25**

**PARKING EVALUATION ..... 27**

**SITE CIRCULATION ..... 27**

**SUMMARY OF FINDINGS AND CONCLUSIONS .....30**

**APPENDIX .....32**

## LIST OF FIGURES

Figure 1 – Project Location and Study Intersections..... 4  
 Figure 2 – Project Site Plan..... 5  
 Figure 3 – Existing Lane Geometry and Traffic Control ..... 9  
 Figure 4 – Existing Peak Hour Turning Movement Volumes..... 10  
 Figure 5 – Project Trip Distribution ..... 13  
 Figure 6 – Project Generated Traffic Volumes..... 14  
 Figure 7 – Near-Term Lane Geometry and Traffic Control ..... 16  
 Figure 8 – Background Traffic Volumes ..... 17  
 Figure 9 – Total Near-Term Traffic Volumes ..... 18  
 Figure 10 – Long-Term Cumulative + Project Traffic Volumes ..... 20  
 Figure 11 – Mendocino One-Way Conversion..... 24  
 Figure 12 – Recommended Median and Striping Along Site Frontage ..... 28

## LIST OF TABLES

Table 1 – Intersection Level of Service Definitions ..... 2  
 Table 2 – Site Trip Generation ..... 12  
 Table 3 – Level of Service Summary Table ..... 22  
 Table 4 – Vehicle Queuing (Results in Feet) ..... 26  
 Table 5 – Summary of Parking Evaluation ..... 27



## INTRODUCTION

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by the City of Vallejo to study the traffic impact for the proposed Interstate 80/Solano Avenue Shopping Center Redevelopment Project in Vallejo, California. This report was prepared based on discussions with, and criteria set forth by the City of Vallejo. The purpose of this study is to address the traffic and transportation effects of the proposed development on the surrounding street system.

This traffic study focused on the area surrounding the existing shopping center located on the southwest corner of the intersection of Solano Avenue and Mariposa Street.

### Study Methodology

The traffic study was based on the following development conditions:

- **Existing conditions** – Based on peak hour current (year 2007) traffic counts, existing roadway geometry, and existing development conditions.
- **Background traffic conditions** (Existing plus growth) – Based on existing traffic volumes plus two years traffic growth and roadway improvements anticipated to be completed before or the same time as the redevelopment project.
- **Total traffic conditions** (Existing plus growth plus project) – Based on existing traffic volumes plus two years traffic growth, and traffic generated by the proposed project. Includes roadway improvements anticipated to be completed before or the same time as the redevelopment project.
- **Cumulative long-term conditions plus project** – Based on traffic forecasts of future development projects with the proposed project. Includes roadway improvements assumed to be in place consistent with the cumulative time period.

The traffic study was based on the following operating conditions. Operating conditions experienced by drivers are described in terms of Level of Service (LOS), which is a qualitative measure of factors such as delay, speed, travel time, freedom to maneuver, and driving comfort and convenience. Levels of service are represented by a letter scale from LOS A to LOS F, with LOS A representing the best performance and LOS F representing the poorest performance. LOS D or better is considered satisfactory operation at intersections within the City of Vallejo.

**Table 1** relates the operational characteristics associated with each level of service category for both signalized and unsignalized intersections.

**Table 1 – Intersection Level of Service Definitions**

<b>Level of Service</b>	<b>Description</b>	<b><u>Signalized</u> Average control delay per vehicle (sec/vehicle)</b>	<b><u>Unsignalized</u> Average control delay per vehicle (sec/vehicle)</b>
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

Source: Transportation Research Board, *Highway Capacity Manual 2000*, National Research Council, 2000.

Traffic analyses to determine level of service were completed using *Synchro* Software implementing *Highway Capacity Manual (HCM) 2000* methodology at both signalized and unsignalized intersections. Vehicle queuing was also determined using *SYNCHRO* software which is based on *Highway Capacity Manual 2000* methodology. Although analysis was performed using *Synchro* software, project traffic volume assignment to the street network was completed using *TRAFFIX* software.

## Land Use, Site, and Study Area Boundaries

The existing shopping center is located on the southwest corner of the intersection of Solano Avenue and Mariposa Street in Vallejo, CA. **Figure 1** illustrates the location of the site in relation to the nearby street network. In general, the project is bordered by Solano Avenue on the north, Interstate 80 (I-80) on the east and 14<sup>th</sup> Street to the west.

## Existing and Proposed Site Uses

The existing shopping center currently consists of Rite Aid, Taco Bell, Gary's Furniture, a strip mall with various retail uses, and a vacant building. The proposed uses include a supermarket, drugstore, fast-food, gas station and other retail uses. Details of the site plan are shown in **Figure 2**. It should be noted that this report is based on the site plan dated December 15, 2006. Any future revisions to the site plan may result in a change in the assumptions of this study and thereby the study findings.

## Existing and Proposed Uses in Vicinity of Site

The land area surrounding the project site is mostly residential, with some commercial and other uses. Interstate 80 is directly to the east of the existing shopping center.

## Site Access

The existing shopping center has three driveways on Solano Avenue, five driveways on 14<sup>th</sup> Street, and one driveway on Mariposa Street/I-80 Southbound Ramps. All of the driveways are stop-controlled and provide full access to/from the project site except the driveway on Mariposa Street/I-80 Southbound Ramps and the western-most driveway on Solano Avenue. The Solano Avenue driveway does not allow left turns out and the Mariposa Street/I-80 Southbound Ramps driveway is restricted to right turns in and out only; however, vehicles were noted to occasionally violate the left turn prohibition from the driveway at the Mariposa Street/I-80 Southbound Ramps. Left turn vehicles from the driveway create a hazard by conflicting with traffic exiting the freeway.

The redevelopment project proposes to reduce the number of driveways to the site. The project proposes two stop-controlled driveways on Solano Avenue with full access at the eastern driveway and right turns in and out and left turns in at the western driveway. Left turns out would be prohibited at the western driveway due to its close proximity to the Solano Avenue/14<sup>th</sup> Street/Mendocino Street intersection. On 14<sup>th</sup> Street, four stop-controlled driveways are proposed with full access. The southern-most driveway on 14<sup>th</sup> Street is proposed to have remote controlled gates and would be for deliveries and employee parking. The driveway on Mariposa Street/I-80 Southbound Ramps is proposed to be located slightly closer to the Solano Avenue/Mariposa Street intersection but still be restricted to right turns in and out.

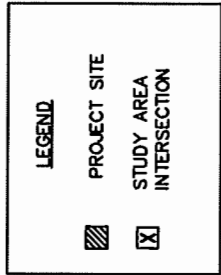
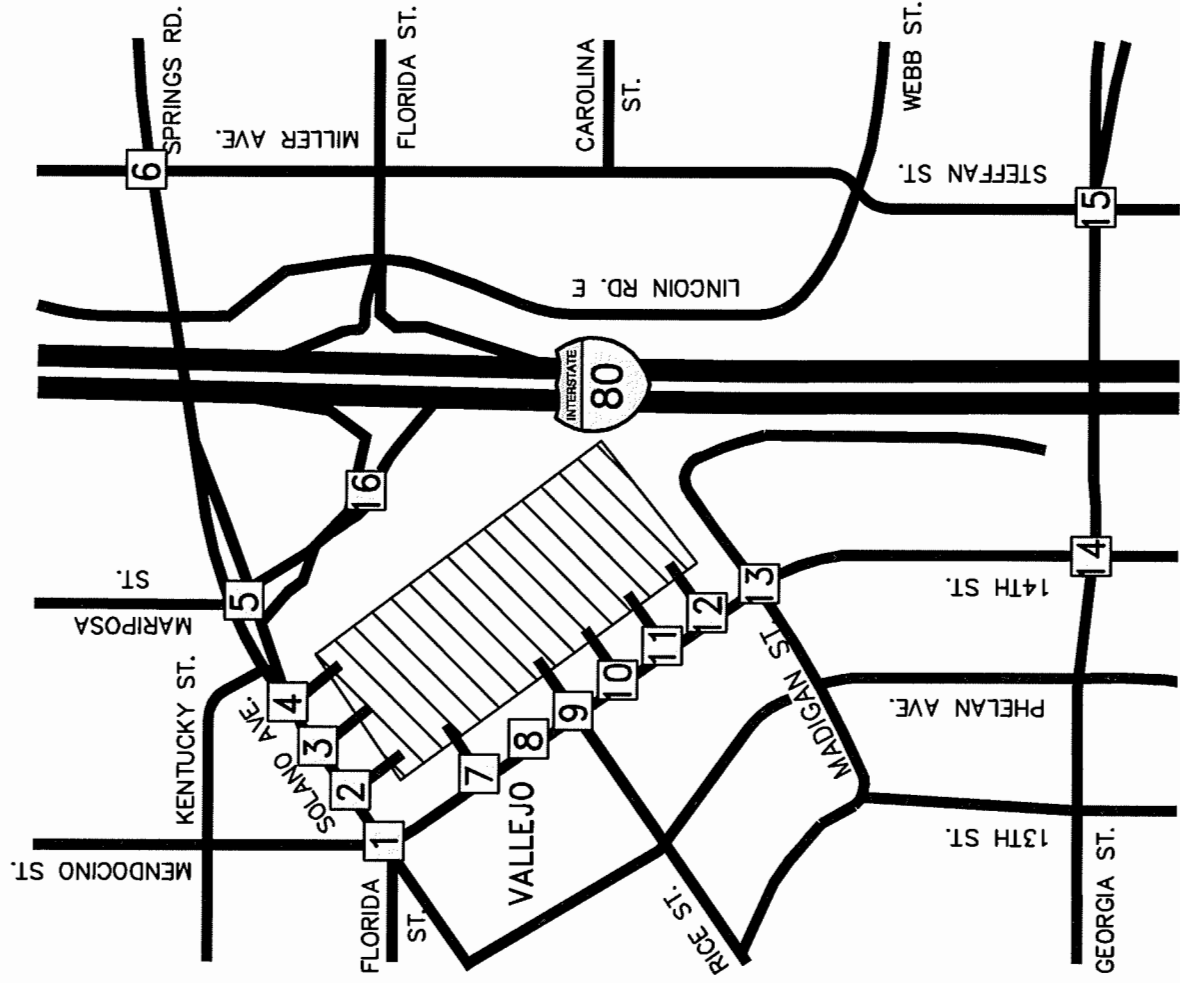


FIGURE 1

I-80/Solano Avenue Redevelopment Project

PROJECT LOCATION AND STUDY INTERSECTIONS



## Intersections Included in Analysis

The proposed redevelopment project will generate new vehicular trips that will increase traffic volumes on the nearby street network. To assess the potential traffic related impacts associated with the project, the following intersections, illustrated in **Figure 1**, were selected by the City of Vallejo for evaluation:

1. Solano Avenue / 14th Street
2. Solano Avenue / Project Driveway 1
3. Solano Avenue / Project Driveway 2
4. Solano Avenue / Project Driveway 3
5. Solano Avenue / Mariposa Street / I-80 SB Ramps
6. Springs Road / Miller Avenue
7. 14th Street / Project Driveway 4
8. 14<sup>th</sup> Street / Project Driveway 5 (future intersection)
9. 14th Street / Rice Street / Project Driveway 5
10. 13th Street / Project Driveway 6
11. 14th Street / Project Driveway 7
12. 14th Street / Project Driveway 8
13. 14th Street / Madigan Avenue
14. 14th Street / Georgia Street
15. Georgia Street / Steffan Street
16. Mariposa Street / Project Driveway 9

## EXISTING CONDITIONS

### Existing Roadway Network

Below is a description of the principal roadway facilities bordering the project.

#### **Georgia Street**

Georgia Street is a major east-west arterial with two lanes in each direction south of the project site. The posted speed limit is 30 mph.

#### **Interstate 80 (I-80)**

I-80 is a major east-west (although north-south through Vallejo) 6-lane freeway that carries between 140,000 and 148,000 vehicles per day through the study area according to the most recent Caltrans traffic volumes (*2005 Traffic Volumes on California State Highways*, Caltrans). Freeway ramps entering and exiting I-80 intersect with Solano Avenue/Springs Road, with Georgia Street and with Steffan Street.

#### **Madigan Street**

Madigan Street is an east-west two-lane roadway on the south side of the project site. The posted speed limit is 25 mph.

#### **Mariposa Street**

Mariposa Street is a two-lane north-south roadway north of the project site. The posted speed limit is 25 mph. Mariposa Street connects to the westbound I-80 off and on ramps.

#### **Miller Avenue/Steffan Street**

Miller Avenue/Steffan Street is a two-lane north-south roadway east of the project site. The posted speed limit is 25 mph.

#### **Rice Street**

Rice Street is an east-west two-lane roadway on the west of the project site. The posted speed limit is 25 mph.

#### **Solano Avenue/Springs Road**

Solano Avenue is a major east-west arterial with two lanes in each direction on the north side of the project site. The posted speed limit is 30 mph.

## **14<sup>th</sup> Street**

14<sup>th</sup> Street is a north-south two-lane roadway on the west side of the project site. The posted speed limit is 25 mph.

### **Existing Lane Configurations and Traffic Control**

Existing intersection lane configurations and traffic control are illustrated in **Figure 3**. There are five existing traffic signals in the study area. The remaining study area intersections are stop-controlled intersections. It should be noted that the numbers shown in **Figure 3** represent existing turn bay lengths for right and left-turn lanes.

### **Existing Traffic Turning Movement Volumes**

Weekday intersection turning movement volumes were collected for the fifteen existing intersections in April 2007. Existing volumes are shown in **Figure 4**. Volumes were collected during the PM peak period of the day between the hours of 4:00-6:00 PM. At the direction of the city, AM peak period traffic counts are not included because traffic volumes from the project site during that period are nominal. Traffic volume data sheets are included in the **Appendix**.

### **Existing Pedestrian and Bicycle Facilities**

There are currently continuous pedestrian facilities along the site frontage and at all of the study intersections. There are no existing bike lanes in the study area.

### **Existing Transit Service**

Vallejo Transit Lines (VTL) is the transit service provider in Vallejo, and it provides links to Bay Area Rapid Transit (BART). Routes 5 & 7 pass directly adjacent to the project site along Solano Avenue/Springs Road. These routes provide service to the Vallejo Ferry Terminal and several shopping centers, schools and other locations throughout the city. Route 5 operates seven days a week including holidays whereas Route 7 operates Monday through Saturday. Farther from the site, Route 3 travels through the south project area along Georgia Street. It operates Monday through Friday as well as on weekends and holidays. Route 3 provides service to Downtown Vallejo, Hogan High School, the Courthouse and other locations. The closest transit stop in the study area is on the corner of Solano Avenue and 14<sup>th</sup> adjacent to the project site. This transit stop is directly across from the northwest corner of the project site and provides convenient access to the shopping center.

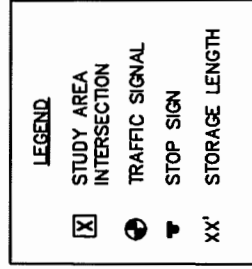
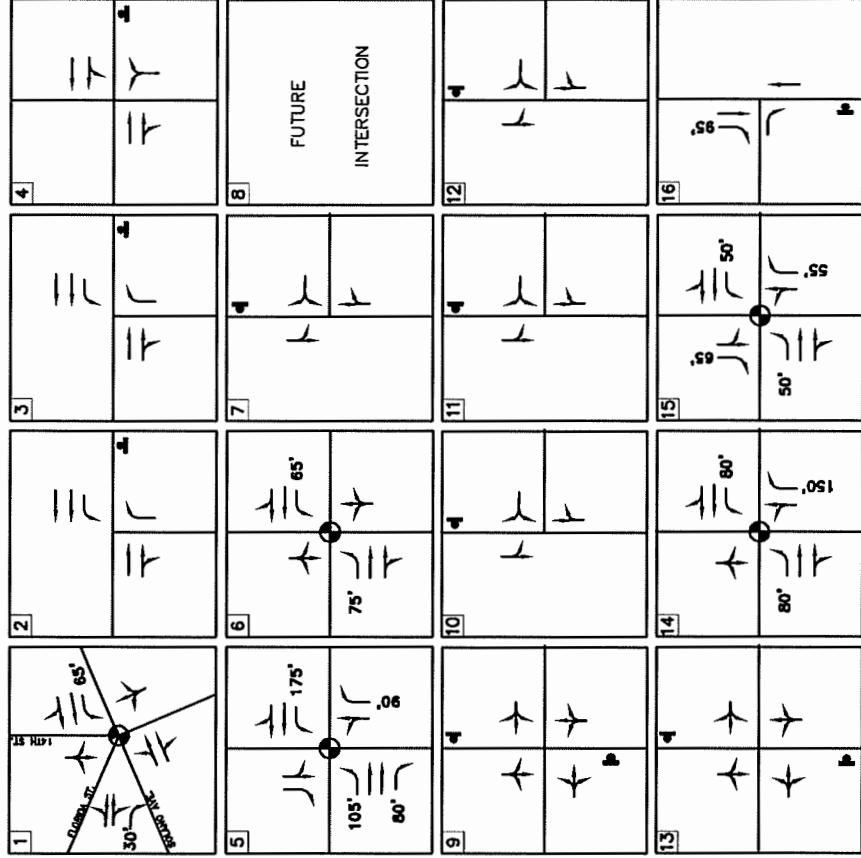
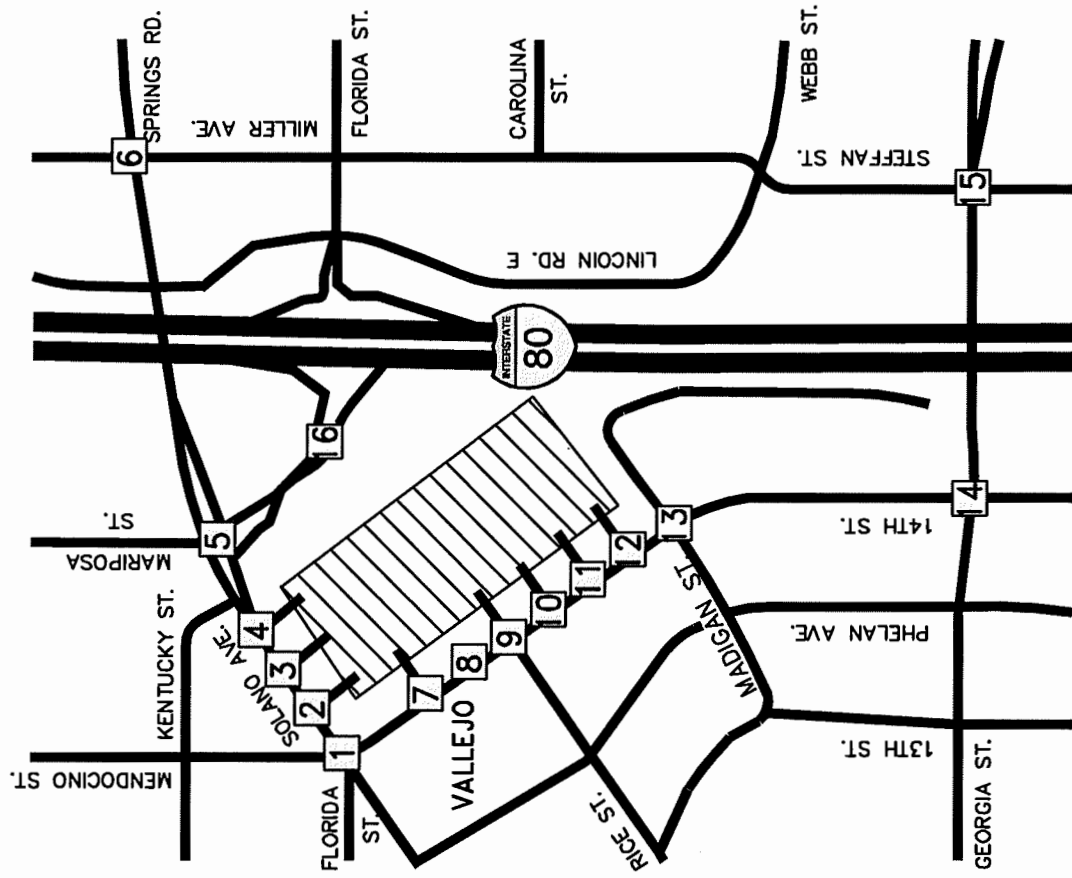
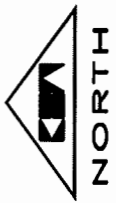
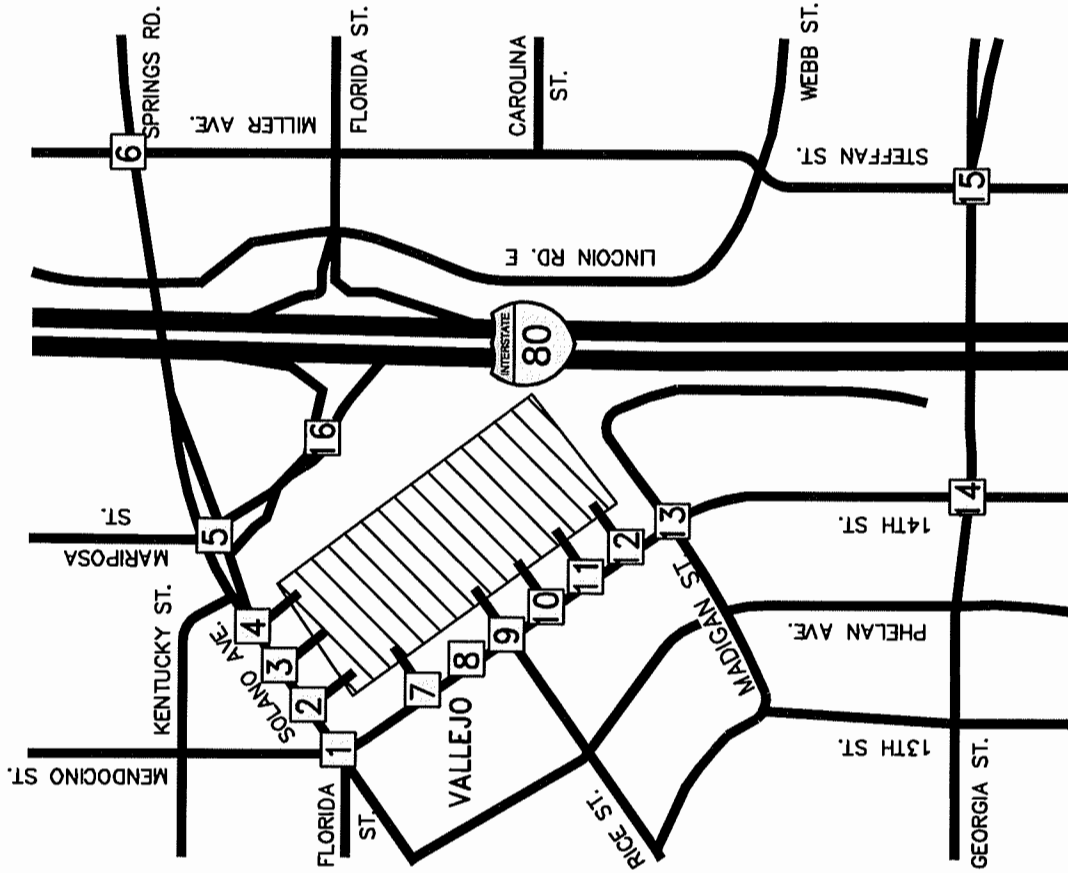


FIGURE 3

I-80/Solano Avenue Redevelopment Project  
EXISTING LANE GEOMETRY AND TRAFFIC CONTROL







1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16

FUTURE INTERSECTION

**LEGEND**

STUDY AREA INTERSECTION  
 (PM) TRAFFIC VOLUMES

FIGURE 4



I-80/Solano Avenue Redevelopment Project

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES

## PROJECT TRIP GENERATION AND DISTRIBUTION

### Project Trip Generation

PM vehicular trips for the proposed redevelopment project were developed based on trip generation rates contained in the Institute of Transportation Engineer's publication *Trip Generation, 7th Edition*. This is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies at numerous locations in areas of various populations.

Trip generation for the existing shopping center was calculated based on existing counts (April 2007) at all of the project driveways. Trip generation calculations are included in the **Appendix**.

It is reasonable to expect that trips will be internally captured (linked) within the development due to the fast-food, gas-station and various retail uses. Calculations for internal capture were prepared in accordance with and using rates found in ITE *Trip Generation Handbook, 2<sup>nd</sup> Edition*.

Often with new development a certain amount of trips to the site are vehicle trips that are already on the road and will choose to stop as they pass by the site. These vehicle trips are not represented as new vehicle trips but are considered to be pass-by trips. Pass-by factors were derived from the Institute of Transportation Engineers *Trip Generation Handbook, 2004*. **Table 2** summarizes the results of the trip generation analysis for the project.

As seen in **Table 2**, the shopping center redevelopment is expected to generate 92 new trips in the PM peak hour.

### Project Trip Distribution and Assignment

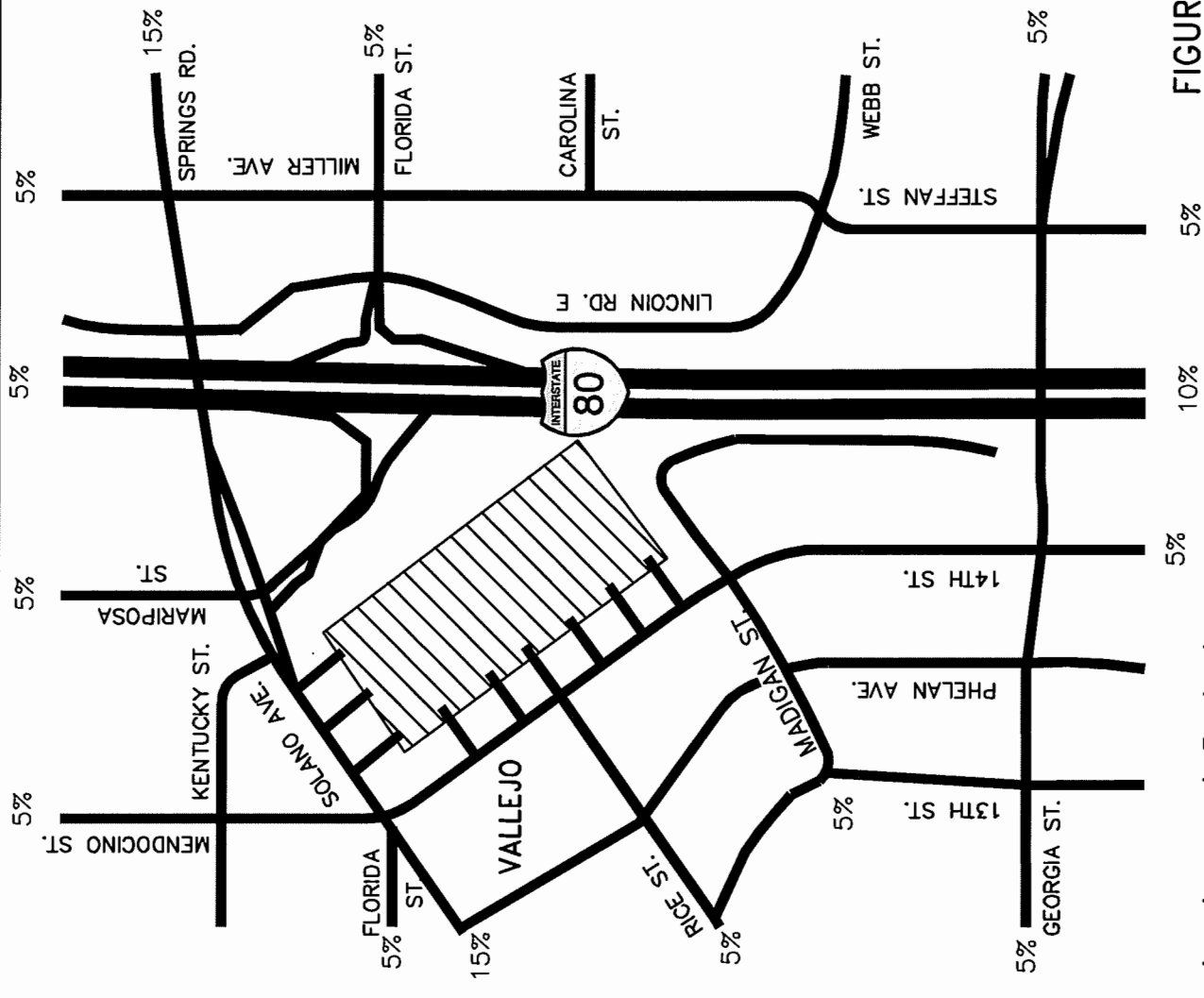
Existing traffic counts were reviewed to determine general proportion of traffic volumes at study intersections. Because of the nature of the development, traffic associated with the project will principally be attracted from residents and businesses of Vallejo. Based on traffic counts from the existing shopping center driveways it is anticipated that approximately 50% of the new trips from the shopping center will utilize the driveways on Solano Avenue, 40% will utilize the driveways on 14<sup>th</sup> Street and the other 10% will utilize the driveway on Mariposa Street/I-80 Southbound Ramps.

A project distribution was developed based on existing traffic count information and the general orientation of population sources to the site. **Figure 5** shows the traffic distribution assumed in this traffic report.



Based on the assumed trip distribution, new vehicle trips generated by the project were assigned to the street network as shown in **Figure 6**.

**Table 2 – Site Trip Generation**

ITE Code	LAND USE	Trips per:	PM Peak Hour		
			In	Out	Total
816	Hardware/Paint Store	KSF	2.27	2.57	4.84
820	Shopping Center	KSF	1.80	1.95	3.75
854	Discount Supermarket	KSF	4.45	4.45	8.9
881	Pharmacy/Drugstore w/Drive-Through Window	KSF	4.22	4.40	8.62
934	Fast-Food Restaurant w/Drive-Through Window	KSF	18.01	16.63	34.64
944	Gasoline/Service Station	fuel positions	6.93	6.93	13.86
<b>EXISTING USES</b>					
	Existing Shopping Center (4)		261	226	487
<b>PROPOSED USES</b>					
816	Hardware/Paint Store	15.33	35	39	74
	<i>Internal Capture (35%)</i>		-12	-14	-26
	<i>Pass-by (26%)</i>		-6	-7	-13
820	Shopping Center	30.30	55	59	114
	<i>Internal Capture (35%)</i>		-19	-21	-40
	<i>Pass-by (34%)</i>		-12	-13	-26
854	Discount Supermarket	69.98	311	311	623
	<i>Internal Capture (19%)</i>		-59	-59	-118
	<i>Pass-by (23%)</i>		-58	-58	-116
881	Pharmacy/Drugstore w/Drive-Through Window	17.27	73	76	149
	<i>Internal Capture (35%)</i>		-26	-27	-52
	<i>Pass-by (49%)</i>		-23	-24	-47
934	Fast-Food Restaurant w/Drive-Through Window	3.01	54	50	104
	<i>Internal Capture (60%)</i>		-33	-30	-63
	<i>Pass-by (50%)</i>		-11	-10	-21
944	Gasoline/Service Station	10	69	69	139
	<i>Internal Capture (55%)</i>		-38	-38	-76
	<i>Pass-by (42%)</i>		-13	-13	-26
<b>Total Shopping Center Redevelopment</b>			<b>288</b>	<b>292</b>	<b>579</b>
<b>Total Existing Shopping Center</b>			<b>261</b>	<b>226</b>	<b>487</b>
<b>TOTAL NEW TRIPS</b>			<b>27</b>	<b>66</b>	<b>92</b>
<b>Notes:</b>					
1 Trip Generation data from ITE Trip Generation, 7th Edition					
2 AM/PM rates correspond to peak of adjacent street traffic (if data available)					
3 Includes weekday rates only					
4 Existing Shopping Center Trip Generation is based on 2007 Counts at all project driveways					
5 Pass-by rates from ITE Trip Generation Handbook, 2004					



**LEGEND:**

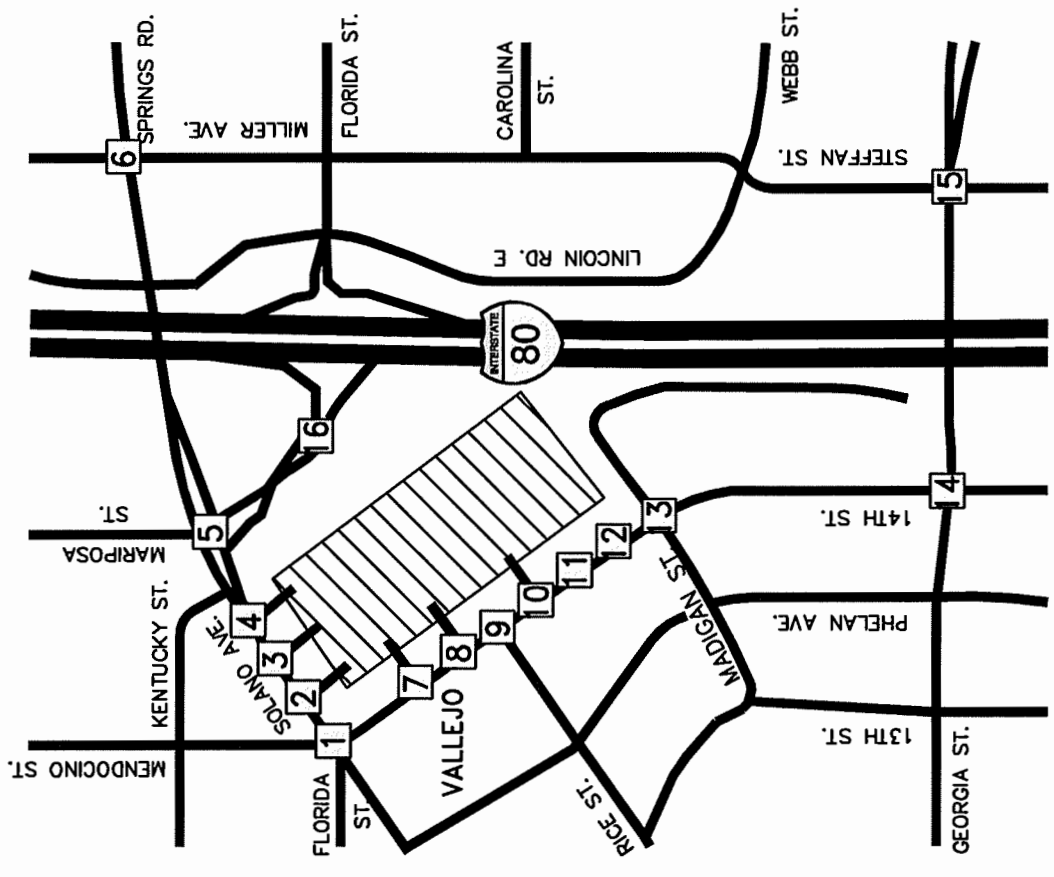
-  PROJECT SITE
-  XX% TRIP DISTRIBUTION

**FIGURE 5**

**I-80/Solano Avenue Redevelopment Project**

**PROJECT TRIP DISTRIBUTION**





1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16

**LEGEND**

[X] STUDY AREA INTERSECTION

(YY) (PM) TRAFFIC VOLUMES

FIGURE 6



I-80/Solano Avenue Redevelopment Project  
PROJECT GENERATED TRAFFIC VOLUMES

## NEAR-TERM CONDITIONS

### Near-Term Lane Configurations and Traffic Control

Near-Term intersection lane configurations and traffic control are illustrated in **Figure 7**. There are expected to be five traffic signals in the study area. The remaining study area intersections are stop-controlled intersections. It should be noted that the numbers shown in **Figure 7** represent turn bay lengths for right and left-turn lanes.

### Near-Term Growth Rate

The immediate study area surrounding the project site is developed. However, to account for ambient traffic growth over the next few years in the surrounding areas, the existing PM peak hour traffic volumes were increased by 1 percent per year for two years to reflect near-term growth in background traffic to the completion year of the proposed redevelopment project (2009).

### Background Near-Term Traffic

Background traffic represents the combination of existing traffic volumes plus two years of traffic growth, and roadway improvements anticipated to be completed before or the same time as the redevelopment project. **Figure 8** illustrates the background turning movement volumes at the study intersections.

### Total Near-Term Traffic

Total traffic conditions represent existing traffic volumes plus two years traffic growth, and traffic generated by the proposed redevelopment project. **Figure 9** illustrates the total near-term turning movement volumes at the study intersections.

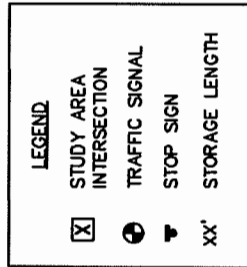
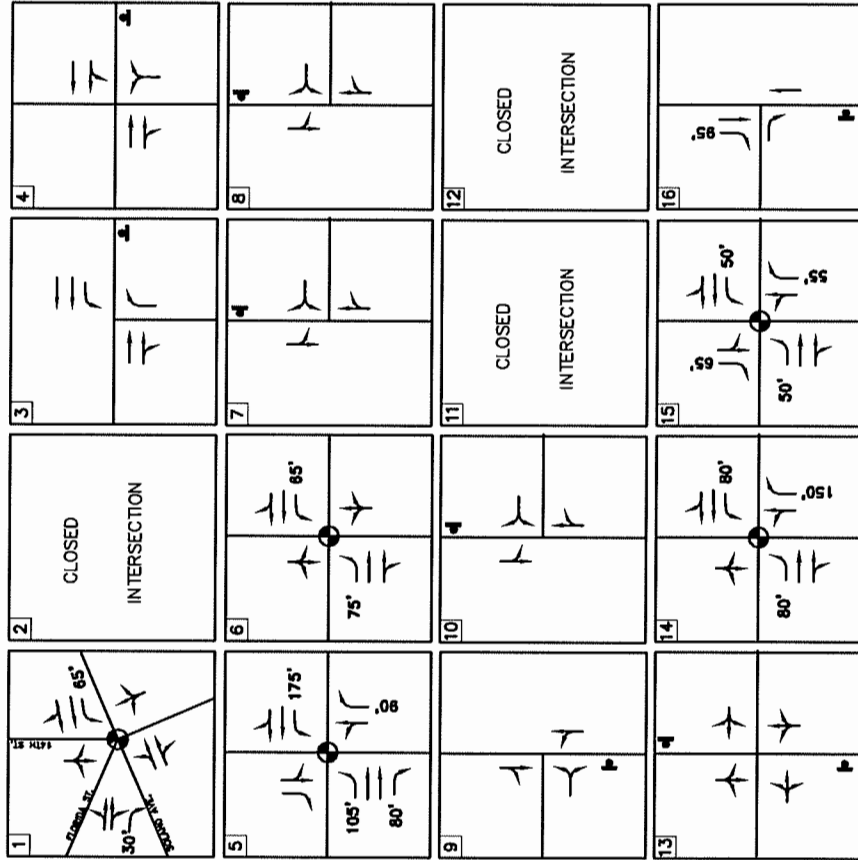
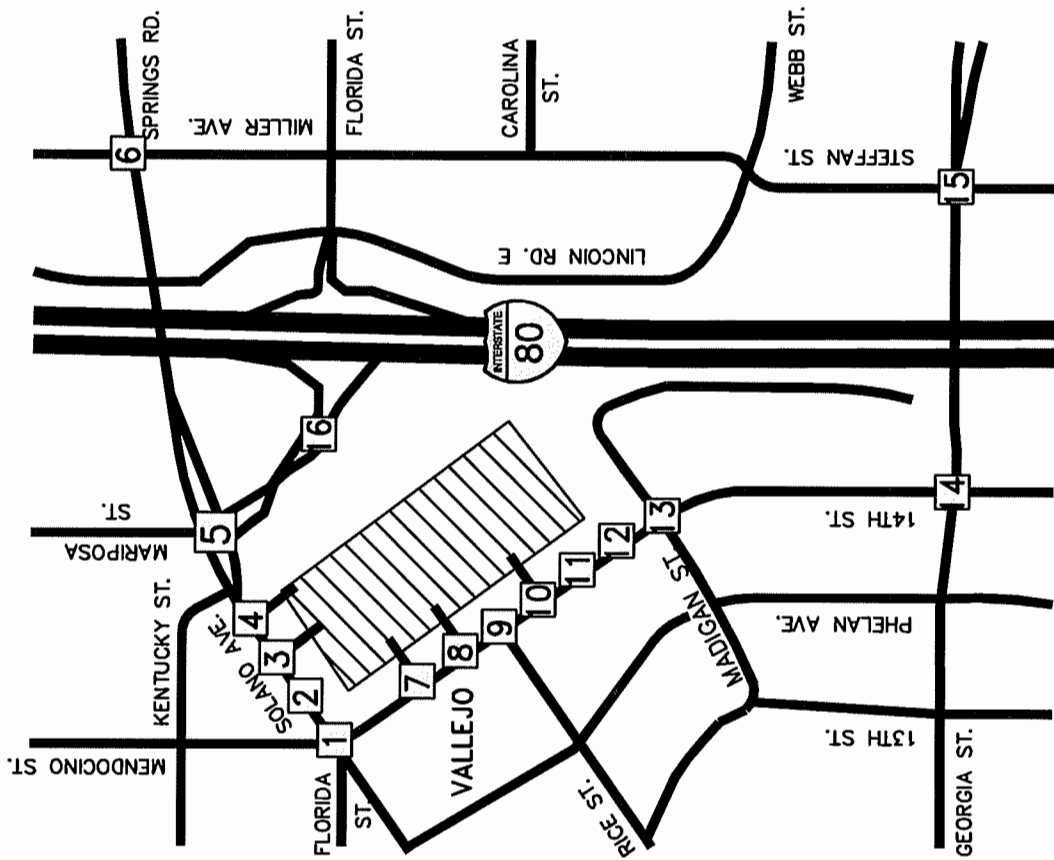


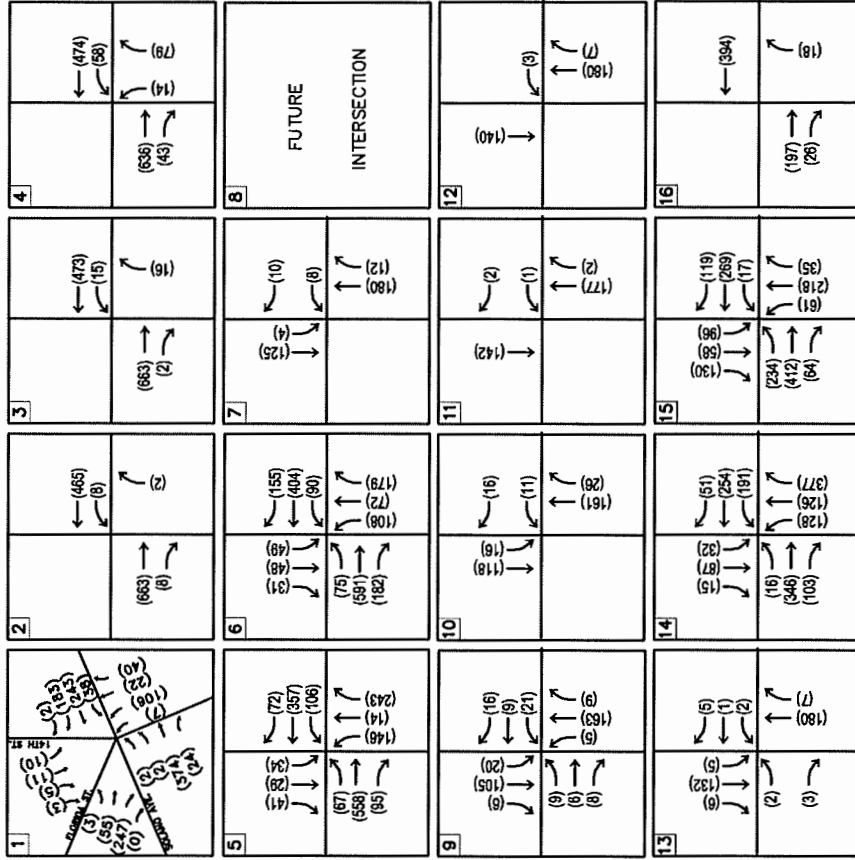
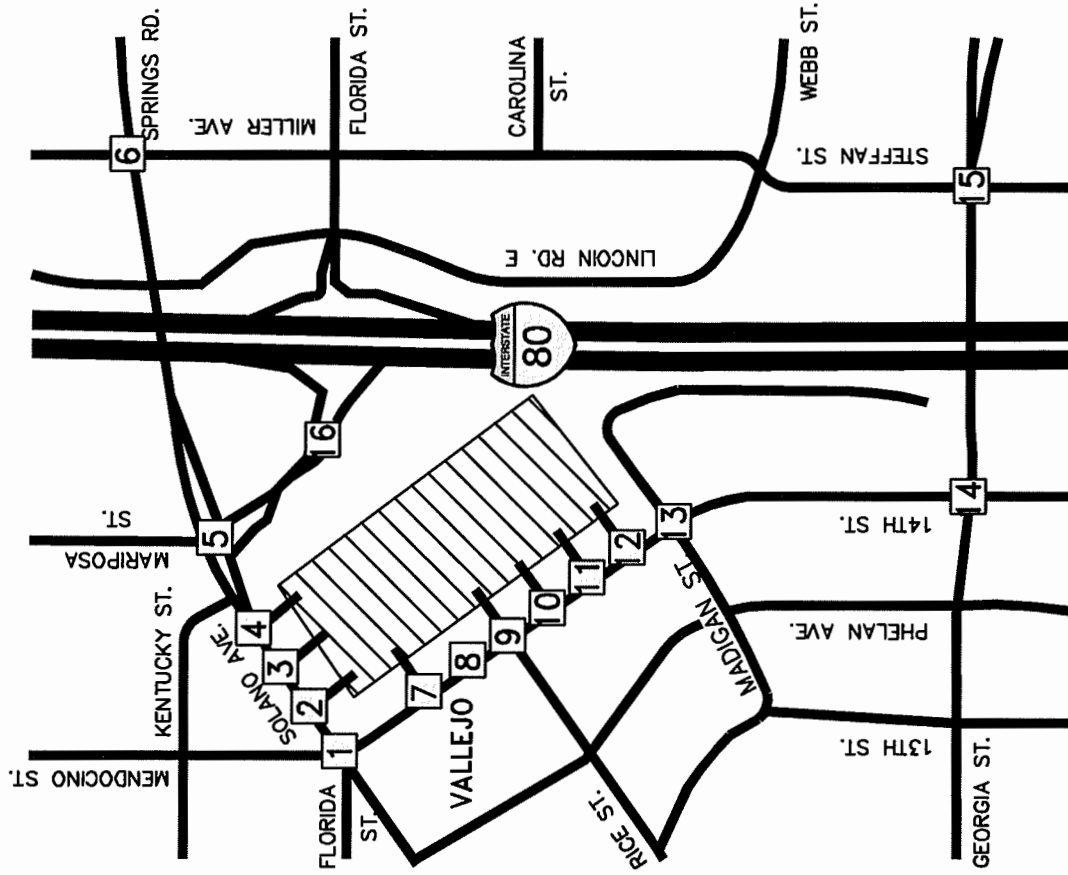
FIGURE 7



Kimley-Horn and Associates, Inc.

I-80/Solano Avenue Redevelopment Project

NEAR-TERM LANE GEOMETRY AND TRAFFIC CONTROL



**LEGEND**

☒ STUDY AREA INTERSECTION

(YY) (PM) TRAFFIC VOLUMES

FIGURE 8







## CUMULATIVE (YEAR 2020) TRAFFIC

### Long-Term Lane Configurations and Traffic Control

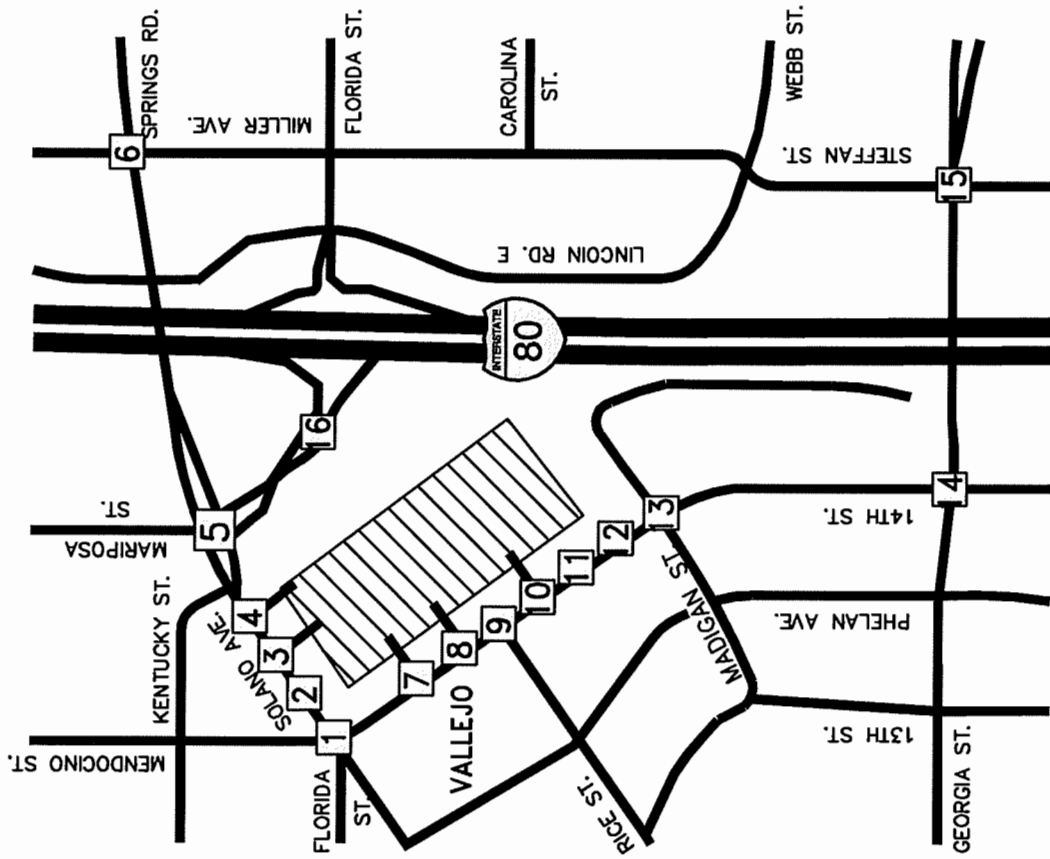
Lane configurations for the study intersections are not expected to change in the long-term condition. **Figure 7**, previously referenced, illustrates the roadway geometry and traffic control expected to be in place in the long-term (year 2020) conditions.

### Year 2020 Forecast

Kimley-Horn obtained the City of Vallejo Model travel forecast information from Dowling Associates on behalf of the city. The Vallejo model was used to plot bi-directional PM traffic volumes on each segment of the roadways in the study area. Model output was used to compare year 1999 with year 2020 model forecasts to determine the incremental difference in traffic volumes at study intersections. The Vallejo model currently assumes development on the project site. Upon reviewing the model projections for the project site, Kimley-Horn determined the model projections only reflect half of the level of development being proposed as part of the redevelopment project. Therefore, the model projections were adjusted to reflect the proposed redevelopment levels. Link volumes were converted to turning movement volumes at each study intersection using a Furness process. The iterative process included the use of variables such as existing volumes, the expected directional distribution of traffic, and the future entering and exiting volumes of each intersection. This process produced PM peak hour turning movement volumes at each intersection.


### Long-Term Cumulative Plus Project

The forecasted cumulative plus the redevelopment project turning movement volumes at the study area intersections are illustrated in **Figure 10**.



1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16

**LEGEND**

 STUDY AREA INTERSECTION  
 (YY) (PM) TRAFFIC VOLUMES

**FIGURE 10**



Kimley-Horn and Associates, Inc.

**I-80/Solano Avenue Redevelopment Project**  
**LONG-TERM CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES**

## NEAR-TERM LOS CONDITIONS AND IMPACTS

Traffic operations were evaluated under the following near-term development conditions:

- Existing traffic conditions
- Existing plus two years traffic growth
- Total traffic conditions (existing plus two years traffic growth plus project traffic)

Results of the analysis are presented in **Table 3**. The table separates the results by traffic control, i.e. signalized or two-way stop controlled. It should be noted that the *Highway Capacity Manual* (HCM) analysis method does not generate an overall level of service for a two-way stop controlled intersection, so results for specific travel movements is summarized. Detailed calculations for the existing and near-term analyses are included in the **Appendix**.

### Existing Traffic Conditions

As shown in **Table 3**, each of the existing study area intersections operate at Level of Service (LOS) D or better during the PM peak period.

### Near-Term Traffic Conditions without the Project

As shown in **Table 3**, near-term operating conditions with traffic from other planned developments (but without traffic from the Solano Avenue redevelopment project) are at LOS D or better during the PM peak period at all the study area intersections.

### Near-Term Traffic Conditions with the Project

As shown in **Table 3**, future near-term operating conditions with the project are LOS D or better during the PM peak period at all the study area intersections.

**Table 3 – Level of Service Summary Table**

Scenario		Existing	Background (Existing + Growth)	Total (Existing + Growth + Project)	Long Term + Project
Peak Period		PM	PM	PM	PM
<b>Signalized Intersections</b>					
1	Solano Avenue / 14th Street	D	D	D	D
5	Solano Avenue / Mariposa Street	B	B	B	B
6	Springs Road / Miller Avenue	C	C	C	C
14	14th Street / Georgia Street	C	C	C	C
15	Georgia Street / Steffan Street	C	C	C	C
<b>Two-Way Stop Controlled Intersections</b>					
2	Solano Avenue / Project Driveway 1 Northbound Approach	B	B	N/A	N/A
3	Solano Avenue / Project Driveway 2 Northbound Approach	B	B	B	B
4	Solano Avenue / Project Driveway 3 Northbound Approach	B	B	C	C
	Westbound Left	A	A	A	A
7	14th Street / Project Driveway 4 Westbound Approach	A	A	A	A
	Southbound Left	A	A	A	A
8	14th Street / Project Driveway 5 Westbound Approach	N/A	N/A	B	B
	Southbound Left	N/A	N/A	A	A
9	14th Street / Rice Street / Project Driveway 5 Westbound Approach	B	B	N/A	N/A
	Eastbound Approach	B	B	B	B
	Southbound Left	A	A	N/A	N/A
	Northbound Left	A	A	A	A
10	14th Street / Project Driveway 6 Westbound Approach	A	A	B	B
	Southbound Left	A	A	A	A
11	14th Street / Project Driveway 7 Westbound Approach	A	A	N/A	N/A
	Southbound Left	A	A	N/A	N/A
12	14th Street / Project Driveway 8 Westbound Approach	B	B	N/A	N/A
	Southbound Left	A	A	N/A	N/A
13	14th Street / Madigan Avenue Westbound Approach	B	B	B	B
	Eastbound Approach	B	B	B	B
	Southbound Left	A	A	A	A
	Northbound Left	A	A	A	A
16	Mariposa Street / Project Driveway 9 Northbound Approach	A	A	A	A

## LONG-TERM CUMULATIVE LOS CONDITIONS AND IMPACTS

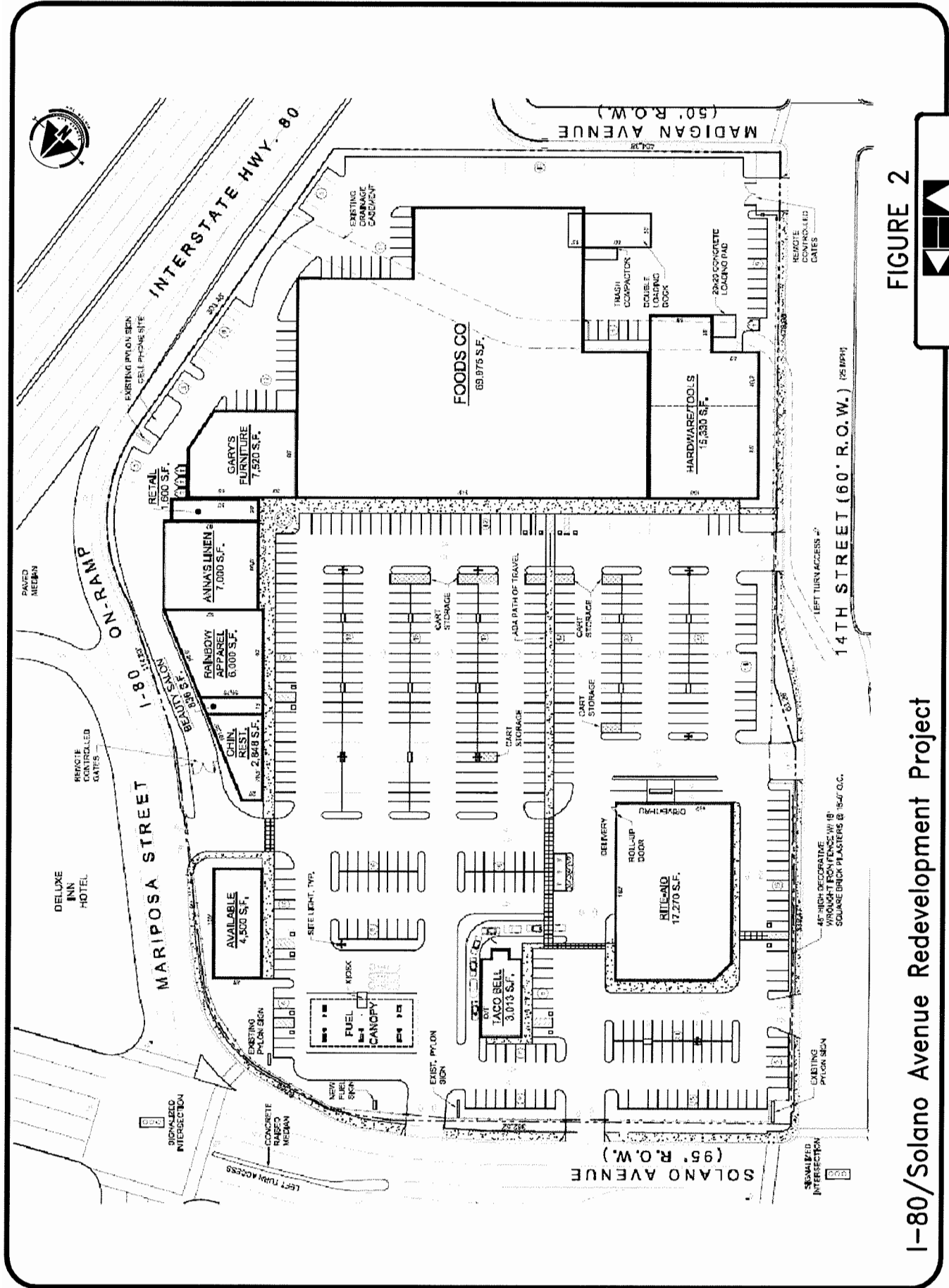
Traffic operations were evaluated under Cumulative long-term conditions plus the project.

Results of the analysis are presented in **Table 3**. The table is separated by traffic control; i.e. signalized, two-way stop controlled. As noted, the HCM does not generate an overall level of service for a two-way stop-controlled intersection, so results for specific travel movements is summarized. Detailed calculations for the long-term analyses are included in the **Appendix**.

### Long-Term Cumulative Traffic Conditions with the Project

As shown in **Table 3**, future long-term operating conditions with the project are LOS D or better at all the study area intersections.

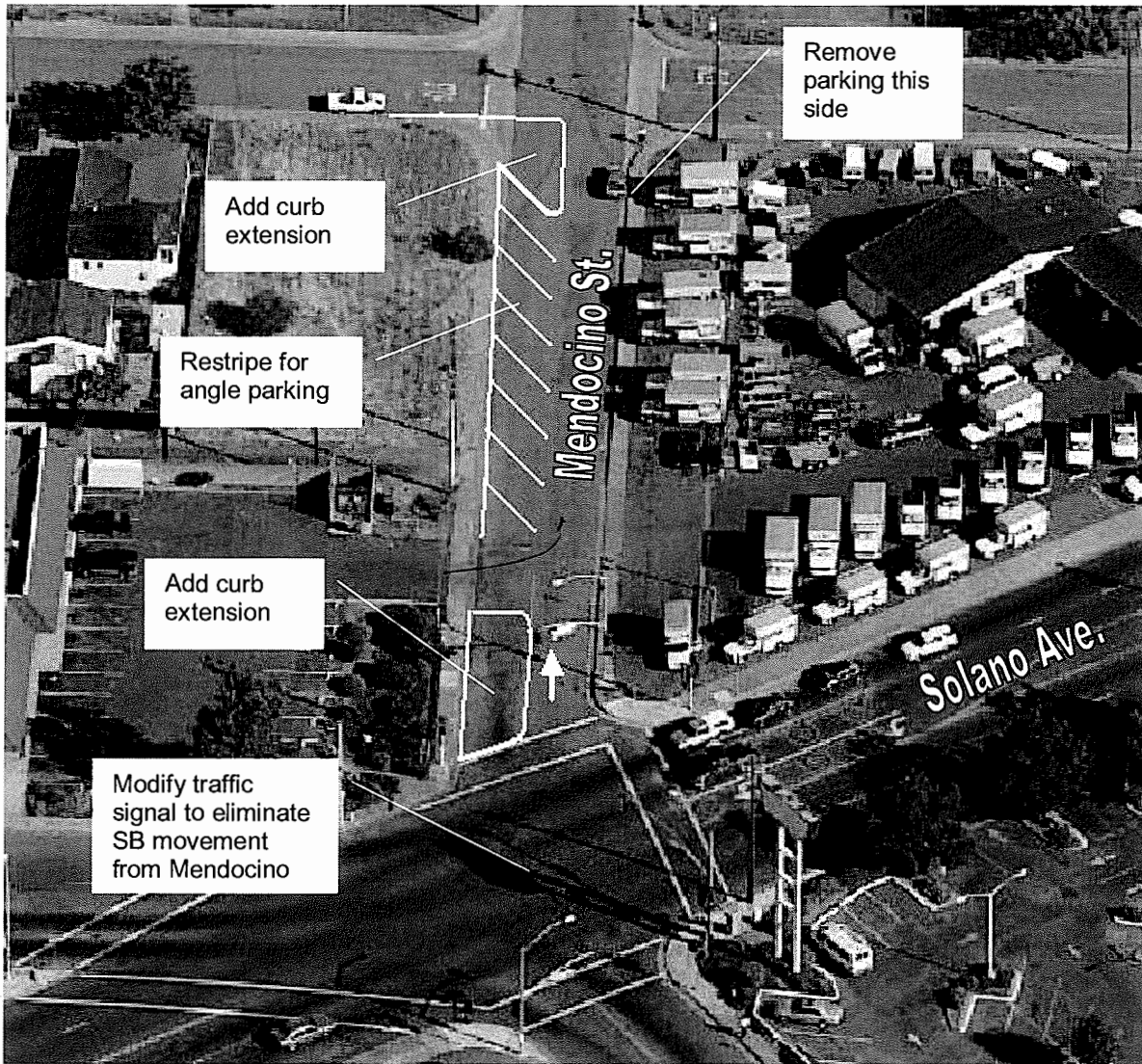
Solano Avenue/14<sup>th</sup> Street is expected to have the poorest operation because of the five-leg configuration of the intersection. When pedestrians are present, which happens frequently, the operation will be poorer than reported to accommodate the long crossing times and unique signal phasing. As a result, it is recommended to modify the operation of the intersection to reduce congestion and potential conflicts between pedestrians and vehicles. Based on traffic volumes, the existing roadway network, and adjacent land uses, it is recommended that Mendocino Street between Solano Avenue and Kentucky Street be converted to one-way northbound operation. This change would eliminate a signal phase at the Solano Avenue/14<sup>th</sup> Street intersection and improve traffic operations and pedestrian mobility. Converting the street to one-way would require modification to the traffic signal, street signs, and installation of curb extensions to prevent southbound traffic from using the segment of the street. Parking on the east side of Mendocino should be eliminated and space previously used by the southbound lane should be striped for angle parking to help reinforce the one way operation of the street. Diverted traffic volumes would be very low and could be easily accommodated at other intersections. Ingress to adjacent businesses would be unaffected and there would be a net increase in on-street parking. Egress would be minimally affected for the U-Haul rental store east of Mendocino Street where traffic leaving the site would be required to circulate around the block to return to Solano Avenue. An illustration of the proposed changes is shown in **Figure 11**.



**FIGURE 2**  
  
 Kimley-Horn and Associates, Inc.

**I-80/Solano Avenue Redevelopment Project**  
**PROJECT SITE PLAN**

Figure 11 – Mendocino One-Way Conversion





## VEHICLE QUEUING

As congestion increases it is common for traffic at signals and stop signs to form lines of stopped (or queued) vehicles. *Synchro* software was used to determine queue lengths for each right and left turn bay and to measure the distance that vehicles will backup in each direction approaching an intersection. The 95th percentile queue is calculated by using 95th percentile traffic to account for fluctuations in traffic and represents a condition where 95 percent of the time during the peak period, traffic volumes and related queuing will be at, or less, than determined by the analysis. Average queuing is generally less. Ninety-fifth percentile queuing was checked under the various development conditions. **Table 4** summarizes the results of left and right turn lanes where queuing may exceed their storage limits.

The effects of vehicle queuing were analyzed at intersections along Solano Avenue and at the I-80 on-ramp driveway, and a significant impact was assumed to occur if the queue increases by one or more vehicles (a vehicle being 25 feet long) and the vehicle queue exceeds the turn pocket length. *Synchro* queuing analysis worksheets are provided in the **Appendix**.

As seen in the table, some turn bays are exceeded, but in all cases the increase due to project traffic was not more than one vehicle. The queue length for the inbound left-turn volume at Solano Avenue and the driveway just west of the intersection of Solano Avenue and Mariposa Street is less than one vehicle; therefore, the spacing from the intersection should not be an issue. Based on the results of the queuing analysis, the project is not expected to generate significant queuing impacts under near term or cumulative conditions.

The project site provides enough storage for approximately two cars at each exit. The drive aisles will be blocked if more than two cars are in the queue. The queue length of exiting traffic at each of the driveways is less than two vehicles except at Project Driveway 3 off of Solano Avenue. The queue length at this location is approximately three vehicles, which will block the drive aisle north of the gas station.

**Table 4 – Vehicle Queuing (Results in Feet)**

Scenarios Analyzed	Turning Movement	Solano Avenue / Springs Rd						Mariposa Street	
		14th Street		Mariposa Street		Miller Avenue		Project Driveway 9	
		Link	PM	Link	PM	Link	PM	Link	PM
<u>Existing</u>  Existing Traffic Conditions	EBL	/	/	105	62	75	81	/	/
	EBR	/	/	80	<25	50	82	80	<25
	WBL	65	50	175	89	60	92	/	/
	WBR	/	/	/	/	/	/	/	/
	NBL	/	/	/	/	/	/	/	/
	NBR	/	/	90	49	/	/	/	/
	SBL	/	/	/	/	/	/	/	/
	SBR	50	<25	55	34	/	/	95	<25
<u>Near-Term</u>  Baseline Traffic Conditions	EBL	/	/	105	62	75	83	/	/
	EBR	/	/	80	<25	50	85	80	<25
	WBL	65	51	175	90	60	94	/	/
	WBR	/	/	/	/	/	/	/	/
	NBL	/	/	/	/	/	/	/	/
	NBR	/	/	90	49	/	/	/	/
	SBL	/	/	/	/	/	/	/	/
	SBR	50	<25	55	35	/	/	95	<25
<u>Near-Term</u>  Total Traffic Conditions	EBL	/	/	105	67	75	85	/	/
	EBR	/	/	80	<25	50	87	80	<25
	WBL	65	52	175	93	60	94	/	/
	WBR	/	/	/	/	/	/	/	/
	NBL	/	/	/	/	/	/	/	/
	NBR	/	/	90	49	/	/	/	/
	SBL	/	/	/	/	/	/	/	/
	SBR	/	/	55	37	/	/	95	<25
<u>Long-Term</u>  Cumulative With Project	EBL	/	/	105	85	75	175	/	/
	EBR	/	/	80	<25	50	153	80	<25
	WBL	65	52	175	93	60	100	/	/
	WBR	/	/	/	/	/	/	/	/
	NBL	/	/	/	/	/	/	/	/
	NBR	/	/	90	50	/	/	/	/
	SBL	/	/	/	/	/	/	/	/
	SBR	/	/	55	53	/	/	95	<25

## PARKING EVALUATION

The City of Vallejo Municipal Code has specific requirements for commercial land uses. As shown in **Table 5**, the hardware store, discount supermarket, pharmacy, and retail stores and shops require 1 parking space per 250 square feet, and for the fast-food restaurant the requirement is 1 parking space for each 3 seats. Based on the requirements, 551 parking spaces are necessary for the site plan evaluated in this traffic study. The site plan provided by the City includes 565 parking spaces which exceeds the city's requirement by 14 spaces.

**Table 5 – Summary of Parking Evaluation**

ITE Code	Building / Use	Unit	Quantity/ Capacity	Parking Code (1)	Required Parking
816	Hardware/Paint Store	KSF	15.330	1 space/250 SF	61
820	Shopping Center	KSF	30.304	1 space/250 SF	121
854	Discount Supermarket	KSF	69.975	1 space/250 SF	280
881	Pharmacy/Drugstore w/ Drive-Through Window	KSF	17.270	1 space/250 SF	69
934	Fast-Food Restaurant w/ Drive-Through	Seats	60	1 space/3 seats	20
944	Gasoline/Service Station	Fuel Pos.	10	N/A	N/A
					-
					-
					-
<b>TOTAL Parking Required</b>					551
<b>TOTAL Parking Provided</b>					565
<b>Parking Excess (Shortfall)</b>					14

(1) Source: City of Vallejo Municipal Code, Chapter 16.62.100

Parking stalls shown on the site plan appear to be typically 9 feet wide and 20 feet deep with 25 foot wide parking isles. According to *The Dimensions of Parking 4th Edition*, published by the Urban Land Institute, 24 feet is typically needed to negotiate a movement similar to backing out of a parking stall. *ITE Traffic Engineering Handbook, 5th Edition* recommends 21 feet to 26 feet depending on the size of the passenger vehicle. ITE further recommends that stalls be 9 feet wide and 17.5 feet deep to accommodate high turnover retail uses. Parking proposed on the site plan meets or exceeds the industry recommended standards.

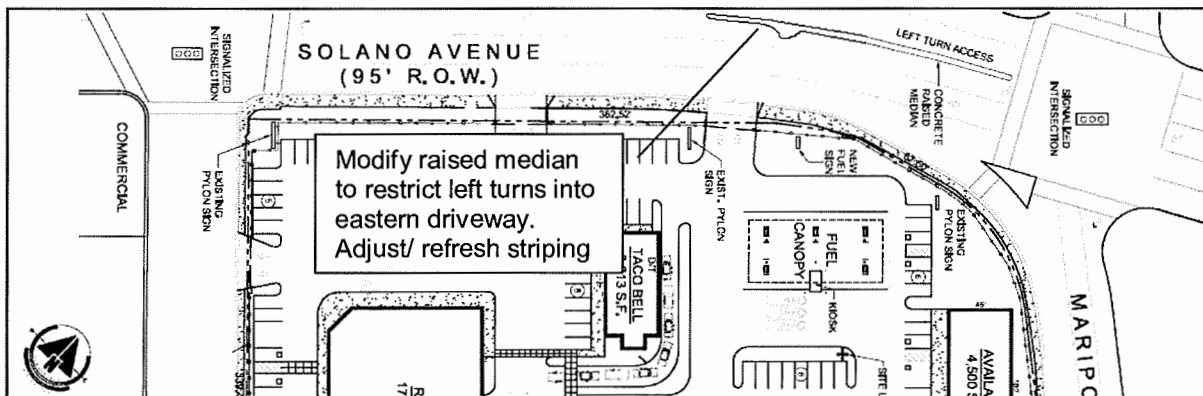
## SITE CIRCULATION

On site circulation was evaluated at the project's driveways and within the project site. As noted previously, the existing shopping center currently has three driveways on Solano Avenue, five driveways on 14<sup>th</sup> Street, and one driveway on Mariposa Street/I-80 Southbound Ramps. All of the driveways are stop-controlled and provide full access to/from the project site except the driveway on Mariposa Street/I-80 Southbound Ramps

and the western-most driveway on Solano Avenue. The Solano Avenue driveway does not allow left turns out and the Mariposa Street/I-80 Southbound Ramps driveway is restricted to right turns in and out only.

The redevelopment project proposes two stop-controlled driveways on Solano Avenue with full access at the eastern driveway and right turns in and out and left turns in at the western driveway. Left turns out would be prohibited at the western driveway due to its close proximity to the Solano Avenue/14<sup>th</sup> Street/Mendocino Street intersection. Evaluation of the proposed configuration noted that the location of the eastern driveway is too close to the existing raised median just east of the access. The median is necessary to prevent left turns from southbound Kentucky Street but also prevents westbound Solano Avenue traffic wishing to turn left into the eastern driveway from fully getting out of the through traffic lanes. This deficiency causes congestion on Solano Boulevard and creates the potential for rear-end collisions. Three options would address the deficiency. One is to shorten or remove the raised median. This option is not recommended because it would permit unsafe left turns from southbound Kentucky Street. Another is to combine the two Solano Avenue driveways into a single driveway to be located between the adjacent intersections. This may, however, require major changes to the project site layout and is also not recommended. The other option would be to prohibit left turns into the eastern driveway such that the driveway allows right turns in and out and left turns out. Modification of the raised median is recommended to ensure compliance with the restriction. Pavement striping and markings along the site frontage on Solano Avenue would need to be refreshed and adjusted to accommodate the modification of the raised median. Westbound traffic wishing to enter the site from Solano Avenue can use the western driveway. A sketch of the modified median is shown in **Figure 12**.

**Figure 12 – Recommended Median and Striping Along Site Frontage**



On 14<sup>th</sup> Street, four stop-controlled driveways are proposed with full access. The driveway nearest Solano Avenue is approximately 80 feet south of the Solano Avenue/14<sup>th</sup> Street intersection. A review of the queuing results indicates that 95<sup>th</sup>



percentile queues will extend back from the Solano/14<sup>th</sup> Street intersection and block the driveway during peak hours. This will interfere with on-site circulation near the Rite-Aid store but more importantly create a congestion and collision hazard for vehicles attempting to turn into the driveway. Therefore, it is recommended that the driveway be eliminated.

The current driveway at Rice Street will be relocated just north of the 14<sup>th</sup> Street/Rice Street intersection. Moving the driveway will create an offset intersection with Rice Street that is considered undesirable. It is recommended that the driveway be retained at its current location to align with Rice Street.

The southern-most driveway on 14<sup>th</sup> Street is proposed to have remote controlled gates and would be for deliveries and employee parking. Remote controlled gates are also shown from the driveway at the Mariposa Street/I-80 Southbound Ramps. It appears that trucks will enter at the gate near the freeway ramps then circulate behind the building and then back into the truck docks on the 14<sup>th</sup> Street side of the store. When leaving, the trucks are assumed to leave from the 14<sup>th</sup> Street gate. Detailed information regarding how the gate will be operated was not available at the time this report was prepared; however, the site plan indicates the gate is inset into the property to accommodate the approximate length of a passenger vehicle or short truck but will not accommodate large truck/trailer combinations without possibly blocking the driveway or interfering with traffic getting on the freeway. It is recommended that the gate be further inset into the site to accommodate the largest trucks expected to make deliveries to the back of the Foods Co. store and ensure that vehicles entering and exiting the driveway at the freeway ramp is not impeded.

The driveway on Mariposa Street/I-80 Southbound Ramps is proposed to be located slightly closer to the Solano Avenue/Mariposa Street intersection but still be restricted to right turns in and out. Operation and queuing analyses indicate that the driveway is expected to operate safely as proposed on the ramp given the low traffic volumes at the driveway; however it is the policy of Caltrans to not have driveways on freeway ramps. Therefore, it is not recommended in this traffic report that the driveway be removed but a raised barrier should be placed along the ramp to physically prevent traffic from turning left from the site and conflicting with traffic exiting the freeway. In the event that Caltrans requires that the driveway be removed, the low traffic volumes can be accommodated at other site driveway without significant change in level of service. Closing the driveway would however affect the circulation of trucks behind the Food Co. building.

Based on the Solano Avenue redevelopment project site plan, sight distances, emergency access truck access, and other on-site circulation planned for the project appear to be generally adequate, and would be subject to refinements as part of the design review process.

## SUMMARY OF FINDINGS AND CONCLUSIONS

The analysis of the Solano Avenue redevelopment project resulted in the following findings:

- All intersections will operate within acceptable thresholds established by the City of Vallejo using approved analysis methodologies; therefore, level of service effects of the redevelopment were determined to be less than significant. ✓
- It is recommended that Project Driveway (i.e. intersection #7) on 14<sup>th</sup> Street be eliminated as proposed on the site plan. It is too close to the Solano Avenue/14<sup>th</sup> Street intersection. ✗
- It is recommended that Project Driveway (i.e. intersection #5) on 14<sup>th</sup> Street be retained at its current location to align with Rice Street. Moving the driveway north, as proposed in the site plan, will create an offset intersection with Rice Street that is considered undesirable. ✗
- It is recommended that a raised barrier be placed along the I-80 Southbound Ramps to physically prevent traffic from turning left from the site and conflicting with traffic exiting the freeway. ✗
- Prohibit left turns into the eastern driveway such that the driveway allows right turns in and out and left turns out. Modification of the raised median is recommended to ensure compliance with the restriction. Pavement striping and markings along the site frontage on Solano Avenue would need to be refreshed and adjusted accommodate the modification of the raised median. ✓
- It is recommended that the gate at the driveway at the Mariposa Street/I-80 Southbound Ramps be further inset into the site to accommodate the largest trucks expected to make deliveries to the back of the Foods Co. store and ensure that vehicles entering and exiting the driveway at the freeway ramp is not impeded. ✓
- It is recommended that Mendocino Street between Solano Avenue and Kentucky Street be converted to one-way northbound operation. Converting the street to one-way would require modification to the traffic signal, street signs, and installation of curb extensions to prevent southbound traffic from using the segment of the street. Adjustments to on-street parking are also recommended. ✗
- Effects from queuing resulting from the redevelopment project were determined to be less than significant. The queue length for the inbound left-turn volume at Solano Avenue and the driveway just west of the intersection of Solano Avenue and Mariposa Street is less than one vehicle; therefore, the spacing from the intersection should not be an issue. ✓



- Other access and circulation on the Solano Avenue redevelopment project site appear to be adequate.

**DEPARTMENT OF TRANSPORTATION**

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P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 622-5491  
FAX (510) 286-5559  
TTY 711



*Flex your power!  
Be energy efficient!*

April 21, 2008

SOL080414  
SOL-80-3.41  
SCH2008032077

Mr. Marcus Adams  
City of Vallejo  
555 Santa Clara Street  
Vallejo, CA 94590

Dear Mr. Adams:

**Solano 80 Shopping Center – Mitigated Negative Declaration**

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed Solano 80 Shopping Center project. The following comments are based on the Mitigated Negative Declaration:

The Department has reviewed the proposed project and staff has visited the site of the proposed Solano 80 shopping center. It is the position of the Department that the driveway located at the Mariposa Street on-ramp to westbound Interstate 80 (I-80) be closed. It is the Department's policy that for freeways such as I-80, direct access from private property to the freeway and freeway ramps be prohibited without exception. Abutting ownerships should be served by frontage roads or streets connected to interchanges. Access control is required along interchange ramps to their junction with the nearest public road. This is necessary to ensure that entry onto the freeway does not impair freeway operations.

We understand that the current shopping center has five (5) other driveways which access local streets. This access should be adequate to serve the proposed project.

We would be happy to meet with you to discuss this further, but we are requesting that as a condition of project approval that the project proponent design the site to eliminate the driveway at the Mariposa Street on-ramp to westbound I-80.

***Encroachment Permit***

Please be advised that work that encroaches onto the State Right of Way (ROW) requires an encroachment permit that is issued by the Department. Closing the driveway at Mariposa/I-80 ramp may require an encroachment permit. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating State ROW, must be submitted to the address below. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>



Mr. Marcus Adams  
April 21, 2008  
Page 2

Mr. Michael Condie, Office of Permits  
California DOT, District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

Should you have any questions regarding this letter, please call Christian Bushong of my staff at (510) 286 -5606.

Sincerely,



LISA CARBONI (510) 622-5491  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse



**MILLER STARR  
REGALIA**

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Walnut Creek, CA 94596

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Kristina D. Lawson  
KDL@msrllegal.com  
925 941 3283

July 17, 2008

07-18-08A11:14 RCVD PL

**VIA E-MAIL DKLEINSCHMIDT@CI.VALLEJO.CA.US AND  
DHAZEN@CI.VALLEJO.CA.US**

David A. Kleinschmidt, P.E.  
City Engineer  
City of Vallejo  
555 Santa Clara Street  
P.O. Box 3068  
Vallejo, CA 94590

Don Hazen  
Planning Manager  
City of Vallejo  
555 Santa Clara Street  
P.O. Box 3068  
Vallejo, CA 94590

Re: Solano 80 Shopping Center Redevelopment

Dear Messrs. Kleinschmidt and Hazen:

Thank you for meeting with us last week to discuss the redevelopment of the Solano 80 shopping center, and in particular, the retention of an existing driveway at the shopping center which leads onto Mariposa Street and the I-80 Southbound ramps. As we discussed, our client wishes to retain the existing access to the center, and no longer proposes to move the driveway to the north as proposed in the original project description. Consequently, we are seeking (1) to revise the application, and (2) to modify of the three-part mitigation measure included in the adopted mitigated negative declaration ("MND") for the project. As you know, the mitigation measure allows CalTrans, in its sole discretion, to require elimination of the existing driveway which leads onto Mariposa Street and the I-80 ramps.

**1. Abutter's Rights to Mariposa Street/I-80 Southbound Ramps.** One of the issues discussed at our meeting last week was whether or not the property owner had relinquished (by agreement or otherwise) its abutter's rights to Mariposa Street and the I-80 Southbound ramps. Assuming the abutter's rights have not been relinquished, the property owner has a right of access to the property from the public street. (See, e.g., *Breidert v. Southern Pac. Co.* (1964) 61 Cal.2d 659, 663 ["...the urban landowner enjoys property rights...in the street upon which his land abuts. Chief among these is an easement of access in such street...This easement consists of the right to get into the street upon which the landowner's property abuts and from there..."]; see also *Lexington Hills Ass'n v. State of California* (1988) 200 Cal.App.3d 415, 431.)

By separate memorandum, John Jay provided copies of deeds to you which describe various transfers of property and relinquishment of certain abutter's rights

David A. Kleinschmidt, P.E.  
Don Hazen  
July 17, 2008  
Page 2

between the property owners and CalTrans. The project's civil engineer has prepared a plat which depicts the plotting of those deeds, a copy of which we have attached to this letter. As set forth on that plat, abutter's rights have been relinquished by the property owner for only a small portion of the project's boundary with I-80, and not for the entire Mariposa Street/I-80 Southbound ramp frontage.

Also attached to this letter is a letter from Slooten Consulting, Inc. certifying that the existing driveway at the project site is outside the area in which abutter's rights were relinquished by deed. In light of the fact that the property owner has abutter's rights at the location of the existing driveway, it is our opinion that neither CalTrans nor the City of Vallejo may require the existing driveway to be closed in connection with the project without suffering inverse condemnation liability.

**2. CalTrans Ability To Require Driveway To Be Closed In Connection With CEQA Review.** While the originally approved MND authorized CalTrans to select a particular mitigation measure to mitigate an existing impact, without this provision in the MND, CalTrans would not otherwise have any discretionary approval power over the project. (Notably, the impact that the mitigation measure proposes to mitigate is not caused by the project, and is an existing condition.) As set forth in *Lexington Hills Association v. State of California, supra*, 200 Cal.App.3d at 432-433, because a new access point is not proposed, CalTrans is bound to allow use of the developed roadways or suffer inverse condemnation liability. Even if an encroachment permit was required here (such a permit is not required), CalTrans would be unable to conduct its own review under the California Environmental Quality Act ("CEQA"; Pub. Resources Code, §§ 21000 et seq.) because it is not vested with the requisite approval power to make it directly subject to CEQA. (*Id.* at 433.) CalTrans has no independent power to suggest or impose mitigation measures here, and any mitigation measures are properly imposed by the City.

Accordingly, because CalTrans does not have any discretionary approval power over the project and no ability (short of eminent domain) to require the existing driveway be closed, we believe that the mitigation measure can be properly revised to remove its grant of discretionary authority to CalTrans, and remove the proposed mitigation calling for removal of the existing driveway.

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\*

David A. Kleinschmidt, P.E.  
Don Hazen  
July 17, 2008  
Page 3

We would very much appreciate your authorization to proceed with an amended application, and amended CEQA document. Should you have any questions or concerns, please do not hesitate to call.

Very truly yours,

MILLER STARR REGALIA



Kristina D. Lawson

KDL:iat

Enclosure

cc: Robert Adams, Development Services Director  
John Jay  
Wilson F. Wendt  
Jim Frassetto



# SLOOTEN

CONSULTING, INC

July 14, 2008

Kristina Daniel Lawson, ESQ  
Miller Starr Regalia  
1331 N. California Blvd., Fifth Floor  
Walnut Creek, CA 94596

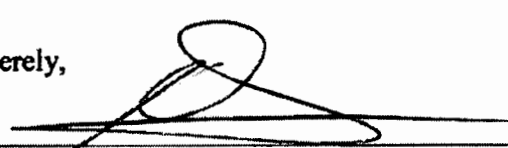
Re: Mariposa Avenue Driveway, Solano 80 center, Vallejo CA

Dear Ms Lawson,

This is to certify that in my professional opinion the existing driveway along the southwesterly side of Mariposa Avenue is outside the relinquishment of abutter's rights as described in the Grant Deed from Herbert and Ray Shapiro to the State of California, recorded July 27, 1955 in book 780, page 372 of official records of Solano County.

If, however, additional documents that are pertinent to this relinquishment of abutter's rights issue, come to my attention, my opinion may change.

Sincerely,



---

Dirk C. Slooten  
LS 5342  
State of California

Cc: John Jay

# Solano 80 Shopping Center



500' conflict of interest map



Tennessee St

Columbus St

Spring

Arrive at: Solano Ave & 14

Head south on Santa Clara St toward Georgia St

Slight right at Maine St

Continue on Curtola Pkwy

Slight left at Solano Ave

Georgia St

Solano Ave

Sonoma Blvd

780

80

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