



City Hall
 555 Santa Clara Street
 Vallejo, CA 94590
www.cityofvallejo.net

AGENDA

**VALLEJO CITY COUNCIL
 SPECIAL MEETING – 5:30 P.M.
 (CLOSED SESSION)**

**VALLEJO CITY COUNCIL
 SPECIAL MEETING – 6:00 P.M.**

AUGUST 29, 2017

MAYOR
 Bob Sampayan

CITY COUNCIL
 Vice Mayor, Robert H. McConnell
 Pippin Dew-Costa
 Jesus “Jess” Malgapo
 Katy Miessner
 Hermie Sunga
 Rozzana Verder-Aliga, EdD

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

Pursuant to the Government Code Section 54954.3 (The Brown Act), members of the public shall be afforded the opportunity to speak on any agenda item of interest to them provided they are first recognized by the presiding officer. Members of the public wishing to be so recognized are requested to submit a completed speaker card to the City Clerk prior to the consideration of the item.

Those wishing to address the Council on any matter for which another opportunity to speak is not provided on the AGENDA but which is within the jurisdiction of the City Council to resolve may come forward to the podium during the "COMMUNITY FORUM" portion of the AGENDA.

Members of the public have the right to speak on any item on this agenda. Those wishing to address the Council: 1) during the Community Forum are limited to three minutes pursuant to Vallejo Municipal Code Section 2.20.300; 2) on a Consent Calendar item are limited to three minutes pursuant to Vallejo Municipal Code Section 2.02.310; and an Action Calendar item are limited to five minutes pursuant to Vallejo Municipal Code Section 2.02.420.

Notice of Availability of Public Records: All public records relating to an open session item, which are not exempt from disclosure pursuant to the Public Records Act, that are distributed to a majority of the City Council will be available for public inspection at the City Clerk’s Office, 555 Santa Clara Street, Vallejo, CA at the same time that the public records are distributed or made available to the City Council. Such documents may also be available on the City of Vallejo website subject to staff’s ability to post the documents prior to the meeting. Information may be obtained by calling (707) 648-4527, TDD (707) 649-3562.

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**CALL AND NOTICE OF
SPECIAL MEETING
AT 5:30 PM
OF THE VALLEJO CITY COUNCIL
AUGUST 29, 2017**

TO THE MEMBERS OF THE VALLEJO CITY COUNCIL:

You are hereby notified that I do hereby call the Vallejo City Council in special session to consider only the matters stated on the agenda listed below.

NOTICE: Members of the public shall have the opportunity to address the City Council concerning any item listed on the agenda *before or during consideration of that item. No other items may be discussed at this special meeting.*

1. CALL TO ORDER

2. ROLL CALL

3. CLOSED SESSION

- A. Conference with Real Property Negotiators pursuant to Government Code Section 54956.8 - Property: The parcels generally known as 2118 Sacramento, 2134 Sacramento, and 2136 Sacramento; City Negotiators: Daniel E. Keen, City Manager; Ron Gerber, Economic Development Manager; and Anne Putney, Housing & Community Development Manager; Negotiating Parties: Mel Gomez, Mustico Realty; Under Negotiations: Price and Terms of Payment

4. ADJOURNMENT

Dated: Thursday, August 24, 2017



Bob Sampayan, Mayor

I, Dawn Abrahamson, City Clerk, do hereby certify that I have caused a true copy of the above notice and agenda to be delivered to each of the members of the Vallejo City Council, at the time and in the manner prescribed by law and that this agenda was posted at City Hall, 555 Santa Clara Street, CA at 5:00 p.m., Thursday, August 24, 2017.

Dated: Thursday, August 24, 2017



Dawn G. Abrahamson, City Clerk

**CALL AND NOTICE OF
SPECIAL MEETING
AT 6:00 PM
OF THE VALLEJO CITY COUNCIL
AUGUST 29, 2017**

TO THE MEMBERS OF THE VALLEJO CITY COUNCIL:

You are hereby notified that I do hereby call the Vallejo City Council in special session to consider only the matters stated on the agenda listed below.

NOTICE: Members of the public shall have the opportunity to address the City Council concerning any item listed on the agenda *before or during consideration of that item. No other items may be discussed at this special meeting.*

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. ACTION CALENDAR**
 - A. ADOPTION OF THREE RESOLUTIONS TO 1) CERTIFY ENVIRONMENTAL IMPACT REPORT; 2) ADOPT GENERAL PLAN 2040; AND 3) ADOPT SONOMA BOULEVARD SPECIFIC PLAN**

Recommendation: Adopt three Resolutions to 1) certify the Environmental Impact Report (EIR) for General Plan 2040 and Sonoma Boulevard Specific Plan, 2) adopt General Plan 2040, and 3) adopt Sonoma Boulevard Specific Plan

Contact: Mark Hoffheimer, Senior Planner, (707) 645-2610
Mark.Hoffheimer@cityofvallejo.net
 - B. ADOPT A RESOLUTION ESTABLISHING INTERIM ZONING POLICY**

Recommendation: Adopt a Resolution Establishing Interim Zoning policy.

Contact: Brian Millar, Planning Consultant, (707) 648-4326
brian.millar@cityofvallejo.net
- 5. ADJOURNMENT**

Dated: Thursday, August 24, 2017



Bob Sampayan, Mayor

I, Dawn Abrahamson, City Clerk, do hereby certify that I have caused a true copy of the above notice and agenda to be delivered to each of the members of the Vallejo City Council, at the time and in the manner prescribed by law and that this agenda was posted at City Hall, 555 Santa Clara Street, CA at 5:00 p.m., Thursday, August 24, 2017.

Dated: Thursday, August 24, 2017



Dawn G. Abrahamson, City Clerk



DATE: August 29, 2017
TO: Mayor and Members of the City Council
FROM: Andrea Ouse, Community and Economic Development Director
Brian Millar, Planning Consultant
Mark Hoffheimer, Senior Planner
SUBJECT: Adoption of Three Resolutions to 1) Certify Environmental Impact Report; 2) Adopt General Plan 2040; and 3) Adopt Sonoma Boulevard Specific Plan

RECOMMENDATION

Adopt three resolutions to 1) certify the Environmental Impact Report (EIR) for General Plan 2040 and Sonoma Boulevard Specific Plan, 2) adopt General Plan 2040, and 3) adopt Sonoma Boulevard Specific Plan.

REASONS FOR RECOMMENDATION

Since 2013, the City of Vallejo has been focusing efforts on a number of long-range planning initiatives, collectively referred to as Propel Vallejo, consisting of General Plan 2040, Sonoma Boulevard Specific Plan (the Specific Plan), the Development Code (aka Zoning Code), and the associated Environmental Impact Report (EIR). The current Zoning Code will be known as the Development Code and hold that name in the future. After a nearly four-year planning process, including extensive review and comment from the public, the General Plan Working Group, the Economic Vitality Commission, and the Planning Commission, General Plan 2040 and the Specific Plan are now complete and ready for consideration and adoption by City Council. In addition, the associated EIR is complete and ready for certification by City Council. The Planning Commission unanimously recommended adoption of both General Plan 2040 and the Specific Plan and certification of the EIR.

BACKGROUND AND DISCUSSION

OVERVIEW: GENERAL PLAN 2040 AND SONOMA BOULEVARD SPECIFIC PLAN

General Plan 2040 and Sonoma Boulevard Specific Plan provide a clear vision and strategy for the future growth and revitalization of the city, setting the stage for targeted City investments and private development. The objective of the two long-range plans, in combination with the new Development Code, is to communicate a clear, community-supported vision and simplify and streamline the development process.

General Plan 2040 may be described as the constitution for Vallejo's development, and it is the foundation upon which all development decisions are based. General Plan 2040 establishes a comprehensive set of goals, policies and actions directing and supporting growth and development in Vallejo over the next 25 years (2040). It includes a land use map and goals, policies, and actions for the topical areas of Community and People; Nature and the Built Environment; Economy, Education, and Training; and Mobility, Transportation, and Connectivity. Following a public review in the summer 2016, the Planning Commission, on November 2, 2016, recommended that City Council adopt General Plan 2040, inclusive of revisions from the public review

period. Since then, staff identified additional revisions to both the content of General Plan 2040 and the General Plan's land use map. On June 19, 2017, the Planning Commission recommended that City Council adopt General Plan 2040 inclusive of these additional revisions. For the [Draft General Plan 2040, please click here](#). For recommended revisions to General Plan 2040 by the Planning Commission, please refer to Attachment 2, Exhibit A.

Based on the 2013 Sonoma Boulevard Corridor Design Plan, the [Sonoma Boulevard Specific Plan](#) provides a vision for the revitalization of Sonoma Boulevard between Curtola Parkway and Redwood Street, focusing on improvements to both the public realm (generally, the street and sidewalk) and private development that fronts the street. As required by law, the Specific Plan is consistent with General Plan 2040. On November 2, 2016, the Planning Commission recommended that City Council adopt the Specific Plan, inclusive of revisions from the public review period. [For the Draft Specific Plan, please click here](#). For recommended revisions to the Draft Specific Plan, please refer to Attachment 6, Exhibit A.

The [Development Code's](#) adoption by City Council, anticipated for 2018, will fully implement General Plan 2040 and the Specific Plan. It will provide regulations for use, form, design, and compatibility of development. As it is still being prepared, the Development Code logically follows the adoption of General Plan 2040.

PLANNING PROCESS

The planning process for General Plan 2040 began in early 2014, and it has been multi-faceted and iterative, based on careful analyses, extensive community engagement, and forging of a shared vision. The process has included several major steps:

- Engagement of the community at-large, the General Plan Working Group (GPWG), the Economic Vitality Commission (EVC), and the Planning Commission;
- Analysis of economic and market trends;
- Review of existing specific plans;
- Creation of Guiding Principles;
- Identification of areas of opportunity for future growth;
- Development of future scenarios for the areas of opportunity;
- Evaluation of the future scenarios and creation of a preferred scenario;
- Analyses of site constraints, development agreements and pending development applications;
- Refinement of a Preferred Scenario;
- Preparation of the Draft General Plan and Land Use Map;
- Release of Draft General Plan and Land Use Map for public review in July 2016;
- Preparation of a fiscal impact analysis; and
- Refinement and adoption of General Plan 2040 and General Plan 2040 Land Use Map.

Community engagement has been a cornerstone of the process, with 11 community workshops, 23 General Plan Working Group (GPWG) meetings, 7 joint GPWG/Economic Vitality Commission (EVC) meetings, and 9 Planning Commission meetings (including several joint meetings) over the course of the planning effort.

Like General Plan 2040, the planning process for the Sonoma Boulevard Specific Plan began in early 2014. It included stakeholder interviews with major property owners and business associations, analysis of existing conditions, two design charrettes, and preparation of the Draft Specific Plan for public review. The public

review; recommendation for adoption by the Planning Commission; and adoption by City Council is happening concurrently with General Plan 2040.

As part of the process, a [Draft Environmental Impact Report \(DEIR\)](#) was prepared, analyzing the environmental impacts of both the Draft General Plan 2040 and the Draft Sonoma Boulevard Specific Plan ([for the DEIR Appendices, click here](#)). The statutory public review of the Draft General Plan, Draft Sonoma Boulevard Specific Plan, and DEIR commenced on July 25, 2016 and concluded on September 7, 2016. The City received approximately 20 letters or emails from agencies, organizations, and individuals during the public review period, related to both environmental issues and the merits of the long-range plans, focusing on a cross section of topics from land use, transportation, and open space to community health and economic development. A [Final EIR \(FEIR\)](#) was recommended by the Planning Commission for certification by City Council at their meeting on November 2, 2016.

Path to Adoption

The path to adoption of General Plan 2040 and Sonoma Boulevard Specific Plan, and certification of the associated Environmental Impact Report, included many public hearings:

- [November 2, 2016 – Planning Commission Meeting](#). Recommendation to City Council to adopt General Plan 2040 and Sonoma Boulevard Specific Plan, inclusive of revisions, and certify the EIR.
- [February 28, 2017 – City Council Study Session](#). Review and discussion of General Plan 2040 and Sonoma Boulevard Specific Plan.
- [May 15, 2017 – Planning Commission Meeting](#). Public hearing held and continued to June 19, 2017.
- [June 19, 2017 – Planning Commission Meeting](#). Recommendation to adopt General Plan 2040, with additional revisions, by City Council.
- [August 29, 2017 – City Council Special Meeting](#). Consideration to adopt General Plan 2040 and Sonoma Boulevard Specific Plan and certify EIR.

Post General Plan Adoption: Development Code

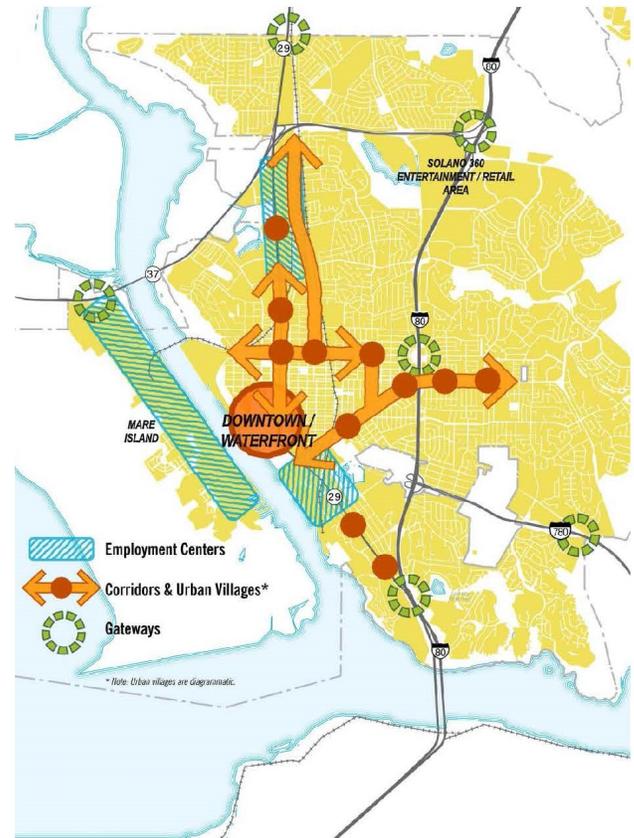
Moving forward, the Development Code is anticipated for Planning Commission review late 2017/early 2018, with consideration and adoption by City Council in spring/summer of 2018. The Development Code will implement General Plan 2040 and the Specific Plan and, therefore, will be adopted subsequent to the adoption of the two plans.

For more information, please refer to the [Propel Vallejo website](#). For a thorough explanation of the planning process for both General Plan 2040 and the Sonoma Boulevard Specific Plan, please refer to the [Staff Report for the Planning Commission Study Session on August 30, 2016](#).

GENERAL PLAN 2040

Vision

Vallejo's General Plan 2040 provides a vision, land use map, and a comprehensive set of goals, policies, and actions directing and supporting growth and development in Vallejo over the next 25 years (2040). Based on extensive community engagement, General Plan 2040 envisions a future "River and Bay City" with a vibrant downtown and waterfront serving as both a focus for local life and as regional tourist attractions. This vision anticipates three key employment centers – Mare Island, the area south of downtown around Solano Avenue, and along Sonoma Boulevard north of Redwood Street – and a cluster of regional retail and entertainment attractions that take advantage of excellent freeway access at Interstate 80 and Highway 37. These major destinations would be connected by a network of mixed-use, multi-modal corridors that support safe, livable residential neighborhoods. At some key intersections and other locations along these corridors, "urban villages" with shops and services would cater to the daily needs of residents and act as neighborhood focal points. Enhanced gateways would grace entry points into Vallejo, providing a more positive initial image of the City.



Key Features

General Plan 2040 has several key features, many of which distinguish it from the current 1999 General Plan, which was adopted on September 26, 1983 and looked at a 1999 horizon. General Plan 2040, including its land use plan, goals, policies, and actions:

- Integrates downtown and the waterfront into one mixed-use district, serving as a center of community life and a regional destination;
- Amplifies Vallejo's unique waterfront setting and its natural and historic resources, emphasizing waterfront access and recreation as well as celebrating and enhancing the City's natural and historic resources and historic neighborhoods;
- Preserves the character of existing single-family neighborhoods, while focusing a variety of housing options, including multi-family "missing middle" housing, in the downtown/waterfront area and along the City's mixed-use commercial corridors;
- Focuses job-generating businesses in three employment centers – Mare Island, the area south of downtown around Solano Avenue, and along Sonoma Boulevard north of Redwood Street – and promotes the City's key industry clusters: manufacturing, healthcare and life sciences, tourism, and higher education;
- Emphasizes mixed-use commercial corridors, with multi-family housing, that reinvigorate the corridors; encourage transit, bicycle, and pedestrian travel, consistent with the City's "Complete Streets" policy; and offer greater flexibility to potential developers;

- Establishes mixed-use “urban villages” along the corridors that serve as centers of commercial activity, neighborhood focal points, and catalysts for development;
- Encourages improvements at key gateways to the City, welcoming visitors and providing a positive image of the City;
- Amplifies improving the health and welfare of Vallejo residents through multiple healthy community initiatives;
- Fosters a stable and diverse local economy through a focus on outreach, workforce development, entrepreneurship, and City Hall services;
- Celebrates and promotes the City’s rich arts and cultural organizations and resources; and
- Promotes a range of mobility options throughout the City, with a focus on transit, bicycle, and pedestrian connectivity as well as automobile connectivity.

The 1999 General Plan was organized around statutorily–required “elements”, while General Plan 2040 is organized around four broad chapters encompassing the statutorily required elements as well as optional elements, as indicated in the figure to the right. This organization reflects both the major themes heard via public engagement as well as the interconnectedness and overlap of the various elements (e.g. Community Health is addressed primarily in the Community and People chapter but also in the Nature and Built Environment and Mobility chapters). As compared to the current General Plan, General Plan 2040 Land Use Map provides for more mixed-use designations, affording more mixed-use walkable neighborhoods and greater flexibility in land uses.

General Plan Organization

Vallejo General Plan Chapter	Required/Optional Elements
Community and People	<ul style="list-style-type: none"> • Open Space / Parks & Recreation • Community Health*
Nature and Built Environment	<ul style="list-style-type: none"> • Land Use • Conservation • Noise • Arts & Culture* • Safety • Historic Resources*
Economy, Education, Training	<ul style="list-style-type: none"> • Economic Development*
Mobility, Transportation, Connectivity	<ul style="list-style-type: none"> • Circulation

*Optional elements

General Plan 2040 Content Revisions

During the public review period between July 25, 2016 and September 7, 2016, the City received comments from the General Plan Working Group, the Economic Vitality Commission, the Planning Commission, and the community at-large. Staff and the consultant reviewed the comments and, in some cases, prepared revisions to the Draft General Plan for consideration and acceptance by the Planning Commission. On November 2, 2016, the Planning Commission accepted and recommended General Plan 2040, inclusive of revisions, for adoption by City Council

Since November 2, 2016, City staff identified and prepared additional revisions to General Plan 2040, most of which were grammatical and formatting corrections or otherwise provided greater clarity to the reader. Staff also prepared revisions that better align General Plan text with proposed revisions to the Land Use Map (discussed below) as well as provide flexibility in uses along key commercial corridors. On June 19, 2017 (continued from the May 15, 2016 Planning Commission meeting), the Planning Commission accepted and recommended adoption by City Council the General Plan 2040, inclusive of these revisions.

Since the Planning Commission meeting of June 19, 2017, City staff has identified a small number of additional revisions to both the content of General Plan 2040 and the Land Use Map, further discussed below.

For the [draft version of General Plan 2040, please click here](#). For recommended revisions to the General Plan, please refer to Attachment 2, Exhibit A. For background discussion on revisions to the General Plan, please refer to the [Staff Report for the Planning Commission meeting on November 2, 2016](#); the [Staff Report for the Planning Commission meeting on May 15, 2017](#); and the [Staff Report for the Planning Commission meeting on June 19, 2017](#).

General Plan 2040 Land Use Map Revisions

Based on further review of parcel data being developed as part of the new digital General Plan Land Use Map, staff discovered minor inaccuracies and inconsistencies with the draft General Plan Land Use Map released in June 2016. The vast majority of the revisions are minor. They correct improperly designated parcels, particularly those at the edge of two adjacent areas. For example, single family residences, which should be designated Primarily Single Family, were mistakenly designated as Neighborhood Corridor (at Springs Road) or Open Space (in Glen Cove). For the latest General Plan 2040 Land Use Map, please refer to Attachment 2, Exhibit C. For a more thorough explanation of map revisions, please refer to Attachment 3 of the [Staff Report for the Planning Commission meeting on June 19, 2017](#). For the latest description of General Plan 2040 Land Use designations, please refer to Attachment 4.

In addition to the minor revisions, other changes were incorporated into the Land Use Map, as recommended by the Planning Commission from the June 29, 2017 meeting. None of these changes were significant and they were for consistency purposes, therefore not triggering additional environmental review under the California Environmental Quality Act (CEQA). These revisions are as follows:

Wilson Avenue

In the existing General Plan, several parcels to the west of Wilson Avenue (north of River Park) have commercial designations and, in some cases, commercial uses. The previous draft General Plan 2040 Land Use Map showed these parcels as Open Space. The revised General Plan 2040 Map now designates these parcels as Retail/Entertainment, better recognizing current uses as the property is owned by private parties. However, much of these land are tidal marshes and fall under the jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC), which limits the type and amount of development permitted in such areas. Any proposed development in this area would require BCDC approval.

Upper Broadway Street (aka Lincoln Highway) and Upper Sonoma Blvd

The proposed Land Use Map changes the Broadway Street area between Sereno Drive and Lewis Brown Drive from Neighborhood Corridor and Business/Limited Residential to a combination of Business/Light Industrial, Business/Limited Residential, and Primarily Single Family, better reflecting existing land uses. In addition, the proposed Land Use Map changes the west side of Sonoma Blvd between the north edge of White Slough and Enterprise Street from Business/Limited Residential to a combination of Business/Light Industrial (along Enterprise Street) and Business/Limited Residential (along Sonoma Blvd), consistent with existing uses. The greater emphasis on Light Industrial is not only consistent with existing uses, but provides additional areas in the City for light industrial activity and is consistent with General Plan 2040's emphasis on employment in the area.

North Gateway

The proposed Land Use Map changes the southern portion of the North Gateway “triangle,” the area north of Route 37 between Sonoma Blvd and Broadway Street (aka, Lincoln Highway), from District – North Gateway to Business/Light Industrial, consistent with existing light industrial uses that are not expected to change in the long-term (i.e., Recology and parcels directly north of Recology).

Adjacent to Railroad Tracks between Florida Street and Virginia Street

The proposed Land Use Map reflects changes of land use designations on parcels directly west of and adjacent to the railroad tracks, generally between Florida Street and Virginia Street, from Primarily Single Family to Business/Limited Residential, consistent with existing commercial uses in that area.

Categorization of Golf Course Land Uses – Change in Land Use Designation

In the May 15, 2017 Planning Commission staff report, staff had recommended including golf course land uses within the Open Space land use designation and removing it from the Parks and Recreation designation (where it had previously been listed). The thought behind this change was that golf courses uses may be better recognized as a passive recreational use, compared to more intensive park uses. Public comment was received at the May 15th meeting, and the Commission asked staff to further address this matter.

In considering the matter further, staff recommended that these two land use designations simply be combined into a single land use designation of “Parks, Recreation and Open Space,” as reflected in both the Land Use Map and description of the land use designation (see Attachment 4). It is important to note that further clarification of specific land uses and development standards for parks, golf courses, and other recreation facilities, along with open space uses, will be detailed in the new Development Code, to be completed following adoption of General Plan 2040.

Outdoor Storage Yards

The City, as part of its long-range vision, is attempting to locate outdoor storage yards, such as junkyards, salvage yards, and assembly yards, that are integral to the primary use of the property, in the City’s industrial areas. Currently, such outdoor storage yards may be found throughout the City along or near the City’s commercial corridors. An earlier version of General Plan 2040 placed such uses in areas with an Industrial designation only, causing these existing uses outside industrial areas to be “legal-nonconforming” under General Plan 2040. On June 19, 2017, the Planning Commission directed staff to address that outdoor storage may be associated with auto-related uses in areas with a Business/Light Industrial designation, as reflected in the land use description (see Attachment 4). This refinement to Business/Light Industrial addressed most of the legal non-conforming uses under General Plan 2040.

Legal Non-Conforming Uses and Notifications to Property Owners

As typically occurs in updates to General Plans, some properties or uses may be made legal nonconforming as a result in the change of the underlying land use designation with the adoption of General Plan 2040. Any legal use rendered non-conforming under General Plan 2040 may continue indefinitely and would be considered “grandfathered” or “legal nonconforming.” However, owners of legal nonconforming properties may be limited in their options with regard to expansion.

In response to a request by City Council at its February 25, 2017 Study Session, staff identified properties where the use on the site is compatible with the current land use designation but will be inconsistent with the designation proposed by General Plan 2040. Staff found less than 50 such parcels (or parcel clusters under single ownership) and notified affected property owners and their tenants by mail of the pending General Plan land use designation changes. This notification, while not legally required, was intended to notify and engage property owners and tenants who may be affected by the General Plan update. To ensure that notifications were received, city sent out a second round of notifications via registered mail, per the direction of the Planning Commission at their May 15, 2017 meeting.

As noted, this notification was limited to properties that are currently legal and conforming, but which may have legal nonconforming uses with adoption of General Plan 2040. Owners and tenants of properties that are currently legal nonconforming, and will remain so with adoption of the General Plan, were not notified, as the new General Plan will not significantly alter their position.

In general, most of the uses that are legal conforming today, under the existing General Plan, but which would become legal non-conforming under General Plan 2040, are outdoor storage yards, such as junkyards, salvage yards and assembly yards, that are integral to the primary use of the property and are located in non-industrial areas (i.e., those without an Industrial land use designation). The General Plan 2040 strives to enhance the City’s corridors with mixed-use commercial and light industrial uses, thereby concentrating these types of outdoor storage yards in industrial areas. As discussed above, most of these non-conforming uses were addressed by broadening the location of such outdoor storage uses, particularly auto-related uses, to areas with a Business/Light Industrial designation, per recommendation of the Planning Commission. Staff further notes that specific issues related to outside storage, including topics such as screening, will be addressed in detail in the new Development Code.

General Plan 2040 Next Step Priority Actions for Amendment

Typical in such a complex undertaking as a comprehensive General Plan update, staff identified additional minor revisions to General Plan 2040 after the June 19, 2017 Planning Commission meeting, as summarized below. While these revisions are not being considered for adoption today, staff recommends that these revisions be prioritized for review and recommendation by the Planning Commission, then returned to City Council for consideration and adoption, thereby amending General Plan 2040.

Mare Island Railroad

Staff has been in conversation with Lennar Mare Island about the future of freight rail service on the Island. It has been determined that the investment needed to make rail service viable significantly outweighs the economic benefit. Therefore, staff proposes the following revision to both the text and Action MTC-1.4E in General Plan 2040 (see page 6-6) related to rail service on Mare Island.

Text Revision – Underlined

“One branch of the rail continues to run south, to the port area on the east side of the Mare Island Strait. Trains have not run on these tracks in several years, and significant signal system upgrades and other capital improvements would be needed in order to put these tracks into service.”

Action MTC-1-4E Revision - Underlined

Consider studying the feasibility and desirability of ongoing freight rail service in Vallejo, and the phasing out of rail service on Mare Island.

Land Use Map Designation regarding Sacramento Street

The proposed revision to the Land Use Map would change an area on the east side of Sacramento Street, generally between Valle Vista Avenue and Denio Street from Mix of Housing Types to Business/Limited Residential consistent with existing uses in that area. For a map of the proposed area of revision, please refer to Attachment 5.

Land Use Map Designation regarding North Gateway

The proposed revision to the Land Use Map would change the narrow triangle of land north of Route 37, bounded by Broadway Street (aka, Lincoln Highway), Route 37, and the railroad track, from District – North Gateway to Business/Light Industrial, consistent with the Business/Light Industrial designation for properties across Broadway Street. Such a designation is also consistent with the existing light industrial uses that are not expected to change in the long-term (i.e. Recology and parcels directly north of Recology). For a map of the proposed area of revision, please refer to Attachment 5.

Land Use Map Designation regarding Benicia Road near Solano Avenue

The proposed revision to the Land Use Map would change the area generally bounded by Benicia Road, Solano Avenue, Chase Street, and 9th Street from Mix of Housing Types to Primarily Single Family, consistent with the existing single family neighborhood and the adjacent single family neighborhood to its northeast. For a map of the proposed area of revision, please refer to Attachment 5.

SONOMA BOULEVARD SPECIFIC PLAN

Vision

Based on the 2013 Sonoma Boulevard Corridor Design Plan, the Draft Sonoma Boulevard Specific Plan provides a vision for the revitalization of Sonoma Boulevard between Curtola Parkway and Redwood Street, focusing on improvements to both the public realm (i.e. the street and sidewalks) and private development that fronts the street. The Sonoma Boulevard Specific Plan envisions Vallejo's major North/South corridor, between Curtola Parkway and Redwood Street, as a vibrant, pedestrian-friendly street enlivened by expansive sidewalks, enhanced public transit, bike lanes, commercial enterprises, and new and varied residences, consistent with the City's 2012 "Complete Streets" policy.



Key Features

- A redesigned Sonoma Boulevard, with widened sidewalks, new street furniture, public art, two travel lanes (rather than four), and a Class II bike lane, through the City's historic core, between Curtola Parkway and Nebraska Street;
- A series of five Urban Villages spaced at or near major intersections, with enhanced streetscape treatment, that concentrate community-serving and neighborhood-serving retail, restaurant, and commercial services and act as focal points for economic activity and community life;
- A mix of housing types, such as townhouses, duplexes, and four-unit buildings, suited to families, couples, and single adults, that provide a strong customer base for businesses;
- Increased public transit service along the length of the corridor, when the plan is fully realized;
- A focus on building character, rather than land use, utilizing a Form-Based Code, that creates an attractive street frontage, accommodates a mix of commercial and residential buildings, and provides flexibility to property owners and developers;
- Accommodation of incremental improvements to existing properties over time, which will enhance the character of the corridor;
- A redesigned Sonoma Boulevard north of Couch Street into a multiway boulevard with center lanes for through traffic, with Class II bike lanes and frontage streets for local traffic; and
- Strategies for encouraging private investment and financing and implementing the public improvements.

Revisions to the Sonoma Boulevard Specific Plan

Based on public comment received during the public review period, including meetings with General Plan Working Group, the Economic Vitality Commission, the Planning Commission, and property owners, staff and the consultant prepared revisions to the Specific Plan for consideration and acceptance by the Planning Commission. On November 2, 2016, the Planning Commission accepted and recommended for adoption by City Council the Specific Plan, inclusive of the revisions.

The revisions are summarized below and in Attachment 6, Exhibit A. None of these changes were significant enough to trigger additional environmental review under the California Environmental Quality Act (CEQA).

Couch Street

Originally, the Specific Plan proposed realigning Couch Street to accommodate a larger, more integrated development on a larger site. Based on comment from a property owner on Sonoma Blvd, the Specific Plan was modified to emphasize retaining Couch Street in its current alignment. The Specific Plan now identifies the realignment of Couch Street as a long-term option if and when major redevelopment of the area occurs.

Austin Creek and Bike Pathway

Based on discussion with the Vallejo Flood and Wastewater District (VSFCD), the owner of the land along Austin Creek, the Specific Plan was modified to emphasize discussion and agreement with the VSFCD if and when a bike/pedestrian pathway is considered.

Roundabout at Curtola Parkway

The Specific Plan was modified to better explain why the roundabout option at Curtola Parkway was ruled out as a gateway gesture to Sonoma Boulevard. A roundabout option was explored at Curtola Parkway, consistent with the 2013 Sonoma Boulevard Corridor Design Plan. However this option was deemed impractical because a minimum of two lanes in each direction required significant land adjacent to the street right-of-way to function properly.

Urban Villages

The Specific Plan was modified “globally” to replace the term “Activity Node” with “Urban Village” to be consistent with General Plan 2040.

[For the Draft Specific Plan, please click here](#) (for [Appendices of the Specific Plan, click here](#)). For recommended revisions to the Draft Specific Plan, please refer to Attachment 6, Exhibit A. For background discussion on revisions to the Specific Plan, please refer to the [Staff Report for the Planning Commission meeting on November 2, 2016](#).

PUBLIC NOTICE IN PREPARATION FOR ADOPTION

As part of the adoption process, the City of Vallejo has undertaken the following outreach efforts announcing the August 29, 2017 City Council public hearing to consider adoption of General Plan 2040 and Sonoma Boulevard Specific Plan and certification of the FEIR:

- Postcard sent to all property owners of record announcing the pending adoption of both plans and the associated City Council meeting;
- Notification in the Vallejo Times-Herald;
- Notifications to all homeowners associations;
- Email notifications to more than 8,000 subscribers on the City's mailing list, which includes the more than 3,000 interested individuals, groups, and agencies on the City's Propel Vallejo General Plan contact list;
- Notification in the City Manager's Bi-Weekly newsletter;
- Posting of information on social media, including Facebook and Nextdoor; and
- Posting of information on the project website: <http://propelvallejo.com/>

CONCLUSION

Staff recommends that City Council 1) certify the Environmental Impact Report for General Plan 2040 and Sonoma Boulevard Specific Plan, inclusive of the FEIR, Findings Regarding the Infeasibility of Alternatives, Findings Regarding the Significant Impact and Mitigation Measures, Statement of Overriding Considerations, and Mitigation Monitoring Program, 2) adopt General Plan, and 3) adopt Sonoma Boulevard Specific Plan; and 3) certify the Environmental Impact Report. The associated Resolutions, with Exhibits, may be found in Attachments 1 (EIR); 2 (General Plan 2040); and 6 (Sonoma Boulevard Specific Plan).

FISCAL IMPACT

As part of the planning process, and to help ensure that adoption of General Plan 2040 is fiscally responsible, staff and the consultant team conducted a fiscal impact analysis to determine whether proposed new development, as reflected in the Draft General Plan, would generate sufficient new revenues to cover costs associated with the provision of public services. The Fiscal Impact Analysis Report concluded that the General Plan Update, over the 25-year planning horizon, would generate an annual net surplus in revenues to the City of Vallejo's General Fund. Below are excerpts from the Fiscal Impact Report. [For the entire Fiscal Impact Report, please click here.](#)

It is important to note that any fiscal impact forecast is subject to changing circumstances, economic conditions, city revenues and expenditures, and events. To the extent that the City of Vallejo experiences those, staff recommends that a policy of "fiscal neutrality" could be implemented to ensure new development pays its own way rather than burden existing City of Vallejo taxpayers. Many cities use tools like Community Facilities Districts (CFD's), Landscape Maintenance Districts (LMD's), and fee programs to cover increased city costs of services and to establish reserves to pay for ongoing costs of infrastructure and facilities related to new development.

SUMMARY OF NET FISCAL IMPACT

Table 1 provides a summary of the annual recurring net fiscal impact of the increment of new development that would be possible due to the General Plan Update at full build out and occupancy, as compared to full buildout of the existing General Plan, in constant 2015 dollars. The analysis in Table 1 does not account for the long-term impact of inflation on revenues, expenditures, and the resulting net fiscal impact to the City. As shown, the Project would generate \$7.0 million in revenues with Measure B annually, and increase General Fund expenditures by \$5.0 million annually. This would result in an annual net positive fiscal impact of approximately \$2.0 million at buildout and full occupancy of the Project.

Table 1: Summary of Net Fiscal Impact to the City of Vallejo General Fund at 2040 Buildout in 2015 dollars

Description	Net Change (with Measure B)
Total Revenues	\$7,016,900
Sales Tax	\$1,295,400
Property Tax	\$1,863,100
ILVLF	\$935,800
TOT	\$1,097,500
Utility Users Tax	\$1,200,500
Other Revenues	\$624,600
Total Expenditures	\$5,019,000
Police	\$2,803,400
Fire	\$1,843,100
Public Works	\$206,300
Admin Services	\$166,200
Net Fiscal Impact	\$1,997,900

Notes:

Figures presented are constant 2015 dollars.

Source: BAE, 2016. Fiscal Impact Analysis Report Table 24.

PROJECTED NET FISCAL IMPACT

Table 2 provides a long-term view of the possible total fiscal impact to the City's General Fund of the General Plan Update over a 25-year timeframe. It provides the projected revenues and expenditures on a five-year basis, adjusted for inflation each year, with revenues and expenses prorated in the initial years prior to full build out and occupancy of the Project. While this type of projection can be useful because it accounts for the effect of inflation on revenues and expenses over time, it should be noted that this type of long-term analysis is sensitive to changes in inflation and other factors.

Table 2: Projected Net Fiscal Impact to the City of Vallejo General Fund (with Measure B), 2015-2040

Description	2015	2020	2025	2030	2035	2040
Total Revenues	\$0	\$339,029	\$1,552,761	\$3,565,243	\$7,972,902	\$14,091,155
Sales Tax	\$0	\$75,100	\$348,200	\$807,300	\$1,637,700	\$2,712,300
Property Tax	\$0	\$106,429	\$485,861	\$1,116,843	\$2,261,402	\$3,724,255
ILVLF	\$0	\$51,700	\$228,100	\$503,800	\$973,400	\$1,535,300
TOT	\$0	\$0	\$0	\$0	\$792,900	\$2,297,900
Utility Users Tax	\$0	\$69,600	\$322,700	\$748,100	\$1,517,800	\$2,513,600
Other Revenues	\$0	\$36,200	\$167,900	\$389,200	\$789,700	\$1,307,800
Total Expenditures	\$0	\$290,900	\$1,349,000	\$3,127,800	\$6,345,400	\$10,508,600
Police	\$0	\$162,500	\$753,500	\$1,747,000	\$3,544,300	\$5,869,700
Fire	\$0	\$106,800	\$495,400	\$1,148,600	\$2,330,200	\$3,859,000
Public Works	\$0	\$12,000	\$55,400	\$128,600	\$260,800	\$431,900
Admin Services	\$0	\$9,600	\$44,700	\$103,600	\$210,100	\$348,000
Net Fiscal Impact	\$0	\$48,129	\$203,761	\$437,443	\$1,627,502	\$3,582,555

Notes:

Figures are adjusted for inflation.

Revenue Escalation Factor: 3.00%

Annual Legislated Property Tax Escalation Rate for Non-Turnover Property: 2.00%

Annual Appreciation Rate for New and Turnover Property: 3.00%

Sales Tax Inflation Rate: 3.00%

Expenditure Inflation Rate: 3.00%

Source: BAE, 2016. Fiscal Impact Analysis Report Table 26.

NET CHANGE IN IMPACT FEES

The City and some special districts collect impact fees and capital facilities charges for public services such as water, sewer, and traffic mitigation. These impact fees are established pursuant to State law, and represent a one-time revenue source from the General Plan Update that offset impacts to infrastructure systems that are generated by new development. Based on impact fee rates as of FY 2015, the General Plan Update would generate a total of \$29.4 million in impact fees to the City of Vallejo, as shown in Table 3. These impact fee revenues would offset the City's one-time capital expenditures that would be directly attributable to serving new development, and therefore do not represent a net increase in City revenues. It should be noted that impact

fees are adjusted periodically, and that payment is based on the fees in effect at the time building permits are issued. The revenues shown below are an estimate based on current impact fee schedules.

This analysis does not evaluate potential impacts on the City's capital improvement budget or revenues available to support capital improvements, such as utility and water infrastructure. However, developers are often required to cover the cost to extend services to new development. In addition to the fees shown in Table 3, special districts, such as the Vallejo Unified School District or the Greater Vallejo Recreation District, may receive impact fees from the Project.

Table 3: Total Net Change in Impact Fees from the Project, 2015-2040

Impact Fees & Facility Charges	Rate	Unit	Quantity	Total Fees
City Excise Tax				
Residential	\$4,676	Per Unit	3,332	\$15,580,400
Commercial	\$0.40	Net New sf	718,840	<u>\$287,500</u>
				\$15,867,900
Transportation Impact Mitigation Fee				
Commercial	\$2.97	Net New sf	354,340	\$1,052,400
Industrial	\$1.51	Net New sf	150,000	\$226,500
Multi-Family	\$3,465	Per Unit	3,410	\$11,815,700
Hotels (a)	\$3,465	Per Room	250	\$866,300
Single-Family	\$6,162	Per Unit	(78)	<u>(\$480,600)</u>
				\$13,480,300
Northgate Area Fire Facilities Impact Mitigation Fee (b)				
Residential	\$134	Per Unit	0	\$0
Non-Residential	\$148	Per 1,000 sf	25	\$3,700
Total City of Vallejo Impact Fees (c)				\$29,351,900
Greater Vallejo Recreation District Park Fee				
Single-Family	\$12,216	Per Unit	(78)	<u>(\$952,800)</u>
Multi-Family	\$8,370	Per Unit	3,410	<u>\$28,541,700</u>
Total GVRD				\$27,588,900

Notes:

(a) Analysis assumes 250 hotel rooms in two hotels, totaling 214,500 square feet of hotel uses (inclusive of circulation, lobby, back of house functions, meeting rooms, and all other functions).

(b) Fee applies solely to new development located within the Northgate Fire Facilities Impact Mitigation Fee Area. The Project includes 25,000 s.f. of new non-residential uses in the fee area. The analysis assumes the following non-residential density factors:

Retail (20 employees): 500 s.f. per employee

Service (50 employees): 300 s.f. per employee

(c) Sewer, storm drain, and water connection fees are not included, as these fees are project specific and will vary subject to the nature of specific developments. This analysis assumes that these fees will cover the cost of extending services to new development.

Sources: City of Vallejo, 2016; BAE, 2016. Fiscal Impact Analysis Report Table 18.

ENVIRONMENTAL REVIEW

The Draft Environmental Impact Report (DEIR) provides an analysis of the potential environmental impacts and suggests mitigation measures for environmental impacts for both the Draft General Plan and the Draft Sonoma Boulevard Specific Plan. The DEIR was released on July 25, 2016 for public comment, with final comments on the adequacy due no later than September 7, 2016. Based on public comment, a Final Environmental Impact Report (FEIR), with Response to Comments, was released on October 25, 2016.

[For the DEIR and DEIR Appendices, please click here.](#) For the FEIR, with Response to Comments; Findings Regarding the Infeasibility of Alternatives; Findings Regarding the Significant Impacts and Mitigation Measures; Statement of Overriding Considerations; and Mitigation Monitoring Program, please refer to Attachment 1, Exhibits A – E.

PREPARATION OF DRAFT EIR

The DEIR was prepared pursuant to the provisions of the California Environmental Quality Act (CEQA). The City of Vallejo is the lead agency for this Project under CEQA. A Notice of Preparation (NOP) was prepared and circulated by the City of Vallejo on November 4, 2014, and a Scoping Meeting was held as a public meeting to solicit public input regarding environmental issues that would be addressed in the EIR on December 3, 2014. The DEIR was circulated to the State Clearinghouse on July 25, 2016 for distribution to responsible agencies, and a Notice of Availability was filed with the Solano County Clerk of the Board, and mailed to interested parties advising that the DEIR was available for public review and comment. The 45-day comment period for the DEIR was from July 25, 2016 to September 7, 2016. On August 30, 2016, during the 45-day comment period, the Planning Commission held a public hearing to receive and provide comments on the adequacy of the DEIR. The City received a total of three comment letters from State, regional, and local agencies during the comment period and seven letters from individuals. Responses to the comments and copies of the comments letters are provided in the FEIR released on October 25, 2016.

SIGNIFICANT IMPACTS

Under CEQA Section 15382, a significant impact on the environment is defined as "...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." Based on the DEIR, the proposed Project would result in significant impacts to six environmental issue topics: air quality, biological resources, cultural resources, greenhouse gas emissions, noise, and transportation and traffic. In some cases, the impacts are significant and unavoidable, as discussed below under "Significant Unavoidable Impacts". In other cases, the impacts can be reduced to less-than-significant levels with implementation of mitigation measures as described in the DEIR and summarized below:

- Air Quality – Impacts from diesel particulate matter, pollutant concentrations, and other sources.
Generalized mitigation: emission and pollution controls.
- Biological Resources – Impacts on habitat, sensitive natural communities, wetlands, and wildlife.
Generalize mitigation: Biological assessment, environmental review, and resource protection measures.
- Cultural Resources – Impacts on archeological resources and paleontological resources.
Generalized mitigation: archeological resources assessment/procedures and paleontological resources assessment/procedures.

- Noise – Impacts from ambient transportation-related noises.
Generalized mitigation: Noise level evaluation and measures.

SIGNIFICANT UNAVOIDABLE IMPACTS

The project results in several significant unavoidable impacts. Even with implementation of the mitigation measures, the proposed project would result in the following significant and unavoidable impacts:

1. Impact AQ-2A: Despite implementation of the proposed General Plan policies, criteria air pollutant emissions associated with the proposed Project would cause a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds.
2. Impact AQ-2B: Despite implementation of the proposed General Plan policies, criteria air pollutant emissions associated with the proposed Project construction activities would generate a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds.
3. Impact AQ-5: Implementation of the proposed Project would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin (SFBAAB).
4. Impact GHG-1: Implementation of the proposed Project would directly and indirectly generate greenhouse gas (GHG) emissions.
5. Impact GHG-2: Implementation of the proposed Project would conflict with an applicable plan, policy, or regulation for the purpose of reducing the emissions of greenhouse gases.
6. Impact NOI-3: Implementation of the proposed Project would cause a substantial permanent increase in ambient transportation-related noise levels in the Project Area.
7. Impact NOI-7: Implementation of the proposed Project would cause a substantial cumulative increase in ambient transportation-related noise levels in the Project Area.
8. Impact TRANS-1 (GP): Implementation of the proposed Project would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit, non-motorized travel, and relevant components of the circulation system, including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

OVERRIDING CONSIDERATIONS

In the staff and consultant's judgment, specific benefits of the Project outweigh the significant and unavoidable effects for the reasons summarized below. Staff finds that each of the Project benefits discussed below is a separate and independent basis for these findings. The reasons set forth below are based on the Final EIR and other information in the administrative record.

Economic Benefits

1. The Project updates the existing General Plan to address concerns about and to promote economic prosperity.
2. The Project would promote a vibrant economy by supporting a diversity of business and employment opportunities.
3. The Project provides for new employment-related land uses that are anticipated to accommodate 26,532 new jobs.
4. The Project allows the City greater opportunities to remain a competitive and innovative business destination in the regional development environment, which would support increased property and sales tax revenues.

Environmental Benefits

1. The Project updates the existing General Plan to address concerns about climate change and greenhouse gas emissions.
2. The Project recognizes the importance of linking land use and transportation planning.
3. The Project concentrates growth in existing corridors and nodes, and thereby results in fewer impacts from the construction of new infrastructure, maximizes use of existing impervious surfaces, provides multi-modal transportation opportunities, and reduces vehicle miles traveled, which translates into air quality and greenhouse gas emissions benefits and increases in resources and energy efficiency.
4. The Project concentrates growth at urbanized locations, some with existing uses and, as a result, potential future development would consist largely of either redevelopment of existing buildings and/or sites, selective demolition of existing structures and replacement with new construction, or new infill development adjacent to existing uses, all of which would serve to lessen environmental impacts.
5. The Project includes policies that encourage conservation of water and energy resources in conformance with the City's sustainability goals.
6. The Project includes policies and mitigation measures, enforceable through the Mitigation Monitoring and Reporting Program (MMRP), which protect sensitive habitat areas.
7. The Project is in conformance with the principles of planning sustainable communities by meeting both the present and future housing needs of the City.
8. The Project is consistent with key planning documents, including Plan Bay Area, which is the Bay Area's Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS), as well as SB 375, the Sustainable Communities and Climate Protection Act.

Social Benefits

1. The Project updates the existing General Plan to address concerns about public health.
2. The Project plans for citywide equity by providing job and housing opportunities to support a greater balance of land uses in the City.
3. The Project would encourage mixed-use development to help improve walkability and quality of life for residents and the region by providing the opportunity for a better jobs/housing balance.
4. The proposed Specific Plan establishes a vision for one of Vallejo's most important north-south streets, which serves as an important gateway to Vallejo's historic core and is rich in amenities and appealing places.

ATTACHMENTS

1. Resolution to Certify Environmental Impact Report
 - A. Final Environmental Impact Report (FEIR)
 - B. Findings Concerning Infeasibility of Alternatives
 - C. Findings Concerning Significant Impacts and Mitigation Measures
 - D. Statement of Overriding Considerations
 - E. Mitigation Monitoring and Reporting Program
2. Resolution to Adopt General Plan 2040
 - A. General Plan 2040 – Summary of Revisions
 - B. General Plan 2040 – Land Use Map, dated August 29, 2017
3. General Plan 2040 – Presentation Size Land Use Map (under separate cover)
4. General Plan 2040 – Description of Land Use Map Designations (with revisions)
5. General Plan 2040 Land Use Map – Revisions since June 19, 2017 Planning Commission Recommendation
6. Resolution to Adopt Sonoma Boulevard Specific Plan
 - A. Sonoma Boulevard Specific Plan – Revisions
7. Correspondence since Planning Commission Meeting of June 19, 2017

LINKS

1. Propel Vallejo Website: <http://propelvallejo.com/>
2. [Draft General Plan 2040](#)
3. [Draft Sonoma Boulevard Specific Plan](#)
4. [Draft Sonoma Boulevard Specific Plan Appendices](#)
5. [Draft Environmental Impact Report](#)
6. [Draft Environmental Impact Report Appendices](#)
7. [Final Environmental Impact Report , including Response to Comments](#)
8. [Staff Report for the Planning Commission Study Session on August 30, 2016](#)
9. [Staff Report and Resolutions from the Planning Commission Meeting of November 2, 2016](#), focused on General Plan 2040, Sonoma Boulevard Specific Plan, and EIR, inclusive of revisions
10. [Staff Report from the City Council Study Session of February 28, 2017](#), focused on General Plan 2040 and Sonoma Boulevard Specific Plan
11. [Staff Report from the Planning Commission Meeting of May 15, 2017](#), focused on General Plan 2040 (meeting continued to June 19, 2016)
12. [Staff Report and Resolutions from the Planning Commission Meeting of June 19, 2017](#), focused on General Plan 2040, inclusive of revisions
13. [Fiscal Impact Analysis](#)

CONTACT

Mark Hoffheimer, Senior Planner, Planning Division
mark.hoffheimer@cityofvallejo.net
707-645-2610

CITY OF VALLEJO CITY COUNCIL

RESOLUTION NO. < >

A RESOLUTION OF THE CITY COUNCIL TO ADOPT CEQA FINDINGS CONCERNING INFEASIBILITY OF ALTERNATIVES, FINDINGS CONCERNING SIGNIFICANT IMPACTS AND MITIGATION MEASURES, STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION MONITORING AND REPORTING PROGRAM, AND CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR GENERAL PLAN 2040 AND THE SONOMA BOULEVARD SPECIFIC PLAN

BE IT RESOLVED by the City Council of the City of Vallejo as follows,

WHEREAS, a Notice of Preparation of an Environmental Impact Report (EIR) for General Plan 2040 and the Sonoma Boulevard Specific Plan Project was issued on November 4, 2014; and

WHEREAS, a Notice of Completion of a Draft Environmental Impact Report (DEIR) was published on July 25, 2016 in compliance with the California Environmental Quality Act and the City of Vallejo Municipal Code; and

WHEREAS, the DEIR was circulated for a 45-day period which ended on September 7, 2016; and

WHEREAS, the DEIR analyzed the potential development of the City of Vallejo as envisioned in General Plan 2040 and the Sonoma Boulevard Specific Plan Project, and two alternatives; and

WHEREAS, on August 30, 2016, the Planning Commission held a duly noted public hearing to receive and provide comments on the adequacy of the DEIR; and

WHEREAS, the Final Environmental Impact Report (FEIR) was published on October 25, 2016 after consideration of public feedback; and

WHEREAS, on November 2, 2016, the Planning Commission reviewed and considered the FEIR and recommended that the City Council certify it; making a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant effects (Guidelines Section 15091) and that there are specifically identified expected benefits from the project that outweigh the policy of reducing or avoiding significant environmental impacts of the project (Guidelines Section 15093); and

Approved as to form:

By: *Shamara Edmeyer for*
Claudia Quintana
City Attorney

WHEREAS, the FEIR identified certain significant and unavoidable impacts on the environment caused by the project; and

WHEREAS, the Planning Commission finds that where more than one reason for approving the project and rejecting alternatives is given in its findings or in the record, and where more than one reason is given for adopting the Statement of Overriding Considerations, the Council would have made its decision on the basis of any one of those reasons; and

WHEREAS, the Planning Commission recommends that the City Council, in accordance with CEQA, declare that, despite the occurrence of significant environmental effects that cannot be substantially lessened or avoided through the adoption of feasible mitigation measures or feasible alternatives, there exist certain overriding economic, social, and other considerations for approving the project that justify the occurrence of those impacts; and

WHEREAS, the Planning Commission recommends, and City Council is required pursuant to CEQA (*Guidelines* Section 15021), to adopt all feasible mitigation measures or feasible project alternatives that can substantially lessen or avoid any significant environmental effects keeping in mind the obligation to balance a variety of public objectives; and

WHEREAS, CEQA (*Guidelines* Section 15043) affirms the Planning Commission's recommendation and the City Council's authority to approve this project even though it may cause significant effects on the environment so long as appropriate findings are made, and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF VALLEJO DOES HEREBY FIND AND RESOLVE AS FOLLOWS:

SECTION 1. The City Council has reviewed and considered the information contained in the Final Environmental Impact Report (FEIR) for General Plan 2040 and the Sonoma Boulevard Specific Plan, which encompasses the DEIR and the Final Response to Comments, and is Exhibit A to this resolution, prior to acting on the project.

SECTION 2. The FEIR reflects the City Council's independent judgment. The City Council has exercised independent judgment in accordance with Public Resources Code 21082.1(c)(3) in retaining its own environmental consultant in the preparation of the EIR, as well as reviewing, analyzing, and revising material prepared by the consultant. Having received, reviewed, and considered the information in the FEIR, as well as any and all other information in the record, the City Council hereby makes findings pursuant to and in accordance with Sections 21081, 21081.5, and 21081.6 of the Public Resources Code.

SECTION 3. Exhibit B (Infeasibility of Project Alternatives) The City Council has considered alternatives to the Project and finds that there are no feasible alternatives that accomplish the Project objectives, and based on substantial evidence in the record that the Project is the best alternative that can be feasibly implemented in light of relevant economic, legal, social, technological, and other reasons, as discussed therein. (Public Resources Code 21002).

SECTION 4. Exhibit C (Findings of Fact) contains the city's findings as required under Section 15093 of the *CEQA Guidelines* in support of the city's Statement of Overriding Considerations.

SECTION 5. Exhibit D, (Statement of Overriding Considerations) contains the City's articulation of the reasons why relating to accepting adverse impacts of the project due to the benefits of the project outweighing the significant environmental effects of the Project, as required under CEQA Guidelines 15091.

SECTION 6. Exhibit E (Mitigation Monitoring and Reporting Program) of this Resolution provide the mitigation and reporting plan to minimize, monitor, and report environmental effects caused by the project to ensure implementation of feasible mitigation measures identified in the EIR.

SECTION 7. Upon consideration of all of the above, and the evidence presented at the hearing, the City Council has balanced the economic, legal, social, technological, and other benefits of the project against the unavoidable environmental risks that may result, and finds that the specific economic, legal, social, technological, and other benefits outweigh the unavoidable adverse environmental effects. The City Council finds the adverse environmental effects of the project to be "acceptable."

SECTION 8. After considering the EIR and in conjunction with making these findings, the City Council hereby finds that pursuant to Section 15092 of the *CEQA Guidelines* that approval of the project will result in significant effects on the environment, however, the City eliminated or substantially lessened these significant effects where feasible, and has determined that remaining significant effects are found to be unavoidable under Section 15091 and acceptable under Section 15093.

SECTION 9. The City Council finds that the project as a whole is consistent with the concurrent adoption of the General Plan 2040, and that approval of the Project is in the public interest and is necessary for the public health, safety, and welfare.

BE IT FURTHER RESOLVED THAT based on the foregoing, the City Council adopts the Findings of Fact, Statement of Overriding Considerations, Mitigation Monitoring Program and Infeasibility of Project Alternatives, and certifies the FEIR for the Project.

ADOPTED by the City Council of the City of Vallejo, State of California, at a special meeting on the 29th day of August, 2017, by the following vote to-wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

BOB SAMPAYAN, MAYOR
City of Vallejo City Council

Attest:

DAWN G. ABRAHAMSON, CITY CLERK
City of Vallejo City Clerk

Attachment 1
Exhibit A

October 2016

Propel Vallejo
General Plan Update and
Sonoma Boulevard Specific Plan
Final EIR
for the City of Vallejo



October 2016

Prepared By:

PlaceWorks

1625 Shattuck Avenue, Suite 300

Berkeley, California 94709

510.848.3815

510.848.4315 (f)

Propel Vallejo General Plan Update and Sonoma Boulevard Specific Plan Final EIR

for the City of Vallejo

SCH # 2014112035

In Association With:

Fehr & Peers Transportation Consultants

Environmental Collaborative

Tom Origer & Associates

Table of Contents

1.	INTRODUCTION	1-1
1.1	Purpose of the Final EIR	1-1
1.2	Environmental Review Process	1-1
1.3	Report Organization	1-2
2.	REVISIONS TO THE DRAFT EIR	2-1
2.1	Revisions to Chapter 3, Project Description	2-1
2.2	Revisions to Chapter 4.1, Aesthetics	2-7
2.3	Revisions to Chapter 4.3, Biological Resources	2-8
2.4	Revisions to Chapter 4.4, Cultural Resources	2-8
2.5	Revisions to Chapter 4.8, Hydrology and Water Quality	2-10
2.6	Revisions to Chapter 4.9, Land Use and Planning	2-10
2.7	Revisions to Chapter 4.11, Parks and Recreation	2-10
2.8	Revisions to Chapter 4.14, Traffic and Circulation	2-15
3.	LIST OF COMMENTERS	3-1
3.1	Comments on the Draft EIR	3-1
3.2	Comments on the Merits of the Proposed Project	3-1
4.	COMMENTS AND RESPONSES	4-1
	Master Response: Comments Related to the Merits of the Proposed Project	4-1

Appendices

Appendix H: Comment Letters Received During the Public Review Period

LIST OF FIGURES

Figure 3-2	Opportunity Areas	2-2
Figure 3-4	Proposed General Plan Land Uses	2-3
Figure 4.4-1	Historic Sites and Districts	2-9
Figure 4.11-1	Existing Parks and Recreation Facilities.....	2-11
Figure 4.14-2	Existing and Planned Bicycle Facilities.....	2-16

LIST OF TABLES

Table 3-3	Proposed General Plan Land Use Acreage	2-5
Table 4.4.4	National Register Properties within the Vallejo General Plan Area.....	2-8
Table 4.11-2	Existing Parks and Recreational Facilities	2-12
Table 4-1	Comments and Response Matrix.....	4-3

1. Introduction

1.1 PURPOSE OF THE FINAL EIR

This document provides responses to comments received on, as well as revisions to, the Draft Environmental Impact Report (EIR) for the proposed General Plan Update (“proposed General Plan”) and proposed *Sonoma Boulevard Specific Plan* (“proposed Specific Plan”), which together comprise the “proposed Project” analyzed in this EIR. The Draft EIR identified significant impacts associated with the proposed Project, and examined alternatives and recommended mitigation measures that could avoid or reduce potential impacts.

This document, together with the Draft EIR, will constitute the Final EIR if the City of Vallejo City Council certifies it as complete and adequate under the California Environmental Quality Act (CEQA).

1.2 ENVIRONMENTAL REVIEW PROCESS

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed Project, and to provide the general public with an opportunity to comment on the Draft EIR. This Final EIR has been prepared to respond to comments received on the Draft EIR. The Draft EIR was made available for public review from July 25, 2016 through September 8, 2016. The Draft EIR was distributed to local, regional, and State agencies and the general public. Copies of the Draft EIR were made available for review to interested parties at:

- John F. Kennedy Library at 505 Santa Clara Street
- City Hall at 555 Santa Clara Street
- The Propel Vallejo website at <http://propelvallejo.com/environmental-review/>

The 45-day public comment period ended on September 8, 2016. Copies of all written comments received on the Draft EIR are contained in this document. These comments and responses to these comments are laid out in Chapter 4, Comments and Responses, of this Final EIR.

The document and the Draft EIR together comprise the Final EIR for the proposed Project. This Final EIR will be considered at a Planning Commission public hearing on the proposed Project, after which the Commission will make a recommendation to the City Council on certification of the EIR and approval of the project. The City Council will consider the Planning Commission’s recommendations on the Final EIR and the proposed Project during a noticed public hearing, and will take the final action with regard to certification of the Final EIR.

1.3 REPORT ORGANIZATION

This document is organized into the following chapters:

- **Chapter 1: Introduction.** This chapter discusses the use and organization of the Final EIR.
- **Chapter 2: Revisions to the Draft EIR.** Revisions to the Draft EIR are contained in this chapter.
- **Chapter 3: List of Commenters.** Names of agencies and individuals who commented on the Draft EIR are included in this chapter.
- **Chapter 4: Comments and Responses.** This chapter lists the comments received from agencies and the public on the Draft EIR, and provides responses to those comments.

2. Revisions to the Draft EIR

This chapter presents changes to the Draft EIR that resulted from preparation of responses to comments on the Draft EIR, or were staff-directed changes including typographical corrections and clarifications. In each case, the Draft EIR page and location on the page is presented, followed by the textual, tabular, or graphical revision. Double underline text represents language that has been added to the Draft EIR; text with ~~strike through~~ has been deleted from the Draft EIR.

None of the revisions constitutes significant new information added to the analysis contained in the Draft EIR. As such, the Draft EIR does not need to be recirculated for public review.

2.1 REVISIONS TO CHAPTER 3, PROJECT DESCRIPTION

Figure 3-2 on page 3-11 of the Draft EIR is hereby replaced with the figure on the following page.

Figure 3-4 on page 3-20 of the Draft EIR is hereby replaced with the figure on page 2-3.

Table 3-3 on page 3-21 of the Draft EIR is hereby replaced with the table on page 2-5.

The first paragraph on page 3-22 of the Draft EIR is hereby amended as follows:

The R-SF designation applies to residential neighborhoods primarily characterized by detached single-family homes, although some older areas also have attached dwellings and small stores. Dwellings typically have front and rear yards, as well as side setbacks. Permitted land uses include single-family homes, in some instances duplexes and small commercial spaces, and public facilities such as schools, religious institutions, parks, and other community facilities appropriate within a residential neighborhood. The maximum permitted residential density in the R-SF designation is nine dwelling units per acre (du/ac); however, in single-family areas where accessory dwelling units are allowed, maximum permitted residential density is 12 du/ac.

The “Mix of Housing Types (R-MH)” heading on page 3-22 of the Draft EIR is hereby amended as follows:

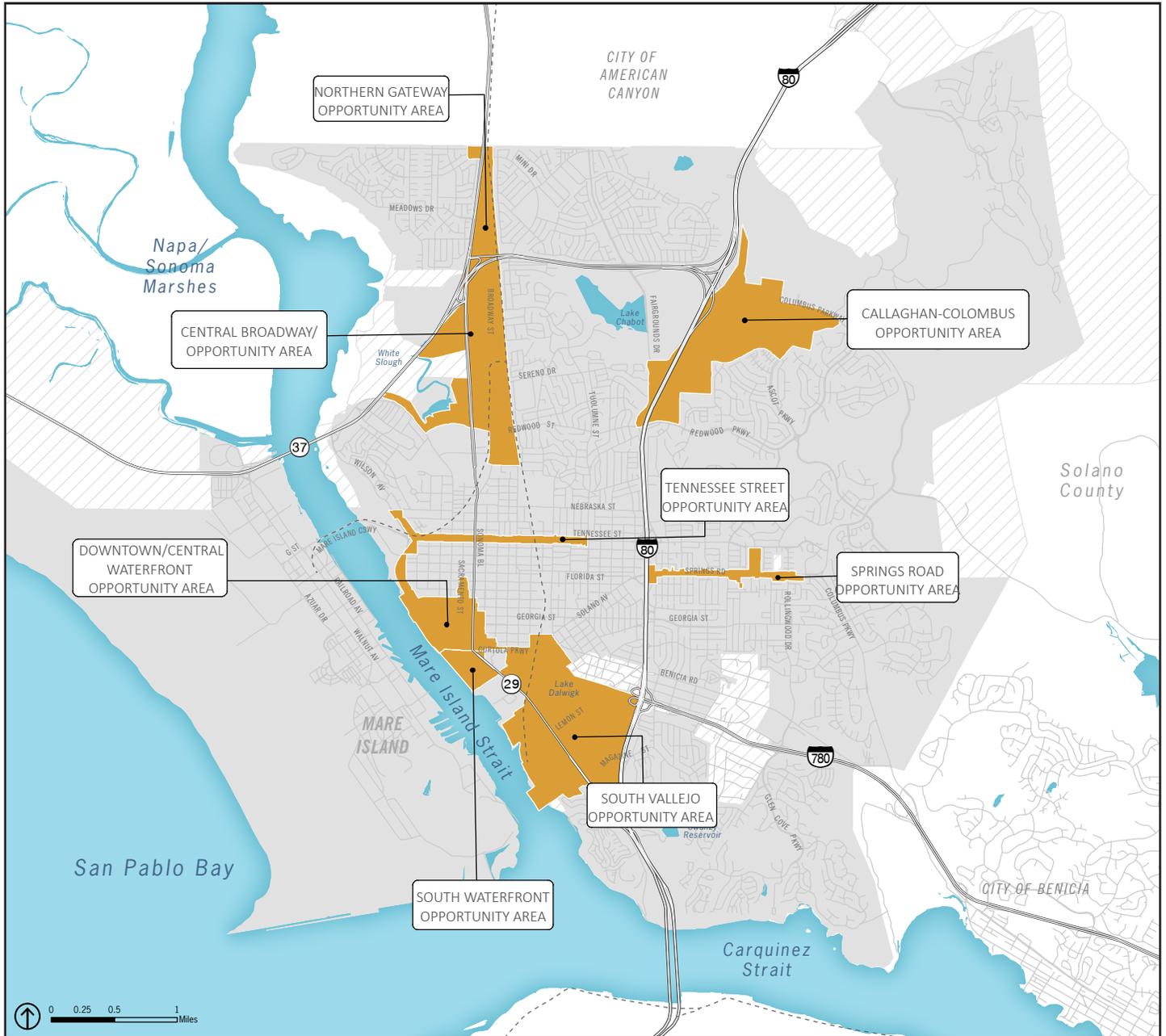
Mix of Housing Types/Medium Density (R-MH)

The first sentence of the third paragraph on page 3-22 of the Draft EIR is hereby amended as follows:

The R-MF designation applies to residential areas primarily characterized by parcels and buildings containing multiple residences, sometimes on several floors, and in some instances small commercial spaces.



PROJECT DESCRIPTION



Source: ESRI 2014; City of Vallejo, 2014; Solano County, 2014; USGS, 2014; PlaceWorks, 2014.

- Opportunity Area
- Vallejo City Limit
- Sphere of Influence (SOI)
- Railroad

Figure 3-2
 Opportunity Areas
 37 of 298

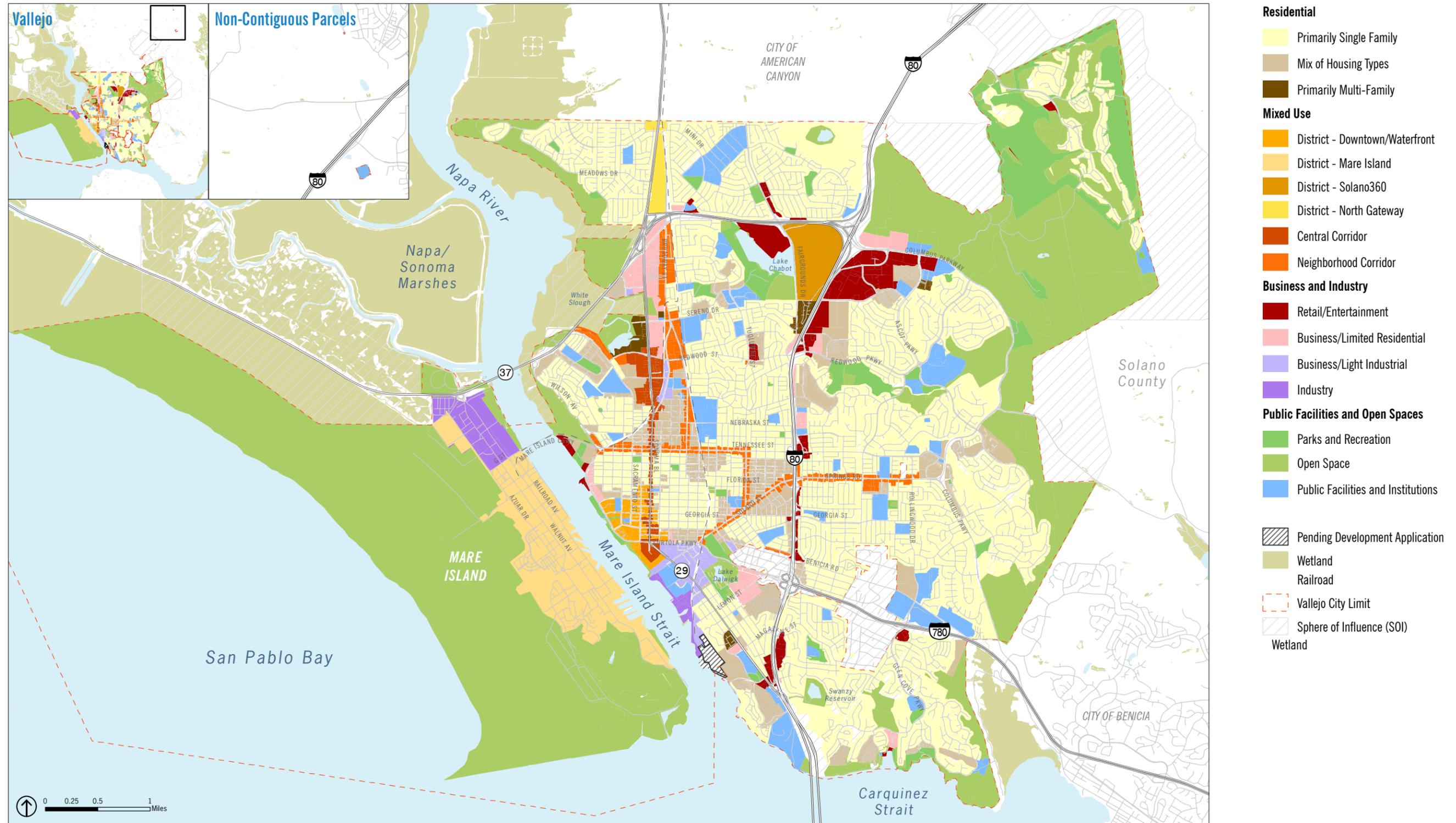


Figure 3-4
Proposed General Plan Land Uses
38 of 298

TABLE 3-3 PROPOSED GENERAL PLAN LAND USE ACREAGE

Land Use Category	Acres
Residential	7,037 <u>7,121</u>
Primarily Single Family	5,914 <u>6,031</u>
Mix of Housing Types	909 <u>1,005</u>
Primarily Multi-Family	214 <u>85</u>
Mixed Use	1,534 <u>1,582</u>
District – Downtown/Waterfront	91
District – Mare Island	807 <u>852</u>
District – Solano360	175
District – North Gateway	63 <u>64</u>
Central Corridor	117
Neighborhood Corridor	281 <u>283</u>
Business and Industry	1,033 <u>1,032</u>
Retail/Entertainment	416 <u>415</u>
Business/Limited Residential	267
Business/Light Industrial	120
Industrial	230
Community	13,647 <u>13,411</u>
Parks and Recreation	389 <u>935</u>
Open Space	12,458 <u>11,634</u>
Public Facilities and Institutions	800 <u>842</u>
Pending Development Application	39
Total Acres	23,251 <u>23,185</u>

Note: Value sums may not match totals due to rounding.

Source: PlaceWorks, 2016.

The first paragraph on page 3-23 of the Draft EIR is hereby amended as follows:

The D-MI designation applies only to the portion of Mare Island subject to the development agreement with Lennar Mare Island, LLC. This designation is intended to facilitate implementation of the Mare Island Specific Plan, which seeks to revitalize this historic area of Vallejo and foster a vibrant civilian employment center alongside a balanced new residential neighborhood, subject to the Development Agreement previously executed. ~~The Specific Plan calls for 1,400 new residential units.~~ Land use densities are set by the Specific Plan; non-residential FAR to be determined on a project-specific basis.

The third paragraph on page 3-23 of the Draft EIR is hereby amended as follows:

The D-NG designation applies to the area north of SR 37 between Sonoma Boulevard and Lincoln Highway, a highly-visible area that serves as a gateway to Napa Valley from SR 37 (heading north) and to Vallejo from American Canyon (heading south). It is intended to foster an integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. It also incorporates higher-density residential development that supports nearby services and activates the area. The maximum permitted FAR in the D-NG designation is ~~0.52.0~~, with a minimum residential density of 30 du/ac up to 50 du/ac.

The fourth paragraph on page 3-23 of the Draft EIR is hereby amended as follows:

The CC designation applies only to the proposed Specific Plan Area. The designation is intended to facilitate implementation of the proposed Specific Plan and encourage the transformation of the corridor into an economically vibrant, visually attractive, functional, mixed-use, human-scaled, complete street. The Specific Plan identifies individual building types for different locations, instead of residential density or non-residential FAR. The maximum permitted FAR in the CC designation is ~~23.0~~. The residential density permitted is between 18 and 50 du/ac.

The last paragraph on page 3-23 of the Draft EIR is hereby amended as follows:

The NC designation is intended to promote pedestrian-oriented neighborhood "main streets" with an emphasis on shops and services catering to the daily needs of local residents, particularly at mixed-use Urban Villages. Permitted uses in the NC designation include ~~single-family homes~~, multi-family developments, retail, personal services, professional offices, community facilities, and other uses compatible with an eclectic neighborhood-oriented mixed-use environment. The maximum permitted FAR in the NC designation is ~~0.52.0~~ and the residential density permitted is between 18 and 30 du/ac.

The first paragraph on page 3-24 of the Draft EIR is hereby amended as follows:

The RE designation provides for general retail, services, and entertainment for local residents as well as consumers and visitors from the wider region. Permitted land uses include shopping centers, auto sales, amusement parks, hotels, restaurants, service stations, marine-related operations, offices, general retail, personal and business services, and similar commercial uses. The maximum permitted FAR in the RE designation is ~~1.01.5~~.

The second paragraph on page 3-24 of the Draft EIR is hereby amended as follows:

The BR designation is intended to facilitate high-quality employment-based businesses, including

professional office; health care and life sciences; research and development; production, distribution, and repair (PDR); and light manufacturing uses. A mix of lot sizes is encouraged to accommodate small businesses as well as larger campus-style uses. Restaurants, retail stores, and recreational facilities that cater to the needs of employees and residents of the surrounding area are also encouraged in the BR designation. Mixed-use buildings containing a residential component of up to 30 percent of the allowable FAR are also permitted, providing findings of compatibility can be made. The maximum permitted FAR in the BR designation is ~~1.02.0~~. The residential density permitted is between 30 and 50 du/ac.

The third paragraph on page 3-24 of the Draft EIR is hereby amended as follows:

The BLI designation is intended to facilitate light industrial activities, including light manufacturing, warehousing and logistics; assembly; research and development; and production, distribution and repair (PDR) uses. Professional office uses can also be accommodated in this designation. Secondary and accessory uses such as banks, cafes, printers, and office supply stores to serve the needs of employees and businesses also encouraged. The maximum permitted FAR in the BLI designation is ~~1.52.5~~.

The fourth paragraph on page 3-24 of the Draft EIR is hereby amended as follows:

The I designation is intended to facilitate industrial activities, including general industrial, heavy industrial, and custom manufacturing uses. This designation includes uses that may potentially generate more noise, hazards and truck traffic than do light industrial uses. Uses in this designation may also utilize rail and ships to transport materials and manufactured goods. Some industrial uses may require exterior storage areas. The maximum permitted FAR in the I designation is ~~0.52.0~~.

The last paragraph on page 3-24 of the Draft EIR is hereby amended as follows:

The P designation applies to ~~public~~-land intended for recreational use. Parks, playgrounds, trails, recreational facilities, golf courses, marinas, and other similar uses are permitted in the P designation. There is no maximum permitted FAR in the P designation.

2.2 REVISIONS TO CHAPTER 4.1, AESTHETICS

The last sentence of the second paragraph on page 4.1-1 of the Draft EIR is hereby amended as follows:

The portion of State Route (SR) 37 west of SR 29 and is ~~designated~~ eligible for designation as a Scenic Highway.

The fifth sentence on page 4.1-6 of the Draft EIR is hereby amended as follows:

There are many historic homes in this part of town, concentrated in the Saint Vincent's Hill Historic District and ~~Vallejo Old City Historic~~ the Architectural Heritage District.

The third paragraph under the "Scenic Corridors and Vistas" heading on page 4.1-7 of the Draft EIR is hereby amended as follows:

As described in Section 4.1.1.1, Regulatory Framework, there is one State-designated Scenic Highways located in Vallejo or its Sphere of Influence (SOI). The segment of SR 37 west of SR 29 is ~~designated~~

eligible for designation as a State Scenic Highway. In the Project Area, SR 37 offers expansive and uninterrupted scenic views. Nearfield views of marshlands and open waters include views of White Slough, the Napa River, and San Pablo Bay. SR 37 also offers far-field views of hills surrounding the region.

2.3 REVISIONS TO CHAPTER 4.3, BIOLOGICAL RESOURCES

The last bulleted item on page 4.3-30 of the Draft EIR is hereby amended as follows:

Action NBE-1.1A: Cooperate with federal, State and local regulatory and trustee agencies to promote the restoration and long-term sustainability local natural resources, including wetlands and wildlife habitat at River Park.

The third bulleted item on page 4.3-37 of the Draft EIR is hereby amended as follows:

Action NBE-1.1A: Cooperate with federal, State and local regulatory and trustee agencies to promote the restoration and long-term sustainability local natural resources, including wetlands and wildlife habitat at River Park.

2.4 REVISIONS TO CHAPTER 4.4, CULTURAL RESOURCES

The second sentence in the second paragraph on page 4.4-8 of the Draft EIR is hereby amended as follows:

Survey and documentation of the Vallejo Old City Historic Architectural Heritage District occurred in 1971 and resulted in the district's listing in the National Register of Historic Places.

Figure 4.4-1 on page 4.4-9 of the Draft EIR is hereby replaced with the figure on the following page.

Table 4.4-4 on page 4.4-14 of the Draft EIR is hereby amended as shown as follows:

TABLE 4.4.4 NATIONAL REGISTER PROPERTIES WITHIN THE VALLEJO GENERAL PLAN AREA

Name	Location	Listed
City Hall	715 Marin St.	2013
Mare Island Naval Shipyard ^a Boundary increased in 1997	Mare Island	1975
Masonic Temple--Naval Lodge No. 87, Free and Accepted Masons	707 Marin St.	2013
Saint Vincent's Hill Historic District	Roughly bounded by Mare Island Way, Sonoma Blvd., Quincy Alley and Kissel Alley	2003
Vallejo City Hall and County Building Branch	734 Marin St.	1976
<u>Vallejo Old City Historic Architectural Heritage</u> District	Sonoma Blvd., and Monterey, Carolina, and York Sts.	1973

a. Mare Island Naval Shipyard is also a National Historic Landmark

Source: National Park Service National Register of Historic Places Program, 2016.



Source: City of Vallejo, 2014; ESRI 2010; PlaceWorks, 2016.

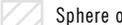
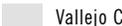
-  National Register District
- 1. Mare Island
- 2. Architectural Heritage District
- 3. Saint Vincent's Hill
-  Mare Island National Historic Landmark District
-  Historic Resources Outside of Districts
-  Railroad
-  Sphere of Influence (SOI)
-  Vallejo City Limit

Figure 4.4-1
Historic Sites and Districts

2.5 REVISIONS TO CHAPTER 4.8, HYDROLOGY AND WATER QUALITY

The third bulleted item on page 4.8-48 of the Draft EIR is hereby amended as follows:

Action NBE-1.1A: Cooperate with federal, State and local regulatory and trustee agencies to promote the restoration and long-term sustainability local natural resources, including wetlands and wildlife habitat at River Park.

2.6 REVISIONS TO CHAPTER 4.9, LAND USE AND PLANNING

The first sentence of the Policy RS.P-5 consistency analysis on page 4.9-18 of the Draft EIR is hereby amended as follows:

Action NBE-1.1A calls for the City of Vallejo to, “Cooperate with federal, State and local regulatory and trustee agencies to promote the restoration and long-term sustainability local natural resources, including wetlands and wildlife habitat at River Park.”

2.7 REVISIONS TO CHAPTER 4.11, PARKS AND RECREATION

The last sentence on page 4.11-7, continuing onto page 4.11-8, of the Draft EIR is hereby amended as follows:

As shown in Table 4.11-2, Vallejo currently has approximately ~~1,139~~ 921.17 acres within the Project Area of parklands which consist of mini parks, neighborhood parks, community parks, linear parks, natural open space, and special use areas.

Figure 4.11-1 on page 4.11-9 of the Draft EIR is hereby replaced with the figure on the following page.

Table 4.11-2 on pages 4.11-10 through 4.11-12 of the Draft EIR is hereby replaced with the table beginning on page 2-12.

The last paragraph on page 4.11-13 of the Draft EIR is hereby amended as follows:

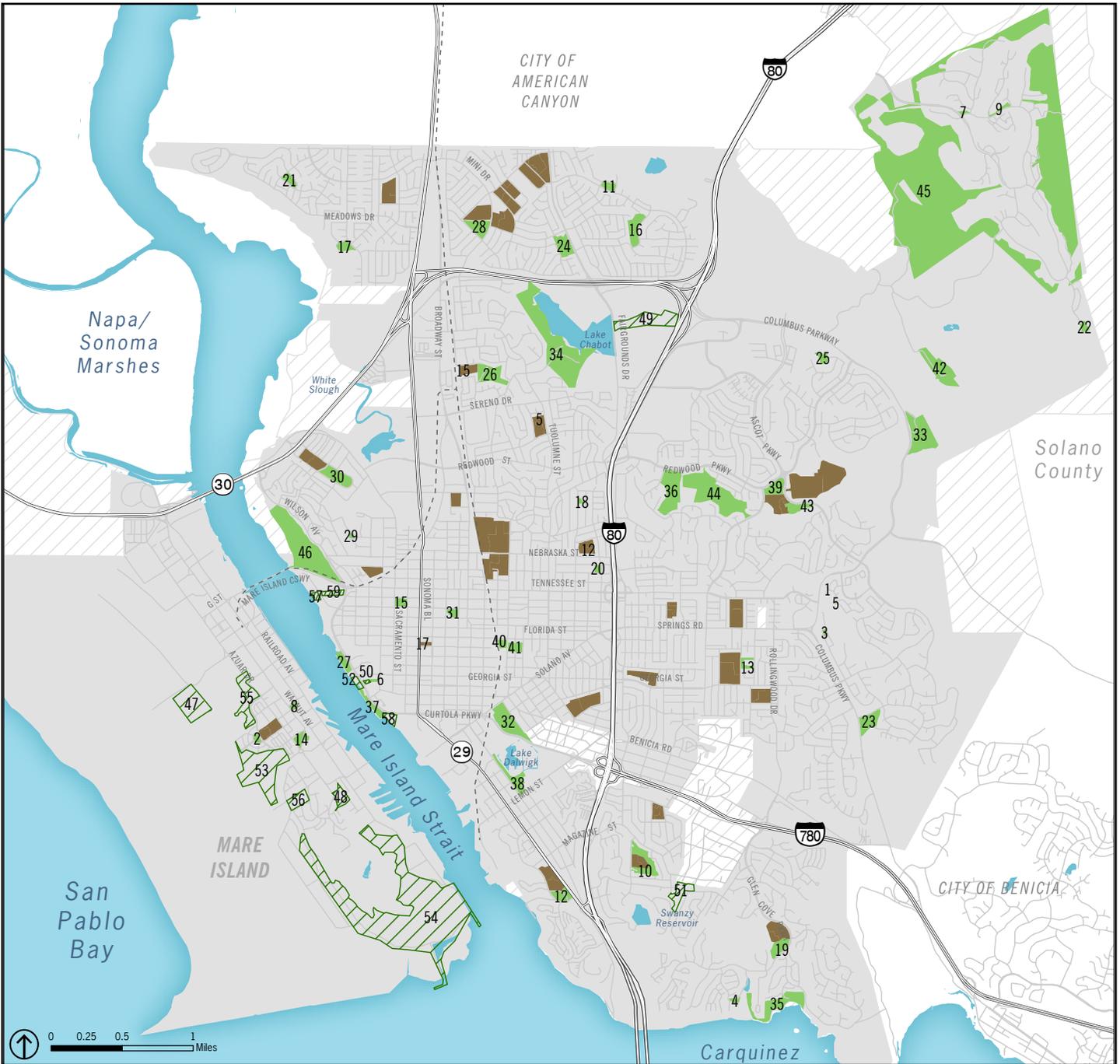
As previously described, per the City of Vallejo Municipal Code the City has established a parkland standard of 4.25 acres per 1,000 people. Parkland included in this ratio includes parks operated by the GVRD. Vallejo currently has ~~9.73~~ 7.81 acres of parkland per 1,000 residents. Therefore, the City is currently exceeding its adopted parkland service standard.

Footnote 28 on page 4.11-13 of the Draft EIR is hereby amended as follows:

²⁸ Current parkland ratio per 1,000 residents = ~~1,138.28~~ 921.17 acres / (~~1178~~,000 / 1000) residents.



PARKS AND RECREATION



- | | | | | |
|---|--|--|--|--|
| <p>Mini Parks (<1 Acre)</p> <ol style="list-style-type: none"> 1. Coventry Way 2. Crescent Park 3. Garthe Estates 4. Glen Cove Marina 5. Knights Circle 6. Martin Luther King Jr. Unity Plaza 7. Reflections Park <p>Neighborhood Parks (4-10 Acres)</p> <ol style="list-style-type: none"> 8. Alden Park 9. Bennington Park 10. Beverly Hills Park 11. Borges Ranch Park 12. Carquinez Park | <ol style="list-style-type: none"> 13. Castlewood Park 14. Chapel Park 15. City Park 16. Crest Ranch 17. Delta Meadows Park 18. Fairmont Park 19. Glen Cove Park 20. Grant Mahoney Park 21. Henry Ranch Park 22. Hiddenbrooke Park 23. Highlands Park 24. North Vallejo Park 25. Northgate Neighborhood Park 26. Richardson Park | <p>Community Parks (10-70 Acres)</p> <ol style="list-style-type: none"> 27. Service Club Park 28. Setterquist Park 29. Sheveland Park 30. Terrace Park 31. Washington Park 32. Wilson Park <p>Community Parks (10-70 Acres)</p> <ol style="list-style-type: none"> 33. Blue Rock Springs Park 34. Dan Foley Park 35. Glen Cove Nature Area 36. Hanns Memorial Park 37. Independence Park 38. Lake Dalwigk Park 39. Wardlaw Park | <p>Special Use Parks</p> <ol style="list-style-type: none"> 40. Amador Tennis Park 41. Children's Wonderland 42. McIntyre Ranch 43. Wardlaw Skate/BMX Park <p>Linear Parks</p> <ol style="list-style-type: none"> 44. Blue Rock Springs Trail <p>Natural Open Space</p> <ol style="list-style-type: none"> 45. Hiddenbrooke Open Space 46. River Park <p>Planned Parks</p> <ol style="list-style-type: none"> 47. City Park - Mare Island 48. Club Drive Park 49. Creek Park | <ol style="list-style-type: none"> 50. Festival Green 51. High Glen 52. Independence Park Expansion 53. Mare Island Community Park 54. Mare Island Shoreline Heritage Preserve 55. Morton Field 56. Parade Grounds 57. Promenade Park 58. Southern Waterfront 59. Wetland Park |
|---|--|--|--|--|

Parks
 Planned Parks
 Schools

Source: City of Vallejo, 2016; PlaceWorks, 2016.

Figure 4.11-1
Existing Parks and Recreation Facilities
46 of 298

TABLE 4.11-2 EXISTING PARKS AND RECREATIONAL FACILITIES

Park Name	Size (Acres)	Amenities	Operated By	Owned By
Mini Parks (Generally Approximately <1 Acre)				
Coventry Way	.25	Walking path, park benches	City of Vallejo	City of Vallejo
Crescent Park	1.96	Benches, trash receptacles, landscaping and irrigation	City of Vallejo	City of Vallejo
Garthe Estates	.75	Play structure, basketball hoop, walking path	City of Vallejo	City of Vallejo
Glen Cove Marina	.75	Walking trail, benches	City of Vallejo	City of Vallejo
Knights Circle	.25	Walking path, park benches	City of Vallejo	City of Vallejo
Martin Luther King Jr. Unity Plaza	.6	Benches	City of Vallejo	City of Vallejo
Reflections	1.5	Walking trails, gazebo	City of Vallejo	City of Vallejo
<i>Subtotal</i>	<i>6.06</i>			
Neighborhood Parks (Generally Approximately 4-10 Acres)				
Alden	5	Landscaped ceremonial area, bandstand, flagpole, and informal area with landscaped walking paths	City of Vallejo	City of Vallejo
Bennington	2.5	Walking path, tot lot, park benches	City of Vallejo	City of Vallejo
Beverly Hills	11.7	Playground with play structure, turfed play areas, and walking trail	GVRD	City of Vallejo
Borges Ranch	3.4	Drinking fountain, multi-use field, picnic tables, playground with play structure	GVRD	City of Vallejo
Carquinez	6.3	Turfed hill with picnic tables, Carquinez Bridge trailhead, off street parking	GVRD	GVRD
Castlewood	4.6	Community building, elementary play area, restroom, swimming pool, unlighted tennis courts, off-street parking	GVRD	City of Vallejo
Chapel	3	St. Peter's Chapel, site furnishings, landscaping, and irrigation	City of Vallejo	City of Vallejo
City Park	3	Drinking fountain, horseshoe pits, picnic tables, elementary play area, tot lot, restroom	GVRD	City of Vallejo
Crest Ranch	10.3	Ballfield, basketball court, handicapped parking, horseshoe pits, multi-use field, picnic areas, elementary play area, tot lot, restroom, soccer field, walking/jogging trail, off-street parking	GVRD	GVRD/City of Vallejo
Delta Meadows	4	Basketball courts, elementary play area, tot lot, rustic nature area, walking/jogging trail	GVRD	City of Vallejo
Fairmont	1	Picnic tables, elementary play area, tot lot	GVRD	GVRD
Festival Green	2.7	Passive recreation area	City of Vallejo	City of Vallejo
Glen Cove	6.8	Drinking fountain, multi-use field, picnic tables, elementary play area, tot lot, restrooms, soccer field, unlighted tennis court, handicapped parking, off-street parking	GVRD	City of Vallejo
Grant Mahoney	1.5	Multi-use field, picnic tables, elementary play area, ping pong tables, rose garden, handicapped parking, off-street parking	GVRD	GVRD

TABLE 4.11-2 EXISTING PARKS AND RECREATIONAL FACILITIES

Park Name	Size (Acres)	Amenities	Operated By	Owned By
Henry Ranch	3.4	Elementary play area, tot lot, off-street parking	GVRD	City of Vallejo
Hiddenbrooke	2.05	½ basketball court, restrooms, water play, tot lot, elementary play area, bocce court, shaded picnic tables. Future plans include equestrian access and off-street parking.	GVRD	City of Vallejo
Highlands	9.3	Basketball court, covered picnic areas, elementary play area/multi-purpose field, bocce ball court, off-street parking	GVRD	City of Vallejo
Independence	1.3	Mare Island Naval Shipyard memorabilia, sand area, restrooms	GVRD	City of Vallejo
Northgate	4	Two playgrounds, walking path, benches and BBQ area	GVRD	City of Vallejo
<u>North Vallejo</u>	<u>8.9</u>	<u>Community Center, playground, basketball court, lighted baseball field, multi-purpose field, restrooms, off-street parking</u>	<u>GVRD</u>	<u>City of Vallejo</u>
Promenade	4	Walking and biking path	City of Vallejo	City of Vallejo
Richardson	13.3	Ballfield, multi-use field, elementary play area, tot lot	GVRD	City of Vallejo
Service Club	4.2	Landscaping, lighting, festival grounds , and pedestrian waterfront promenade,	City of Vallejo	City of Vallejo
Setterquist	8.9	Ballfield, community building, drinking fountain, elementary play area, tot lot, unlighted tennis courts, daycare building	GVRD	GVRD
Sheveland	1	Picnic table, elementary play area, tot lot, off-street parking,	GVRD	City of Vallejo
Terrace	11	Ballfield, drinking fountain, picnic area, picnic tables, elementary play area, tot lot, handicapped parking, off-street parking	GVRD	GVRD
Washington	2.5	Lighted ballfield, and multi-use field, elementary play area, tot lot	GVRD	City of Vallejo
<u>Wilson</u>	<u>17.8</u>	<u>Ballfields (skinned lighted), drinking fountain, multi-use field, picnic area, elementary play area, tot lot, restroom, soccer field, handicapped parking off-street parking</u>	<u>GVRD</u>	<u>GVRD/City of Vallejo</u>
Wetland	4	Passive recreation area	City of Vallejo	City of Vallejo
<i>Subtotal</i>	135.75 <u>149.45</u>			
Community Parks (Generally Approximately 10-70 acres)				
Blue Rock Springs	24.5	BBQs, drinking fountains, lake/river access, picnic areas (medium and large), picnic tables, elementary play area, tot lot, reservable areas, restrooms, rustic nature area, walking/jogging trails, trailhead to open space, restrooms handicapped parking, off-street parking,	GVRD	City of Vallejo
Crest Ranch	10.3	Ballfield, basketball court, handicapped parking, horseshoe pits, multi-use field, picnic areas, elementary play area, tot lot, restroom, soccer field, walking/jogging trail, water spray feature, off street parking	GVRD	GVRD
Dan Foley	68.2	Ballfields: grass, skinned & lighted, basketball court, community building, lake/river access, multi-use field, picnic areas (medium and large), picnic tables, elementary play area, tot lot, restroom, rustic nature area, Olympic size artificial turf soccer/softball field, community center, handicapped parking, off-street parking	GVRD	City of Vallejo

TABLE 4.11-2 EXISTING PARKS AND RECREATIONAL FACILITIES

Park Name	Size (Acres)	Amenities	Operated By	Owned By
Glen Cove Nature Area	15	Natural and undeveloped park with trail connections to the San Francisco Bay Trail, picnic tables, off street parking	GVRD	City of Vallejo
Hanns Memorial	22.6	Creekside trails, lake/river access, large picnic area, picnic tables, restroom, off-street parking, stage area	GVRD	City of Vallejo
<u>Independence</u>	<u>1.0</u>	<u>Mare Island Naval Shipyard memorabilia, sand area, restrooms</u>	<u>GVRD</u>	<u>City of Vallejo</u>
Lake Dalwigk	8.9	Basketball court, picnic area, elementary play area, tot lot, , turf area	GVRD	GVRD/City of Vallejo
North Vallejo	8.9	Community Center, playground, basketball court, lighted baseball field, multi purpose field, restrooms, off-street parking	GVRD	City of Vallejo
Wardlaw	13	Three soccer fields, two baseball backstops	GVRD	City of Vallejo
Wilson	17.8	Ballfields (skinned lighted), drinking fountain, multi-use field, picnic area, elementary play area, tot lot, restroom, soccer field, handicapped parking off-street parking	GVRD	GVRD/City of Vallejo
<i>Subtotal</i>	178.9 <u>153.20</u>			
Linear Parks				
Blue Rock Springs Corridor	44	Hiking trail providing access to the ridge of Sulfur Springs Mountain with views of Vallejo and the Napa River	GVRD	City of Vallejo
<i>Subtotal</i>	44			
Natural Open Space				
Hiddenbrooke Open Space	481	Natural areas interspersed throughout Hiddenbrooke residential development	GVRD	GVRD/City of Vallejo
River Park	54	Undeveloped parkland and wetland, trails, off-street parking	GVRD	City of Vallejo
<i>Subtotal</i>	535			
Special Use Parks^a				
<u>Amador Tennis</u>	<u>5</u>	<u>Four tennis courts</u>	<u>GVRD</u>	<u>GVRD</u>
<u>Children's Wonderland</u>	<u>3</u>	<u>Fully-fenced park with play areas, reservable picnic areas, outdoor theater, restrooms, off-street parking</u>	<u>GVRD</u>	<u>GVRD</u>
McIntyre Ranch	24	Ranch house, , cottage, historic tack house, barn, paddocks, well, pasture land, horse boarding, campground, yurt	GVRD	GVRD
Wardlaw dog park/Skate/BMX and Dog Park	1.46	Concrete bowl and modular equipment in separately fenced areas for beginners and intermediate users; Dog park, large and small areas	GVRD	City of Vallejo
<i>Subtotal</i>	25.46 <u>33.46</u>			
Total Acreage	924.17 <u>921.17</u>			

Note: GVRD = Greater Vallejo Recreation District.

a. Special use parks are facilities that serve a particular sport or purpose such as tennis courts, ball parks, and pools.

Source: GVRD, Park and Recreation Master Plan, 2006; City of Vallejo GIS data, 2014; PlaceWorks GIS analysis, 2016.

The second paragraph under Impact PARKS-1 on page 4.11-15 of the Draft EIR is hereby amended as follows:

As previously described in Section 4.11.1.1, Regulatory Framework, per the City of Vallejo Municipal Code the City has established a parkland standard of 4.25 acres per 1,000 people. The proposed General Plan includes Action CP-3.4A to maintain this standard. As discussed in Section 4.11.1.2, Existing Conditions, the City currently has ~~9.73~~ 7.81 acres of parkland per 1,000 residents, therefore exceeding its adopted standard of providing 4.25 acres of parkland per 1,000 residents.³³ The City would continue to exceed this standard in 2040 based on projected population growth and existing and planned park and recreational facilities. The ratio of parkland per 1,000 residents in 2040, given no increase to existing parkland, would be ~~7.96~~ 6.44 acres;³⁴ the City is planning future parks that would increase total parkland acreage by approximately ~~54~~ 285.30 acres by 2040, which would result in a ratio of ~~8.34~~ 8.44 acres.³⁵

The footnotes on page 4.11-15 of the Draft EIR are hereby amended as follows:

³³ 2015 Parkland Ratio – per 1,000 residents = 921.17 acres/(118,000*.001) residents.

~~³⁴ 2040 Parkland Ratio – No new park acreage - per 1,000 residents = 1,138.28~~ 921.17 acres / (143,000 * .001) residents.

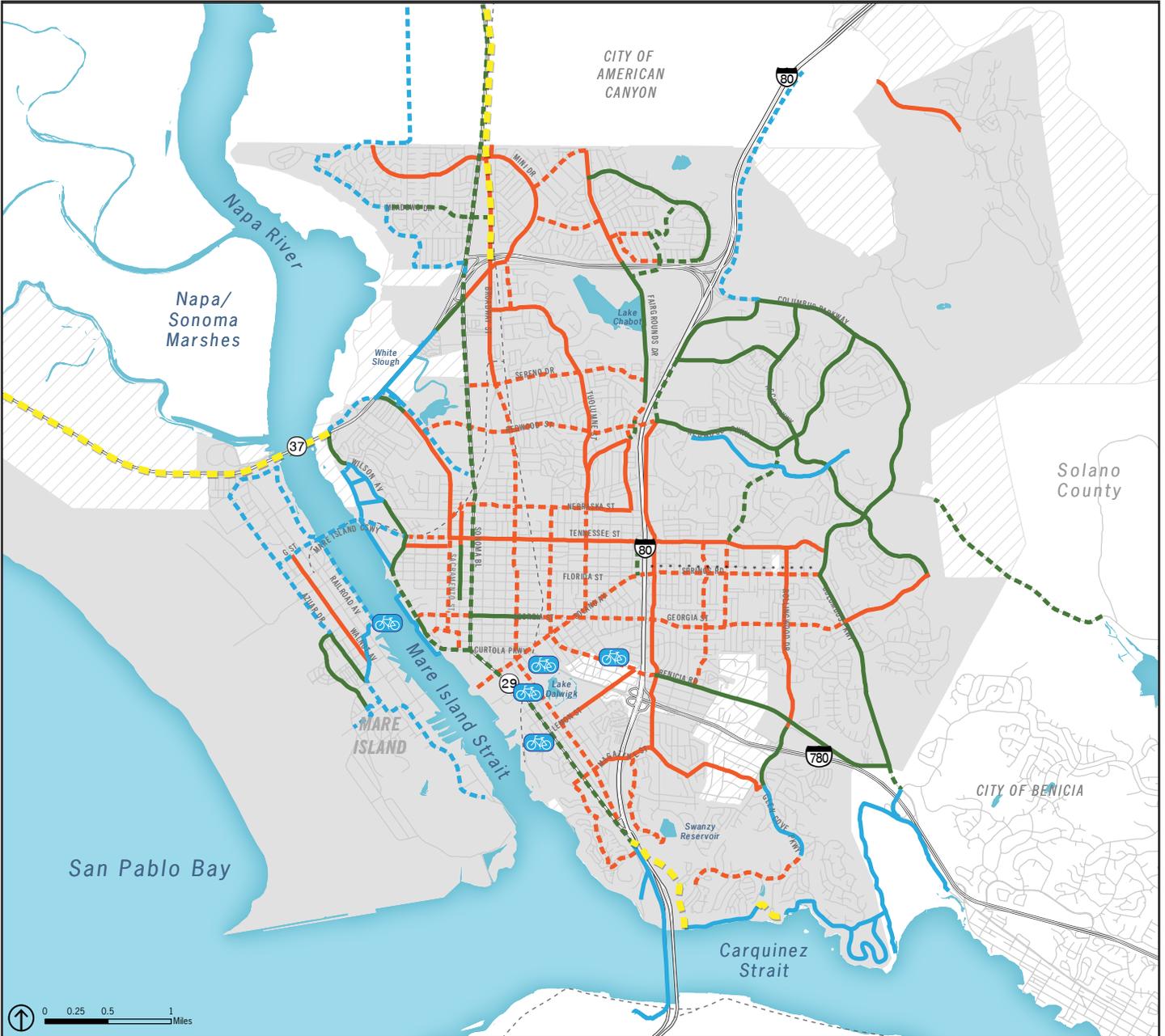
~~³⁵ 2040 Parkland Ratio – Planned parks - per 1,000 residents = 1,192.28~~ 1,206.47 acres / (143,000* .001) residents.

2.8 REVISIONS TO CHAPTER 4.14, TRAFFIC AND CIRCULATION

Figure 4.14-2 on page 4.14-10 of the Draft EIR is hereby replaced with the figure on the following page.



TRANSPORTATION AND TRAFFIC



Source: Field survey by Fehr & Peers, November 2014; Solano Countywide Bicycle Transportation Plan (2012); San Francisco Bay Trail website (www.baytrail.org); Vallejo Trails Master Plan (1988).

* Identified on Solano Countywide Bicycle Transportation Plan Bike Routes map, but bicycle route signs are generally not present.

- Class 1 Bicycle Facility (Existing)
- - - Class 1 Bicycle Facility (Planned)
- Class 2 Bicycle Facility (Existing)
- - - Class 2 Bicycle Facility (Planned)
- Class 3 Bicycle Facility (Existing)
- - - Class 3 Bicycle Facility (Planned)
- Planned Bay Trail Extension
- 🚲 Existing and Planned Park-N-Ride Facility
- ▭ Vallejo City Limit
- ▨ Sphere of Influence (SOI)
- - - Railroad

Figure 4.14-2
Existing and Planned Bicycle Facilities
51 of 298

3. List of Commenters

3.1 COMMENTS ON THE DRAFT EIR

Comments on the Draft EIR were received from the following agencies, organizations, and individuals. Letters are arranged by category and by the date received. Each comment letter has been assigned a number, as indicated below. These letters are included in and responded to in Table 4-1 of this Final EIR.

3.1.1 AGENCIES

- A01 Ken Chiang, P.E., Utilities Engineer, California Public Utilities Commission, July 28, 2016
- A02 Patricia Maurice, Acting District Branch Chief, California Department of Transportation, September 2, 2016
- A03 Patricia Maurice, Acting District Branch Chief, California Department of Transportation, September 8, 2016

3.1.2 ORGANIZATIONS AND INDIVIDUALS

- B01 Richard T. Loeweke, Loewke Planning Associates, August 9, 2016
- B02 Paul White, Kiewit Corporation, September 2, 2016
- B03 Tony Adams, September 6, 2016
- B04 Stephen M. Bryan, Orcem Americas, September 7, 2016
- B05 Mike Coakley, September 7, 2016
- B06 Patricia Gatz, September 7, 2016
- B07 Dennis Yen, September 7, 2016

3.2 COMMENTS ON THE MERITS OF THE PROPOSED PROJECT

During the public comment period for the Draft EIR, the City received several comments that pertain only to the merits of the proposed Project, rather than the analysis or environmental issues addressed in the Draft EIR. See Master Response in Chapter 4. These letters are included in Appendix H of this Final EIR and are not included in Table 4-1. Letters on the merits of the proposed Project were received from the following organizations and individuals:

- Mitchell Romao, August 8, 2016
- Robin Cox, August 30, 2016
- Patricia Gatz, August 3, 2016
- Jim Scoggin, August 3, 2016
- Brendan, August 3, 2016

- Dr. Kay Flavell, August 29, 2016
- Johnny Walker, August 30, 2016
- Jimmy Genn, September 2, 2016
- Jonathan Atkinson, September 7, 2016
- Lina Villenas, September 7, 2016
- Ron Carter, September 7, 2016

4. *Comments and Responses*

This chapter includes a reproduction of, and responses to, each comment letter on the Draft EIR received during the public review period. Comments are presented in their original format in Appendix H, along with annotations that identify each individual comment number.

Responses to individual comments are provided in this chapter alongside the text of each corresponding comment. Letters follow the same order as listed in Section 4.1 of this Final EIR and are categorized by:

- Agencies
- Organizations and Individuals

Letters are arranged by category and then by date received. Where the same comment has been made more than once, a response may direct the reader to another numbered comment and response. Responses to individual comments are presented in Table 4-1.

The California Environmental Quality Act (CEQA) requires the Final EIR to provide written responses to comments received on the environmental analysis in the Draft EIR during the public review period. The City received several such letters from agencies and the general public, as noted above. However, some of the public comments related to the merits of the proposed General Plan Update and Sonoma Boulevard Specific Plan, as opposed to comments on the environmental analysis in the Draft EIR. CEQA does not require the Final EIR to respond to comments on the merits of the proposed project; however, in light of the numerous comments on the merits, the City has prepared the following master response to explain the basis for not preparing detailed responses on these non-CEQA comments.

MASTER RESPONSE: COMMENTS RELATED TO THE MERITS OF THE PROPOSED PROJECT

During the review period for the Draft EIR, members of the public submitted several comments that related to the details of the proposed General Plan Update and Sonoma Boulevard Specific Plan (together referred to as the “proposed Project”), conveying the commenter’s opinion on the proposed Project, or addressing the relative consequences or benefits of the proposed Project (referred to here as “merits of the proposed Project”), rather than the adequacy of the Draft EIR or the environmental issues, impacts, and mitigation measures addressed in the Draft EIR. For example, the City received a number of comments regarding the proposed General Plan land use map.

It is important for the City in its decision-making process to consider both the adequacy of the Draft EIR and the merits of the proposed Project. However, the City as Lead Agency is only required by CEQA to respond to comments on pertinent environmental issues related to the adequacy of the Draft EIR.

Section 15204 of the CEQA Guidelines provides direction for parties reviewing and providing comment on a Draft EIR, as follows:

In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.

Section 15204 continues in relation to the role of the Lead Agency in responding to comments on the Draft EIR:

When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

Where comments in Table 4-1 refer to the merits of the proposed Project, the response indicates that the comment does not address the adequacy of the Draft EIR and cross references to this Master Response. In addition to the comment letters included in Table 4-1, the City received several letters that pertain only to the merits of the proposed Project. These letters are listed in Chapter 3 of this Final EIR and are included in Appendix H. Although comments related to the merits of the proposed Project do not require responses in the Final EIR, they do provide important input to the decision-making process. All letters received during the public comment period will be forwarded to decision makers.

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A. Agencies and Service Providers		
A01	Ken Chiang, Public Utilities Commission, July 26, 2016	
A01-01	<p>The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Branch (RCEB) has received the Draft Environment Impact Report (DEIR) from the State Clearinghouse for the proposed City of Vallejo (City) Vallejo General Plan Update project.</p> <p>According to the DEIR, the project area includes active railroad tracks. RCEB recommends that the City add language to the Vallejo General Plan Update so that any future development adjacent to or near the rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes, and continuous vandal resistant fencing or other appropriate barriers to prevent trespassers onto the railroad ROW.</p> <p>If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.</p>	<p>The comment recommends policy considerations for the proposed General Plan and does not address the adequacy of the Draft EIR. Please see Master Response: Comments Related to the Merits of the Proposed Project.</p>
A02	Patricia Maurice, Department of Transportation, September 2, 2016	
A02-01	<p>Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The following comments are based on the July 25, 2016 Draft Environmental Impact Report for the Propel Vallejo: General Plan Update and Sonoma Boulevard Specific Plan. Our Notice of Preparation Letter dated December 18, 2014, our Propel Vallejo General Plan 2035 - Administrative Draft letter dated April 22, 2016, and our Propel Vallejo General Plan 2035 - Administrative Draft letter dated May 13, 2016 are incorporated by reference. <i>Cultural Resources</i> Mitigation Measures "CUL-I a" and "CUL-I b" are listed on page 4.4-16 but are not listed in the mitigation table.</p>	<p>Mitigation Measures CUL-1a and CUL-1b described on page 4.4-16 of the Draft EIR are from the Solano360 Specific Plan EIR. As described on page 4-2 of the Draft EIR, "two of the opportunity areas that are anticipated to experience redevelopment under the proposed Project horizon are Mare Island and the Solano360 project site. [...] Buildout of those areas is encompassed within the buildout numbers presented in Table 3-4, but the proposed Project does not propose additional development above what has already been analyzed in the certified CEQA documents for the previous Specific Plans listed above. Although this Draft EIR is not tiered from these previous CEQA documents, this Draft EIR describes relevant mitigation measures that will continue to apply to future</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A02-02	For Mitigation Measure Cult-2, page 4.4-19, Caltrans recommends the first bulleted paragraph be reworded. The Northwest Information Center (NWIC) does not provide recommendations about whether a survey is needed or not. An archaeologist should be hired to interpret the NWIC information, especially given the high sensitivity for archaeology within the Vallejo region.	development in these two areas. Where applicable, these mitigation measures are listed under each standard of significance in the 15 sub-chapters of Chapter 4 under the "Applicable Regulations and Mitigation Measures" heading." No revisions to the Draft EIR are necessary. The commenter incorrectly states that the Northwest Information Center (NWIC) does not provide recommendations. The NWIC reviews records, reports, maps, and other documents and materials relating to a project, provides an assessment of the potential presence of unknown historical resources within the project area, and makes recommendations regarding the need for an historical resource studies.
A02-03	For Mitigation Cult-4, page 4.4-20, a standard human remains clause should be included: "If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner will be contacted. Pursuant to California PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most Likely Descendent (MLD). At that time, the person who discovered the remains will contact the project contact person, who will work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable." Mitigation Measure Cult-2 -within the State Right-of-Way, an archaeological study will most likely have to take place before an encroachment permit will be issued.	The Draft EIR finds that Impact CULT-4 is less than significant and no mitigation measures are required. As described on pages 4.4-20 to 4.4-21 of the Draft EIR, compliance with existing regulations and proposed policies would be sufficient to avoid significant impacts to human remains. No revision to the Draft EIR is necessary.
A02-04	Within the Vallejo General Plan area, there are known archaeological sites and highly sensitive areas for archaeology within the State Right of Way. Future projects will require an environmental document which must include documentation of a current archaeological record search from the NWTC of the California Historical Resources Information System if construction activities are proposed within State ROW. Current record searches must be no more than five years old. The Department requires the records search and a cultural resource study by a qualified, professional archaeologist, to ensure compliance with CEQA, Section 5024.5 of the California Public Resources Code and Volume 2 of Caltrans' Standard Environmental Reference (http://ser.dot.ca.gov).	The comment does not address the adequacy of the Draft EIR. Future projects within the Project Area will be required to comply with applicable regulations and procedures.
A02-05	These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in State ROW; these requirements also apply to NEPA documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane	The comment does not address the adequacy of the Draft EIR. Future projects within the Project Area will be required to comply with applicable regulations and procedures.

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A02-06	<p>widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW.</p> <p>Vehicle Trip Reduction The Project would provide bike lanes along State Route 29 (Sonoma Boulevard). We recommend coordinating with Caltrans to study the feasibility of Class IV separated bikeways, which use vertical element to separate bicyclists from motor vehicle traffic. Transition between a Class IV and a Class II bicycle lane can occur where necessary. See Caltrans' Design Information Bulletin 89 for guidance: http://www.dot.ca.gov/hq/oppd/dib/dib89.pdf</p>	<p>The City will consider Class IV bicycle lanes and will coordinate with Caltrans on the design, as requested, at the appropriate stage of planning and design.</p>
A02-07	<p>Caltrans supports a reduction in vehicle miles traveled (VMT). When considering project alternatives we recommend that reduction in VMT and impacts to the State Highway System continue to be included as selection criteria.</p>	<p>The comment is noted. The Draft General Plan Mobility, Transportation and Connectivity Chapter contains many policies and actions designed to reduce vehicle travel and vehicle miles travelled.</p>
A02-08	<p>Please analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Please describe any pedestrian and bicycle mitigation measures and safety countermeasures that would therefore be needed as a means of maintaining and improving access to transit facilities and reducing traffic impacts on the State Highway System.</p> <p>Please feel free to call or email Becky Frank at (510) 286-5536 or becky.frank@dot.ca.gov with any questions regarding this letter.</p>	<p>The mitigation measures proposed in the Draft EIR will ensure that roadway and intersection improvement projects incorporate best practices to serve pedestrians and bicyclists. In addition, it is noted that the proposed General Plan and Specific Plan contain policies and actions to ensure complete streets approach to maintain the City's roadway network, including facilities owned and operated by Caltrans within the city limit.</p>
A03	<p>Patricia Maurice, Department of Transportation, September 8, 2016</p>	
A03-01	<p>Propel Vallejo: Vallejo General Plan Update and Sonoma Boulevard Specific Plan Draft Environmental Impact Report Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The following additional comments are based on the July 25, 2016 Draft Environmental Impact Report for the Propel Vallejo: General Plan Update and Sonoma Boulevard Specific Plan. Our letters dated December 18, 2014, April 22, 2016 May 13, 2016, and September 2, 2016 are incorporated by reference.</p> <p>Vehicle Trip Reduction Please provide a source for the volume figures in section 4.14.2.1- Roadway Network.</p>	<p>The State Route 37 and Interstate 80 volumes were taken from the Caltrans PeMS dataset, using the most recent available data from locations with 100 percent of data reported. The volumes on State Route 29 were counted by Fehr & Peers, the EIR transportation consultant, in 2014. (Refer to the footnote in Draft EIR Table 4.14-5).</p>
A03-02	<p>Please discuss compliance with the 2015 Solano County Congestion Management Program.</p>	<p>The EIR provides information on the Congestion Management Program (CMP) network's current operations in Draft EIR Tables 4.14-6 and 4.14-7. The freeway segment information in Table 4.14-6 is taken from the 2013 CMP document, which presents data from 2007 and a model estimate for 2010. The intersection</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A03-03	<p>Projects should be conditioned to make fair share contributions to the Solano County projects in the Plan Bay Area 2040 Draft Transportation Project List dated September 2, 2016 that support Priority Development Areas (PDA) in the City of Vallejo including:</p> <ul style="list-style-type: none"> • Access and Mobility Program (RTPID 17-08-0001) • Bicycle and Pedestrian Program (RTPID 17-08-0002) • Multimodal Streetscape (RTPID 17-08-0005) • PDA Planning (RTPID 17-08-0006) • Roadway Operations (RTPID 17-08-0008) • Improve interchanges and widen roadways serving Solano County Fairgrounds including Redwood Parkway (RTPID 17-08-0010) • Solano Managed Lanes Improvement Plan (RTPID 17-08-0015) 	<p>information in Table 4.14-7 is based on the 2007 information in the 2013 CMP as well as an updated 2014 counts and operations analysis prepared by Fehr & Peers.</p> <p>The transportation impact assessment of the roadways and freeways can be found in the discussion of Impact TRANS-1, and specifically Table 4.14-12. Only one roadway segment – State Route 29 between Florida Street and Georgia Street – is projected to operate below LOS D, on a daily roadway segment basis. However, the EIR discussion under “Summary of Significance Findings” (Draft EIR page 4.14-37) notes that this finding is based on a daily volume-to-capacity calculation, whereas the more reliable traffic simulation performed for the Sonoma Boulevard Specific Plan portion of the EIR analysis demonstrates that the corridor would function at LOS D or better.</p> <p>The transportation impact assessment of intersections within the Sonoma Boulevard Specific Plan corridor can be found in the Draft EIR discussion of Impact TRANS-1 (SBSP), and specifically Table 4.14-14. All intersections within the corridor are projected to operate at LOS D or better in 2040, with the Specific Plan. This includes one of the three CMP-monitored intersections, Sonoma Boulevard/Curtola Parkway. The other two CMP-monitored intersections, Mare Island Way/Tennessee Street and Sonoma Boulevard/Tennessee Street, were not analyzed in the Draft EIR because the General Plan impact evaluation method is based on daily roadway segment analysis. However, based on the daily roadway segment analysis of these roadways, the intersections would be expected to operate acceptably.</p> <p>The City will require development projects to pay all applicable fees to support regional infrastructure improvements and programs.</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	<ul style="list-style-type: none"> • Vallejo Station Parking Structure Phase B (RTPID 17-08-0016) <p>Please feel free to call or email Becky Frank at (510) 286-5536 or becky.frank@dot.ca.gov with any questions regarding this letter</p>	
B. Organizations and Individuals		
B01	Richard Loewke, Loewke Planning Associates, August 9, 2016	
B01-1	<p>Thank you for the opportunity to provide this initial request regarding the Draft EIR prepared for Propel Vallejo Project. This project consists of a proposed draft update to the Vallejo General Plan, a new set of Guiding Principles, a new Draft Sonoma Boulevard Specific Plan, and proposed amendments to the Vallejo Zoning Ordinance. This request has been prepared on behalf of Vallejo Marine Terminal, LLC ("VMT") and Orcem California, Inc. ("Orcem"), applicants for approval of Major Use Permits on property located at 790-800 Derr Avenue in the City of Vallejo. As you know, the VMT and Orcem applications are currently undergoing review, the Draft EIR for these applications was published on September 3, 2015 (SCH #2014052057), and the Final EIR for these applications is currently nearing completion under direction of the City of Vallejo as lead agency. The draft General Plan Update and corresponding DEIR analysis and related materials introduce a wide range of new information applicable to the VMT and Orcem sites. Included among these City-sponsored project changes are policies and implementing programs which could affect both the VMT and Orcem sites, as well as any future uses of the sites and surrounding properties. Because of the complexity of issues raised by this City-sponsored project, including its broader implications for potential local, regional and state-wide environmental impacts, it is requested that the public comment period on the DEIR be extended from the minimum 45 days (ending on 9/07/16) to 60 days (ending on 9/22/16), as provided for in CEQA Guidelines Sections 15105a and 15105c. This requested extension of the public comment period is consistent with the 60-day comment period which the City adopted for public review of the OrcemNMT DEIR. Thank you for the opportunity to provide these initial comments. We reserve the right to provide additional technical comments on the City's project prior to expiration of the extended public comment period.</p>	<p>The comment requests an extension to the public review period for the Draft EIR. The Draft EIR was made available for a 45-day public review period beginning on July 25, 2016 and ending on September 8, 2016. After considering the request, the City determined that an extension was not warranted. Please visit http://propelvallejo.com for more project information.</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B02	Paul White, Vice President, Kiewit Corporation, September 2, 2016	
B02-01	<p>From: Mark Hoffheimer To: Annette Taylor; Paul.White@kiewit.com Cc: Andrea Ouse; Dina Tasini Subject: RE: Vallejo and Kiewit Hi Paul-Per your email below, please look at the following pages in the Draft General Plan (http://propelvallejo.com/draftgenera1-plan-and-eir-available-for-review/):</p> <ul style="list-style-type: none"> • Page 2-17 is the Draft Land Use Map • Page 2-21 describes the land use designation for Industrial <p>Please contact me if you have any further questions. Regards,Mark</p> <p>From: Annette Taylor To: Paul. White@kiewit.com; Mark Hoffheimer Cc: Andrea Ouse; Dina Tasini Subject: RE: Vallejo and Kiewit Paul - It's good hearing from you and thanks for reviewing the Propel Vallejo General Plan Update 2040 and the DEIR. We appreciate your review and questions. I am copying Mark Hoffheimer, Senior Planner, who managed the Propel Vallejo process for the city. Mark will be able to respond to your questions. Coastal Clean-Up Day is Saturday, September 17, 2016; http://solanoopenspace.org/events.asp</p> <p>Mark - Paul White, Vice President, Kiewit Corporation, has a question regarding the zoning of the property they are leasing from the city. Their address is 96 Solano Avenue. Please respond to Paul's inquiry at your earliest convenience. Thanks. Annette</p> <hr/> <p>From: Paul.White@kiewit .com To: Annette Taylor Subject: Vallejo and Kiewit Hello Annette: As you recall, we got a chance to meet during your visit to our Vallejo leased property on May 24, 2016. You were joined by Councilmember Pippin Dew-Costa for the visit. I have a couple of things for you today. First, I have been on the city website to review Propel Vallejo General Plan Update 2040. I also started to look through the draft EIR. I am not sure that I am navigating the site very well as I don't see hardly anything specific about our property. A map shows it</p>	<p>The comment requests clarification regarding the proposed General Plan land use map. The comment does not address the adequacy of the Draft EIR.</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	<p>as purple which translates to industrial zoning. Of course, I understand that a general plan update is an overarching document that will provide roadmap for the city for years to come but it remains important that the Kiewit land leased from the city remains industrial. Can you confirm that this is the case or direct me as to which parts of the documents discuss industrial uses and zoning along the east side of the Mare Island Strait?</p>	
B02-02	<p>Second, while navigating, I thought I saw something about a city led coastal clean-up day. I looked again and couldn't find it. I think I remember that it was sometime in September. Can you let me know where I might find this information?</p>	<p>The comment does not address the adequacy of the Draft EIR.</p>
B03	<p>Tony Adams, September 6, 2016</p>	
B03-01	<p>The following are my comments on the Draft General Plan, Draft Sonoma Blvd Specific Plan, and Draft EIR. My comments may apply to various parts of these documents. 1.5 AREAS OF CONCERN (General Plan), AESTHETICS (EIR AES-3) The proposed Project will substantially degrade the existing visual character or quality of the site and its surroundings. An additional area of concern is "Waterfront Land Use in South Vallejo". This specifically applies to the city-owned property currently leased by Kiewit Construction Company which consist of approximately thirty-two acres along the South Vallejo waterfront. This property has been given improper preferential treatment by the city which is inconsistent with generally accepted practice for all properties that are subject to future rezoning to conform with the policies and goals of the general plan's preferred scenario. The preferred scenario calls for public access to the entire waterfront with parks, trails water access and other non-heavy-industrial maritime business uses along the waterfront. The riverfront property in question has been improperly excluded from rezoning consideration solely because it is City-owned land currently being leased by the City, whereas other privately-owned properties where there is no current land use application ARE subject to rezoning. The property leased to Kiewit has no application currently under consideration and therefore should not have been excluded from rezoning which would result in non-conforming status that would not conflict or interfere with current uses.</p> <p>All properties with a land use currently inconsistent with the new general plan should be treated equally. The City has no legal authority to grant special privilege to itself by insisting the leased property is somehow granted an exemption from rezoning simply because it owns the property and it is being leased. All property, including city owned property, should legally be subject to rezoning consistent</p>	<p>The comment expresses the opinion of the commenter regarding the proposed General Plan Land Use map and does not address the adequacy of the Draft EIR. Please see Master Response: Comments Related to the Merits of the Proposed Project.</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	<p>with the River and Bay City preferred scenario which would result in a non-conforming designation that would allow existing land uses to remain in place without interfering with those existing uses. By excluding the Kiewit leased property from rezoning to light industrial and business use, this city-owned property will not conform to the objectives of the general plan, not until the lease expires in the year 2050. There is no legal foundation, privilege or authority allowing this thirty-two acres of prime riverfront property to be given preferential consideration by excluding it from current rezoning considerations. This city-owned property should be treated no differently than any other property in the area. The waterfront property leased by Kiewit is currently an extreme eyesore in Vallejo, a major blemish to Vallejo's image, and a major obstacle to the realization of the general plan, it guiding principles and the preferred scenario.</p>	
B04	Stephen M. Bryan, Orcem Americas, September 7, 2016	
B04-01	<p>Thank you for the opportunity to provide these initial comments on the Draft EIR prepared for City of Vallejo's proposed / update to its General Plan, the proposed "Guiding Principles", the proposed Draft Sonoma Boulevard Specific Plan, and the proposed amendments to the Vallejo Zoning Ordinance. The posted video of the 26-Oct-2015 Vallejo General Plan Working Group Meeting ends at 1:38:09, yet the official minutes of the meeting indicate the meeting was from 6:30p to 8:50p, approximately 2:20:00 induration, meaning the meeting video missed 22-42 minutes of the discussion. Of specific concern is that a prolonged discussion of over 10 minutes involving Brendan Riley, Cynthia Ripley and Anne Carr along with City Staff member Andrea Ouse immediately preceeded the cut-off in the recording and included statements that the Orcem/VMT project was "too dangerous" and "unhealthy", and there were requests for a moratorium on projects, "slowing down the process", "may not be legal, but" and "how to make our (General Plan update) process more prevailing than the San Francisco Bay Plan". It was a very unfortunate time for the video tape recording to be cut short to say the least. Additionally the video recording of the beginning of the very next Vallejo General Plan Working Group Meeting on 9-Nov-2015 also had a significant gap in the recorded documentation.</p> <p>You had indicated in email correspondence with me on 21 January 2015 that there was a technical difficulty that caused these failure to record the discussions of the GPWG meeting. Four days after our exchange of emails expressing my concern over the lack of video recorded documentation of the discussions of these two</p>	<p>The comment refers to meetings held regarding the proposed General Plan and does not address the adequacy of the Draft EIR.</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	<p>meetings, there was another GPWG meeting on 25-Jan-2016. On February 3, 2016 I wrote to you by email to see when the video of this GPWG meeting would be posted. You responded the same day that, "there is no video of this meeting. There is no Staff Report for this meeting, just an Agenda. Tony Adams, chair of the GPWG, called and ran the meeting."Due to the significant changes being done on the Preferred Scenario it is important that these meetings be documented for the record. I request, as I did then that staff attempt to recall the discussion and document the proceedings from personal and professional notes and recollection.Thank you for the opportunity to provide these initial comments. I reserve the right to provide additional comments on the City's Draft EIR after my review of the revised document.</p>	
B05	Mike Coakley, September 7, 2016	
B05-01	<p>Thank you for the opportunity to provide these initial comments on the Draft EIR prepared for City of Vallejo's proposed update to its General Plan, the proposed "Guiding Principles", the proposed Draft Sonoma Boulevard Specific Plan, and the proposed amendments to the Vallejo Zoning Ordinance.</p> <p>I am a 70-year resident of Vallejo, a former business owner and supporter of economic development in Vallejo. I wish to express my concerns with the inadequacy of the Draft EIR and pose some questions regarding its direction.</p> <p>1. General Plan Map PF-4 identifies the "South Vallejo Opportunity Area" as including property between I-80, Curtola Parkway, Solano Avenue and the Mare Island Strait. What is the purpose of this Opportunity Area? How does the Draft EIR analyze employment changes within this Opportunity Area? Why are there no stated policies in the General Plan concerning economic development, job creation and re-use of industrial lands within this area?</p>	<p>The Draft EIR analyzes the proposed Project as described in Chapter 3, Project Description, of the Draft EIR. Section 3.8 describes the methodology used in preparing the buildout projections for the EIR analysis. Buildout projections, included projected changes in employment, were developed at the traffic analysis zone (TAZ) level for the purpose of traffic modeling. The analysis of the remaining topic areas of the Draft EIR is largely based on the proposed land use map and citywide buildout projections. The remainder of the comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.</p>
B05-02	<p>2. Page 2-12 states that in the "South of Downtown" area, the General Plan seeks to "strengthen the existing employment cluster" through a "transition to fewer heavy industrial uses over time". Why does this policy not address those "general industrial" uses which are currently allowed, existing or planned within this area?</p>	<p>The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.</p>
B05-03	<p>3. What is the difference between "heavy", "general" and "business/light" industrial uses? Would new general industrial uses provide higher salaries and a greater number of jobs than the commercial and warehousing uses called for in the general plan and analyzed in the Draft EIR?</p>	<p>Land use designations are described in Chapter 3, Project Description, of the Draft EIR. Page 3-24 describes the Business/Light Industrial land use designation as "intended to facilitate light industrial activities, including light manufacturing, warehousing and logistics; assembly; research and development; and production, distribution and repair (PDR) uses." Page 3-24 describes the Industrial land use designation as "intended to facilitate industrial activities, including general</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B05-04	<p>4. The Draft EIR does not address the conflict between the stated goal of the General Plan on Page 2-15 to "Expand the already successful employment between Sonoma Boulevard and Curtola Parkway" and the Land Use Map's designation of "Business/Light Industrial" uses within this area. What effect will replacement of the current General Plan's "Employment" uses with the proposed "Business/Light Industrial" uses have? Will these commercial and warehouse land uses provide living wage jobs?</p>	<p>industrial, heavy industrial, and manufacturing uses." These industrial use types are defined in Section 16.06, Article V of the City's Municipal Code. Section 16.06.530 defines general industry as "industrial plants primarily engaged in manufacturing, compounding, processing, assembling, packaging, treatment or fabrication of materials and products." Section 16.06.540 states "The heavy industrial use type refers to all other industrial plants or involves the compounding of radioactive materials, petroleum refining or manufacturing of explosives."The proposed Project provides the policy and regulatory framework for future development in the Project Area, and no specific development projects are included in the proposed Project or considered in this EIR. Buildout projections for this EIR are calculated based on what would be permitted under the proposed General Plan and Specific Plan land use map and specific development projects that may be proposed in the future are unknown. Specific development projects will occur in the future based on market forces. This EIR evaluates the impacts associated with projected employment growth under the proposed Project but it is outside of the scope of this EIR to attempt to predict certain details about future employees. Because the specific businesses that will occupy future non-residential development are unknown, the precise demographics of future employees (such as their wages or salaries) are also unknown, and it would be speculative to attempt to determine such details.</p> <p>Employment projections were calculated for the employee categories used in the STA traffic model, which includes a single industrial category and does not differentiate jobs by, for example, heavy versus light industrial uses.</p> <p>Page 2-12 of the Draft EIR provides a more detailed description of how the General Plan envisions the future land use changes in the South of Downtown employment area: "The General Plan seeks to strengthen the existing employment cluster south of Curtola near Lake Dalwigk and in the area adjacent to Downtown Vallejo. New commercial and light industrial uses complement existing businesses and facilitate a transition to fewer heavy industrial uses over time, bringing activities that are more compatible with residences to the north and south. Along the waterfront, existing industrial uses with long-term leases could become commercial/light industry, subject to property changes prior to the expiration of the existing leasehold, which could include a range of uses from research and development facilities and light manufacturing to hotels and tourist attractions, including along a waterfront pathway." This text is summarized on page 3-15 of the Draft EIR. As described in Response B05-03, it would be</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B05-05	5. How will the proposed change from "Employment" uses to "Business/Light Industrial" uses in the area south of the Downtown address the deferred maintenance which exists along the arterial roadways in this area, such as Lemon Street and Sonoma Boulevard?	speculative for this EIR to predict the wages of future employees in the Project Area. The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.
B05-06	6. The General Plan's Cultural and Historic Resources chapter includes policy NBE-1.9 which includes an action to "ensure that cultural resources are not impacted" by new development and reuse of existing facilities. The Draft EIR fails to address how implementation of this policy could block economically feasible reuse of existing buildings, such as the old General Mills buildings. The Draft EIR also fails to address the long-term effects with implementation of this policy on deterioration of buildings, roadways, rail lines and infrastructure, and the resulting external effects on depressing the economic vitality and of surrounding properties, including neighborhoods and other industrial lands. The Draft EIR should be revised and recirculated to address the significant environmental effects of such resulting blight on the area surrounding the existing General Mills site.	As described on page 1-3 of the Draft EIR, this EIR is a program-level document and does not evaluate the impacts associated with any specific development or improvement projects. Policy NBE-1.9 expresses the City's intent to protect cultural resources. Adherence to Policy NBE-1.9 does not preclude any specific future development, improvement, or maintenance projects. Future private and public projects and will be evaluated on a case-by-case basis for their potential environmental effects, including impacts to cultural resources.
B05-07	7. General Plan Policy NBE-2. 7 calls upon the City to "match the levels of employment and housing locally". However, the Draft EIR fails to specifically correlate the proposed changes in land use policy calling for replacement of "Employment" uses south of the Downtown with "Business/Light Industry" uses. The Draft EIR should examine the significant loss of future living wage employment caused by this change in land use policy which would replace general industrial uses with retail and warehousing uses.	The Draft EIR evaluates the proposed Project against the significance thresholds in Appendix G of the CEQA Guidelines. The purpose of the Draft EIR is not to evaluate the effectiveness of proposed policies or merits of the proposed land use map. As described in Response B05-03, this EIR does not predict the wages of future employees in the Project Area.
B05-08	8. Under the Employment Centers chapter of the proposed General Plan, Policies NBE-3.10, 11 and 12 fail to take into account the loss of general industrial land uses, and provide no actual policy or program to provide for job creation. The Draft EIR should quantify the loss of "Employment" acreage in this area, and correlate the proposed change to "Business/Light Industry" with significant effects on the local economy, regional economy, and continuing deterioration of roadways, infrastructure and employment.	CEQA is an environmental protection statute that is concerned with physical changes in the environment, and economic changes alone are not considered significant effects on the environment. CEQA Guidelines Section 15064(e) states that economic and social changes resulting from a project shall not be treated as significant effects on the environment. Further, there is no evidence that the land use change referenced by the commenter would lead to physical deterioration of roadways or infrastructure.
B05-09	9. The proposed General Plan would replace the current "Employment" land use designation on the Vallejo Marine Terminal site, and other properties to the north which now have shipping access to Mare Island Strait, with a new land use designations of "Business/Light Industrial" and "Pending Development Application". The Draft EIR does not disclose the land uses which will be permitted	The Draft EIR evaluates the proposed land use map as shown in Figure 3-4. The Vallejo Marine Terminal Project is currently pending and the General Plan Update land use map does not designate the project site due to the pending nature of the project. If the Vallejo Marine Terminal project is approved, the General Plan map will be amended according to the approved project. If Vallejo Marine

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	in the event that the "Pending Development Applications" are not approved.	Terminal project is not approved, the current land use designation will continue to apply until and unless it is amended. The site is excluded from the General Plan Update to allow the Vallejo Marine Terminal project to be processed.
B05-10	10. The Draft EIR fails to address the significant and unavoidable conflict with the San Francisco Bay Plan of replacing "Employment" uses along the Mare Island Strait, as proposed in the revisions to the General Plan with "Business/Light Industrial" uses. What effect will these changes have on the City's ability to accommodate deep-water shipping and water-related industrial uses as called for specifically the Bay Plan's "Water Related Industry" designation?	Consistency with the Bay Plan is discussed on page 4.9-17 of the Draft EIR, which states, "The proposed General Plan land use map (Figure 3-4 of this Draft EIR) is largely consistent with Plan Map 2 in the Bay Plan. However, the Bay Plan designates a portion of Mare Island as "water-related industry", while the proposed General Plan designates this area for open space, in alignment with the Mare Island Specific Plan. The designation in the proposed General Plan would provide a greater level of environmental protection than the designation in the Bay Plan (which was not adopted for the purposes of avoiding or mitigating an environmental effect), and no environmental impact would result from this inconsistency. The City could elect to pursue an amendment to the Bay Plan if desired. Other designations and general policies would be consistent between the two plans." The Business/Light Industrial land use designation does not conflict with the Bay Plan's Water-Related Industry category and would not preclude water-related shipping and industry uses.
B05-11	11. The Draft EIR fails to address the proposed General Plan's inconsistency with the Bay Plan's "Major Conclusion" that "shoreline areas suitable for priority uses" including "ports and water-related industry" ... "exist only in limited amount, and should be reserved for these purposes". As noted above, the VMT Site and adjoining properties are currently designated as "Water-Related Industry" on the Bay Plan. The proposed General Plan amendment could without question preclude such water-related (general) industrial uses on these properties. The Draft EIR fails to address this significant and unavoidable environmental effect, and specifically fails to consider the resulting damage caused to the overall economy and sustainability of the San Francisco Bay Area.	Please see Responses B05-09 and B05-10.
B05-12	12. The San Francisco Bay Plan includes policies calling for: (1) Developing Maritime Ports around the Bay; (2) Deepening Shipping Channels at key locations to accommodate "marine terminal activity"; and (3) Developing and Preserving Land for Water-Related Industry. Major Plan Proposal 3 states that: "Waterfront land now used by industries that require access to deep water shipping should be continued in this use, and sufficient additional waterfront acreage should be reserved for future water-related industry." The Draft EIR fails to disclose this pertinent information, and fails to consider the environmental consequences of the City's proposal to eliminate marine terminal activity, deep water shipping and	As described in Response B05-10, the Business/Light Industrial land use designations do not conflict with the Bay Plan and would not preclude water-related shipping and industry uses.

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B05-13	<p>water-related industry on the VMT Site and the adjoining properties now designated "Employment" in the Vallejo General Plan.</p> <p>13. In its guidance for "Developing the Bay and Shoreline to Their Highest Potential", the Bay Plan designates "Priority Use Areas" to accommodate water-oriented land uses on the shoreline, including "Water-Related Industries". One such Water-Related Industrial Priority Area is the southerly Vallejo waterfront, including the VMT Site and adjoining properties now designated as "Employment" by the City. The Draft EIR fails to disclose and analyze the significant effect of the proposed General Plan amendment and related zoning changes creating a conflict with San Francisco Bay Plan policies for Priority Use Areas.</p>	Please see Response B05-10.
B05-14	<p>14. The City's General Plan Draft EIR fails to consider or analyze the following additional significant and unavoidable impacts resulting from conflicting with the adopted San Francisco Bay Plan's "Findings and Policies Concerning Water-Related Industry on the Bay": a) The Bay Plan states that "The navigable, deep water sites around the Bay are a unique and limited resource and should be protected for uses requiring deep draft ship terminals, such as water-related industries and ports. " The proposed General Plan and zoning amendments have not been analyzed in the Draft EIR to consider their significant effects on this status of "unique and limited resources". b) The Bay Plan states that "Expansion of water-related industry can be accommodated at existing water-related industries. Because water frontage with access to navigable, deep water is scarce in the Bay Area, existing and future water-related industrial sites must be efficiently planned and managed. " The proposed General Plan and zoning amendments have not been analyzed in the Draft EIR to consider their significant effects on precluding the needed expansion of water-related industry on these affected properties. c) The Bay Plan states that "Sites designated for both water-related industry and port uses in the Bay Plan should be reserved for those industries and port uses that require navigable, deep water for receiving materials or shipping products by water in order to gain a significant transportation cost advantage. " The Draft EIR has failed to disclose or analyze the significant direct and indirect effects of failure under the proposed General Plan and zoning amendments to reserve these affected sites for "port uses that require navigable, deep water for receiving materials or shipping products by water in order to gain a significant transportation cost advantage. "</p>	Please see Response B05-10.
B05-15	<p>15. A secondary effect of the proposed General Plan amendment and related zoning changes is to displace accommodation of critically needed marine terminal</p>	Please see Responses B05-09 and B05-10. The Vallejo Marine Terminal project is currently pending. The General Plan does not propose any uses that would

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	<p>activity, deep water shipping and water-related industry uses from the VMT Site and adjoining properties to some other more environmentally sensitive location which has not yet been evaluated in the BCDC-approved San Francisco Bay Plan or the San Francisco Bay Seaport Plan. As has been articulated previously by staff at BCDC, it is the responsibility under both CEQA and NEPA for the City to evaluate the displacement of these priority uses as part of its current environmental analysis.</p>	<p>preclude deep water marine activity and does not propose to displace any current uses. In addition, the proposed project that is the subject of this EIR is not subject to review under the National Environmental Policy Act (NEPA).</p>
B05-16	<p>16. BCDC is a Responsible Agency under CEQA for the Vallejo General Plan Update, and has previously advised that: "Any direct or indirect effects on San Francisco Bay which conflict with the Bay Plan, would need to be addressed in the City's EIR/EIS." However, the City's Draft EIR fails to address this key issue.</p>	<p>Please see Response B05-10.</p>
B05-17	<p>17. As called for under CEQA, early consultation with responsible agencies such as BCDC is required, in order to consider and avoid if possible any local General Plan or zoning changes which would conflict with the Bay Plan or impede a Water-Related Industry use on the VMT Site and adjoining properties. The Draft EIR fails to demonstrate that such consultation and full consideration of both direct and indirect long-term effects has taken place.</p>	<p>Consistent with Section 15082 of the CEQA Guidelines, the City circulated the Notice of Preparation to BCDC. The City also circulated the Notice of Completion to BCDC, consistent with Section 15086 of the CEQA Guidelines.</p>
B05-18	<p>18. Because the proposed General Plan and zoning amendments would preclude a water-related industrial use on the VMT Site and adjoining properties, a formal amendment to the San Francisco Bay Plan would be required. The Draft EIR fails to disclose this unavoidable requirement which is directly linked to the proposed General Plan and zoning changes.</p>	<p>Please see Response B05-10.</p>
B05-19	<p>19. As part of the expanded environmental analysis, the City's Draft EIR must be revised, expanded, and recirculated to include the following:</p> <ul style="list-style-type: none"> a) Updating of the 30-year old quantitative analysis in the Seaport Plan, and the resulting implications for the Region's economy. b) Performing an Alternatives Analysis to examine other potential sites in Vallejo (or close by), suitable as a replacement for the former General Mills (now VMT) Water-Related Industry Site. c) Consideration of the Bay fill and dredging impacts associated with converting an alternative non-deep water access site to accommodate deep-draft ocean-going vessels. d) Consideration of the Bay fill and dredging impacts associated with converting an alternative non-deep water access site to accommodate deep-draft ocean-going 	<p>Please see Responses B05-09 and B05-10. The Vallejo Marine Terminal project is currently pending. The General Plan does not propose any uses that would preclude deep water marine activity and does not propose to displace or convert any current uses.</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
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B05-20	<p>20. The City has not yet prepared an environmental document as required under the National Environmental Policy Act (NEPA) to consider the environmental effects of precluding accommodation of those marine terminal activities, deep water shipping and water-related industries now called for on the VMT Site and adjoining properties under the San Francisco Bay Plan and Seaport Plan. The City's Draft EIR must therefore be revised, expanded, and recirculated to include consideration of NEPA-mandated issues. In addition, those State and Federal agencies with jurisdiction or responsible agency status under NEPA for the San Francisco Bay Plan and the Seaport Plan must be consulted for input as part of a revised Notice of Preparation.</p>	<p>Please see Responses B05-09 and B05-10. The Vallejo Marine Terminal project is currently pending. The General Plan does not propose any uses that would preclude deep water marine activity. In addition, as stated in Response B05-15, the proposed project that is the subject of this EIR is not subject to NEPA review.</p>
B05-21	<p>1. Draft EIR Chapter 4.9, on page 4.9-14 categorically and without thoughtful analysis concludes that the proposed General Plan and zoning amendments would not "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." However, the discussion on page 4.9-17 under "Bay Plan" fails to even address the significant conflicts resulting from amending (either now or in the future) the land use and zoning on the VMT Site and adjoining properties to preclude priority water-related industrial, deep-water shipping, and port uses. The Draft EIR must therefore be revised and recirculated to address the significant and unavoidable effects of eliminating feasibility of these Bay Plan and Seaport Plan priority uses, either immediately or through subsequent removal of the "Pending Development Application" spot-designation.</p>	<p>Please see Response B05-10.</p>
B05-22	<p>22. The Draft EIR does not specifically address how similar developments might occur or be facilitated in other parts of the City of Vallejo. Do the proposed changes to the General Plan require that the Sonoma Blvd corridor be completed before other areas in the city can be serviced?</p> <p>I appreciate the opportunity to provide offer my feedback, and I reserve the right to provide additional comments on the City's Draft EIR after a review of the resulting document.</p>	<p>The proposed Project includes the proposed General Plan Update and <i>Sonoma Boulevard Specific Plan</i>. As described on page 2-2 of the Draft EIR, "In this case, the proposed Project that is the subject of this Draft EIR consists of a long-term plan and set of regulatory changes that would be implemented over time as policy documents and regulations guiding future development activities and City actions. No specific development projects are proposed as part of the proposed Project. Therefore, this EIR is a program-level EIR that analyzes the potential environmental effects of the adoption of the proposed Project. As a program EIR, it is not project-specific, and does not evaluate the impacts of individual projects that may be proposed under the General Plan." The proposed Project does not regulate the timing of development. No development along the Sonoma</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06	Patricia Gatz, September 7, 2016	Boulevard corridor is required to occur at any given time under the proposed Project.
B06-01	<p>Project Description, Page 3-31, First Paragraph "The additional housing would be accommodated by redevelopment of several surface parking lots on York and Virginia Streets, redevelopment along Georgia Street" ...</p> <ul style="list-style-type: none"> • <u>Comment: Which section of Georgia Street would be redeveloped? Central Georgia Street contains a number of architecturally historical buildings and redevelopment in that area should protect that historical character. Also, going east on Georgia there are many architecturally historical houses. Please provide information on where the area is on Georgia Street that would be redeveloped.</u> 	As described in Response B05-22, the proposed Project is a long-term plan and does not include any specific development projects. Redevelopment along Georgia Street will occur incrementally over time subject to market forces.
B06-02	<p>Biological Resources, Page 4.3-31</p> <p>NBE 1.1 C Pursue habitat enhancement at South White Slough through mitigation banking whereby developers acquire and enhance property to offset environmental impacts on other sites before dedicating it to a sponsoring agency.</p> <ul style="list-style-type: none"> • <u>Comment : Any monies generated through mitigation banking of land at South White Slough should be used solely for habitat restoration at White Slough by creating a special fund for that purpose and not be put into the General Fund.</u> 	The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.
B06-03	<p>NBE 1.1 D Support the GVRD in establishing a mitigation bank at River Park</p> <ul style="list-style-type: none"> • <u>Comment: Any monies generated through mitigation banking of land at River Park should be used solely for implementation of the River Park Master Plan and restoration of wetlands and wildlife habitat at River Park by creating a special fund for that purpose and not be put into the General Fund.</u> 	The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.
B06-04	<p>CHAPTER 3--COMMUNITY AND PEOPLE</p> <p>Page 3-4--POLICY CP1 .2</p> <p>Action CP-1.2A Work with Community Garden Programs, Vallejo City Unified School District(VCUSD) Solano Community College, residents and other local advocates to establish a network of community gardens as sources of fresh produce, education and school cohesion.</p> <ul style="list-style-type: none"> • <u>Comment: Mention/Include Loma Vista Farm. adjacent to Loma Vista Elementary School. and its programs and events to introduce children to vegetable gardening and farm animals. Loma Vista Farm is visited by many school children from Bay area schools and communities yearly.</u> <p>Pages 3-6, 7 Action CP 1.78 Support efforts by stewardship agencies to preserve</p>	The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	<p>wetland and open space areas</p> <ul style="list-style-type: none"> • <u>Comment : GVRD should Implement the River Park Master Plan to restore, preserve and enhance wetlands and open space areas at River Park. Any problems with implementing the River Park Master Plan should be addressed and corrected.</u> <p>Action CP 1.71 Continue to implement green infrastructure practices that draw upon natural processes to address storm water drainage and flood control</p> <ul style="list-style-type: none"> • <u>Comment: Utilize River Park open space and wetland areas to create erosion control for storm water drainage and flood control</u> <p>3-27 Action CP-4.1 B Provide regular opportunities for neighborhood and community organizations to communicate local priorities and concerns to the City</p> <ul style="list-style-type: none"> • <u>Comment : Provide for City of Vallejo staff support to neighborhood associations similar to Sacramento's Neighborhood Association Division in its Parks and Recreation Department.</u> 	
B06-05	<p>CHAPTER 4-NATURE AND BUILT ENVIRONMENT</p> <p><u>Page 4-3 Action NBE 1.1A Cooperate with federal, state, and local regulatory and stewardship agencies to promote the restoration and long term sustainability of local natural resources</u></p> <ul style="list-style-type: none"> • <u>Comment: Coordinate with US Fish and Game (San Pablo Bay National Wildlife Refuge), Coastal Conservancy, Audubon Society etc. to provide funding and support to implement the River Park Master Plan to restore wetlands and wildlife habitat at River Park. . Any problems with implementing the River Park Master Plan should be addressed and corrected.</u> 	<p>The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.</p>
B06-06	<p>4.4.4 Cumulative ImpactsPage 4.4.-23, First Paragraph, Fourth sentence "<u>For example, while the loss of a single historic building may not be significant to the character of a neighborhood or streetscape,</u> continued loss of such resource on a project by project basis could constitute a significant cumulative effect."</p> <ul style="list-style-type: none"> • <u>Comment : This sentence should be removed. It diminishes the valuation of historical (& buildings for determining development impacts. Due to past redevelopment activities, the City of Vallejo lost a magnificent Carnegie Library and Julia Morgan designed YWCA building. That was an architectural crime. The historic buildings remaining in Vallejo should be valued and preserved.</u> 	<p>The Draft EIR does not evaluate the impacts associated with the loss of any specific historical resources but rather evaluates potential cultural resource impacts at a programmatic and cumulative level. All future development under the proposed Project will be subject to existing regulations and procedures, including those that protect historic architectural resources.</p>
B07	Dennis Yen, September 7, 2016	
B07-01	<p>Thank you for my comments on the Draft EIR prepared for City of Vallejo's proposed update to its General Plan, the proposed "Guiding Principles", the proposed Draft Sonoma Boulevard Specific Plan, and the proposed amendments</p>	<p>The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	<p>to the Vallejo Zoning Ordinance.</p> <p>I am a 70-year resident of Vallejo, a former business owner and supporter of economic development in Vallejo. I wish to express my concerns with the inadequacy of the Draft EIR and pose some questions regarding its direction.</p> <p>1. General Plan Map in Figure 3-2, page 3-11 of the DEIR identifies the "South Vallejo Opportunity Area" as including property between I-80, Curtola Parkway, Solano Avenue and the Mare Island Strait. Why are there no stated policies in the General Plan concerning economic development, job creation and re-use of industrial lands within this area?</p>	
B07-02	<p>2. The current General Plan Map in Figure 3-3, page 3-19 of the DEIR compared to the proposed General Plan Map in Figure 3-4, page 3-20 shows conversion of property along Lemon Street south of Sonoma Blvd that is currently zoned "employment" to residential-primarily single family. Why is this proposed while there are several commercial businesses working in this area today, and more anticipated?</p>	<p>The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.</p>
B07-03	<p>3. The current General Plan Map in Figure 3-3, page 3-19 of the DEIR compared to the proposed General Plan Map in Figure 3-4, page 3-20 shows conversion of circa 2,000 feet of waterfront property in the area of the Sandy Beach community that is currently zoned "open space community park" to residential-primarily single family. What jurisdiction does the City of Vallejo General Plan have over this area? What is the purpose of the proposed change at a time when both waterfront open space and revenue for the community are priorities?</p>	<p>The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.</p>
B07-04	<p>4. The current General Plan Map in Figure 3-3, page 3-19 of the DEIR compared to the proposed General Plan Map in Figure 3-4, page 3-20 shows conversion of property between I-80 to the south and Jordan Avenue to the north that is currently zoned "open space community park" to residential-primarily single family. Why is this proposed while there are insufficient open spaces in this South Vallejo area today?</p>	<p>The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.</p>
B07-05	<p>5. The three (3) Future Scenarios presented and approved by City Council in spring of 2015, including the Bay and River City Scenario all were compatible with the development of the General Mills site as an marine terminal and milling operation. It was proposed that these would be presented to the public to select one or a hybrid as the "Preferred Scenario". However in the course of these September 2015 meetings, a new concept of a waterfront trail from CMA to downtown was introduced and subsequently became a part of the proposed "Preferred Scenario".</p>	<p>The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	Why were significant new features added to the approved Future Scenarios? Who proposed the idea? When?	
B07-06	6. Is there attendance lists for the public meetings in September to review the Future Scenarios? Attendance list per table? Were GPWG members in attendance at multiple meetings to "nudge" participants in their preferred direction? Reviewing the handwritten documents several key phrases are frequently repeated that had not been mentioned in the previous 18 months.	The comment pertains to the proposed General Plan Update process and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.
B07-07	7. The City of Vallejo adopted its Climate Action Plan (CAP) in March 2012 how will it be impacted by the proposed General Plan Update? Must this document be amended as a result?	Page 4.9-15 of the Draft EIR describes consistency between the proposed Project and the City's Climate Action Plan (CAP) as follows: "The City of Vallejo CAP was adopted in 2012 and contains goals and associated measures to identify how the city can achieve the State-recommended GHG emission reduction target of 15% below 2008 levels by the year 2020. CAP reduction strategies adopted for the purpose of avoiding or mitigating an environmental effect, relevant to the proposed Specific Plan are listed in Table 4.9-1 along with a consistency analysis between the CAP policies and the proposed Specific Plan. Therefore, as demonstrated in Table 4.9-1, the proposed Specific Plan would not be in conflict with Vallejo's CAP." Consistency with the CAP is also addressed on page 4.6-35 of the Draft EIR, which states: "A consistency analysis with the CAP GHG emissions reduction measures and actions for reducing GHG emissions from buildings (commercial/industrial, and residential), transportation and land use, solid waste disposal, and municipal operations is shown in Table 4.6-8. As identified in this table, the policies and actions in the proposed General Plan would be consistent with the measures in the CAP." The proposed Project would be consistent with the City's adopted CAP and no amendments to the CAP would be required.
B07-08	8. The General Plan update references a change in course and change in scope of the San Francisco Bay Trail. Is that change subject to approval by the he Association of Bay Area Governments (ABAG)? Is the change subject to budgetary and feasibility review by the ABAG and/or the City of Vallejo? Is the proposed change subject to CEQA review for biological impacts?	The Bay Trail alignment envisioned in the proposed General Plan is shown on Figure MTC-2 of the proposed General Plan. The City supports the construction of the Bay Trail as close to the waterfront as feasible. The proposed General Plan includes Action MTC-1.5A, to "Seek funding to complete the San Francisco Bay Trail through Vallejo from the Zampa Bridge in the south, along the waterfront or as close to waterfront as feasible, to the Napa Valley Vine Trail in the north, and the San Francisco Bay and Ridge Trail to the east of I-80 in the Glen Cove area." The Bay Trail Plan was adopted by the Association of Bay Area Governments (ABAG) in 1989 and includes a proposed alignment, policies to guide the selection and implementation of routes, and implementation and financing strategies. The City's General Plan is a long-range policy document and does not propose a specific improvement project to develop any segments of the Bay Trail. Specific

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B07-09	9. Under the Employment Centers chapter of the proposed General Plan, Policies NBE-3.10, 11 and 12 fail to take into account the loss of general industrial land uses, and provide no actual policy or program to provide for job creation. The Draft EIR should quantify the loss of "Employment" acreage in this area. Ironically the	<p>projects to implement and construct the Bay Trail are individual projects that are each subject to environmental review.</p> <p>The Draft EIR evaluates the proposed Project against the significance thresholds in Appendix G of the CEQA Guidelines. The purpose of the Draft EIR is not to evaluate the effectiveness of proposed policies or merits of the proposed land use map. As described in Chapter 3, Project Description, of the Draft EIR, the proposed Project is expected to result in a net increase in jobs throughout the Project Area over the planning horizon of the proposed Project.</p>
B07-10	10. The WPDMP would allow approximately 1,250 new housing units and 562,000 square feet of mixed-use commercial, office, research and development (R&D)/light industrial, and developed recreation yet the General Plan DEIR notes impacts AES-3, AES-4 and AES-5 as less than significant. It seems that many new units must impact the aesthetics of the area significantly. What methodology was used? Was it quantified? What is the threshold of significance?	<p>The Draft EIR evaluates the impacts associated with the citywide proposed General Plan land use map at a program level using the thresholds of significance in Appendix G of the CEQA Guidelines. Page 3-7 of the Draft EIR describes the relationship between the Vallejo Waterfront Planned Development Master Plan and Design Guidelines (WPDMP) and the proposed Project as follows: "The proposed General Plan has been prepared to be consistent with and has not proposed any significant changes to WPDMP, and the proposed General Plan's policies would continue implementation of the WPDMP. The proposed General Plan allows for a broader range of uses, affording flexibility in associated regulations such as building types and parking in Central and Southern Waterfront areas, pending an amendment process."</p> <p>Page 4.1-11 of the Draft EIR acknowledges potential aesthetic impacts along Vallejo's waterfront: "New development allowed under the proposed Project would have the potential to be visually incompatible with the visual character of the Project Area's existing neighborhoods. The Project Area also offers many scenic areas, such as the Waterfront and open spaces primarily located in the northern and eastern areas of the Project Area." As described on page 4.1-12 of the Draft EIR, the Draft EIR includes Action NBE-3.2A, to continue to apply the Downtown and Waterfront Design Guidelines.</p>
B07-11	11. Under the Balanced Jobs/Housing Ratio Alternative, the City would vigorously pursue an economic development strategy focused on business attraction and workforce development in order to create a local balance of jobs and residents and reduce the daily out-commute from Vallejo by 2040. By what criteria was this alternative dismissed? Later in the existing document there are similar statements, but there is a definite lack of focus on job creation and economic development in the proposed General Plan update. Who determined we would not make job creation a priority in the General Plan and beyond?	<p>Chapter 5 of the Draft EIR evaluates two alternatives to the proposed Project: the No Project Alternative and the Balanced Jobs/Housing Ratio Alternative. The Balanced Jobs/Housing Ratio Alternative is described on page 5-2. As described on page 5-2, "Today, Vallejo is largely a residential community where over 50 percent of employed local residents commute to jobs outside the city each day, the majority of them in single-occupant vehicles. This contributes to congestion on freeways, degraded air quality conditions, increased greenhouse gas (GHG) emissions, and noise pollution. Under this alternative, the City would strive for a ratio of one job in Vallejo for every employed resident by 2040, in comparison to</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B07-12	<p>12. In the Staff Report for the GPWG meeting of 13 January 2013, in the Opticos Design report, paragraph 1d. Prepare Administrative Draft General Plan Elements (RFP Task 2.5a) for Economic Development it was stated that BAE will prepare the Economic Development Element, building on their work on the current Economic Development Element and the recently-adopted Economic Development Strategy. A particular emphasis will be job creation, diversification, and supporting the growth of both existing and new employers. We will also focus on citywide retail strategies to recapture leaking sales, and identify locations for new retail development/redevelopment. BAE will also consult with its affiliate, David Greensfelder, to recommend approaches to market and promote available sites and attract new retailers. Was this done? How was the 2012 Economic Development Strategy utilized in the GPWG process? It seems some of the noted deliverables are similar to what is now being assigned to the FUSE Fellow, are there work products that could be shared?</p>	<p>a 2015 ratio of 0.6 jobs per employed residents. To achieve this balance, land use policies and regulations would permit lower residential densities along neighborhood corridors and in the downtown area than under the proposed Project." That is, while the proposed Project does emphasize economic development and job creation, the Balanced Jobs/Housing Ratio Alternative would adjust the proposed land use map to allow fewer housing units and slightly fewer jobs. As described on page 5-30 of the Draft EIR, "the No Project Alternative would have the fewest environmental impacts as compared to the other two alternatives, and would therefore be the environmentally superior alternative. However, in accordance with State CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the CEQA-required No Project alternative, the EIR shall identify an environmentally superior alternative among the other alternatives. Accordingly, the next environmentally superior alternative would be the Balanced Jobs/Housing Ratio Alternative because, as shown in Table 5-2, this alternative would reduce the overall development. This alternative would also meet most of the Project Objectives; therefore, the Balanced Jobs/Housing Ratio Alternative is considered the environmentally superior alternative." It is not within the scope of the Draft EIR to select an alternative. The City Council may choose to amend the proposed Project and/or adopt certain aspects of the project alternatives during its consideration and approval of the proposed Project.</p> <p>The comment pertains to the proposed General Plan Update process and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B07-13	<p>13. In the Staff Report for the GPWG meeting of 13 January 2013, in the Opticos Design report, paragraph Prepare Needed Technical and Economic Studies (RFP Sub-Task 2-4B) This task focuses on the specific technical studies that will most directly inform the updates to the General Plan land use map, goals and policies. a. Economics and Market Positioning BAE will draft an Existing Conditions memo summarizing the recent work from the Economic Development Strategy, along with other data describing the Vallejo economy to set the stage for policy development. BAE will summarize and enhance target industry information, including integration of existing workforce development information, as well as summarize active County economic development initiatives. BAE will interview up to 20 potential partners for Vallejo's economic development, including Solano Fairgrounds, County Convention & Visitors Bureau, the Chamber of Commerce, universities and colleges, and leading manufacturers. Was this done? What business leaders were interviewed or consulted in the development of this General Plan update?</p>	<p>The comment pertains to the proposed General Plan Update process and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.</p>
B07-14	<p>14. Section Q-5 states that Implementation of the proposed Project would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin. And that under mitigation for these impact AQ-5: Implement Mitigation Measures AQ-2a through AQ-3a. that there are no additional mitigation measures available to mitigate these impacts. Wouldn't selection of the Balanced Jobs/Housing Ratio Alternative substantially meet the project objectives yet significantly reduce multiple impacts associated with commuter traffic that result due to lack of local job creation with the original project proposal?</p>	<p>As described on page 5-19 of the Draft EIR, the total magnitude of criteria air pollutant emissions generated from operation of new land uses would be less under the Balanced Jobs/Housing Ratio Alternative than under the proposed Project.</p>
B07-15	<p>15. Impact GEO-1A: The proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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" is noted as Less than Significant, was the impact of the significant increase in both population and population density with the WPDMP's 1,250 new housing units professionally evaluated and determined less than significant in this area?</p>	<p>Impact GEO-1A is discussed on pages 4.5-16 to 4.6-17 of the Draft EIR. The impact discussion evaluates the proposed Project as described in Chapter 3, Project Description, of the Draft EIR. As described on page 3-7 of the Draft EIR, "The proposed General Plan has been prepared to be consistent with and has not proposed any significant changes to WPDMP, and the proposed General Plan's policies would continue implementation of the WPDMP. The proposed General Plan allows for a broader range of uses, affording flexibility in associated regulations such as building types and parking in Central and Southern Waterfront areas, pending an amendment process."</p>
B07-16	<p>16. Impact GHG-1 states that "While the proposed Project supports progress toward the long term-goals identified in Executive Order B-30-15 and Executive Order S-03-05, it cannot yet be demonstrated that Vallejo will achieve GHG emissions reductions that are consistent with a 60 percent reduction below 1990</p>	<p>Impact GHG-1 is described on pages 4.6-29 to 4.6-30 of the Draft EIR and would be a significant and unavoidable impact. As described on page 5-21 of the Draft EIR, the total magnitude of GHG emissions would be approximately 22 percent less than the proposed Project under the Balanced Jobs/Housing Ratio</p>

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	levels by the year 2040 based on existing technologies and currently adopted policies and programs." as LTS, but wouldn't selection of the Balanced Jobs/Housing Ratio Alternative substantially meet the project objectives yet significantly reduce GHG impacts associated with commuter traffic that result due to lack of local job creation with the original project proposal?	Alternative.
B07-17	17. Impact HYDRO-10 states "The proposed project would not expose people or structures to a significant risk of inundation by seiche, tsunami, or mudflow" as LTS. Does this consider the Sandy Beach community which is in the sphere of influence of the City of Vallejo and this General Plan update?	The impact analysis considers the Project Area, which includes the city and Sphere of Influence (SOI). Figure 4.8-7 of the Draft EIR shows the recommended tsunami evacuation zone and Figure 4.8-8 shows the debris flow area.
B07-18	18. Impact LAND-2 states "The proposed Project would not 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." as L TS, but were potential Bay Plan Amendments for changes in designations of marine-related industry on Mare Island and at the General Mills site considered? How about proposed changes in the San Francisco Bay Trail for both ABAG and CEQA impacts?	Please see Responses B05-10 and B07-08. The City's General Plan is a long-range policy document and does not preclude marine-related industry or propose a specific improvement project to develop any segments of the Bay Trail.
B07-19	19. What impact does the "road diet" on Sonoma Blvd have on GHG emissions due to slower traffic and general traffic congestion? What impact on other pollutants are associated with this reduced speed of traffic?	Traffic congestion impacts associated with the road diet are summarized in Impact TRANS-1a, which states "Although the proposed road diet portion of SR-29 (between Curtola Parkway and Nebraska Street) is intended to make this section of Sonoma Boulevard a multi-modal corridor that better serves pedestrian, bicycle, and transit trips, while still accommodating automobile traffic, thereby accomplishing proposed General Plan policies and actions, this segment would operate at an unacceptable LOS E based on the daily traffic volume and capacity. This is a significant impact." As described on page 4.6-24 of the Draft EIR, GHG emissions from on-road transportation are calculated based on daily vehicle miles traveled (VMT) and therefore do not reflect pockets of congestion. Potential pollutant impacts associated with congestion are evaluated in Chapter 4.2, Air Quality, of the Draft EIR. Page 4.2-40 states, "Areas of vehicle congestion have the potential to create pockets of CO called hotspots. [...] The proposed General Plan, once adopted, includes policies that would encourage bicycle, pedestrian, and transit use to tie land use and transportation, which ensures consistency with SCTA's CMP..."
B07-20	20. The approved version had South Mare Island zoned industrial. When and how was this changed?	The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B07-21	21. The General Plan addresses Alcohol and Tobacco selling establishments, what about MMDs and potential recreational marijuana selling establishments?	The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.
B07-22	22. POLICY CP-1.9 Secondhand Smoke. Limit exposure to secondhand smoke should include smoke and second hand smoke from marijuana which is listed as a carcinogen under California Prop 65.	The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.
B07-23	23. On page 3-30 of the General Plan document under DIVERSITY POLICY CP-5.4 It proposes promotion of diversity in the workplace, including equal opportunities for economically, physically, and socially disadvantaged people, yet the plan exclusively focuses on industry that excludes these portions of the population.	The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.
B07-24	24. On page 4-4 of the General Plan it notes VALLEJO'S KEY ECONOMIC ASSETS Vallejo has many attractive assets that it can use to expand its economy, create jobs, and restore fiscal health, namely the Strategic Location and Transportation Vallejo has a strategic location, with excellent road, rail, and water connections to the surrounding region, including links to San Francisco and Sacramento via Interstate 80, the world-renowned Napa Valley wine country by Highway 29, Marin, and Sonoma counties through Highway 37, and central Contra Costa County by Interstates 780/680. How does this plan utilize this advantage? How does it negate this advantage and to what end?	The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.
B07-25	25. The job forecast in Table 3-4 notes a 50% increase in jobs per capita, a very significant increase, yet the economic development details are significantly lacking in the General Plan, and many changes are counter to job creation. What is the source of these numbers? Can a re-evaluation be conducted?	Section 3.8 describes the methodology used in preparing the buildout projections for the EIR analysis. Buildout projections, included projected changes in employment, were developed at the traffic analysis zone (TAZ) level for the purpose of traffic modeling. As stated on page 3-30 of the Draft EIR, "The STA model also includes population, housing, and employment forecasts for Vallejo and its SOI in the year 2040, the horizon year of the proposed General Plan. These data were used as the starting point for horizon-year buildout projections. City staff first reviewed the projections in the STA model, making adjustments to reflect implementation of reasonably foreseeable projects, including approved, but not yet constructed, projects as well as adopted specific plans and expansion at Touro University and California State University Maritime Academy." Page 3-30 explains that industrial job growth projections for Mare Island were increased and made consistent with the projections of the MISP. Projections were also adjusted to reflect retail and commercial job growth envisioned in the Solano360 [Specific Plan ...] Additionally, the number of service and office jobs citywide was reduced to match the market demand projections developed for Vallejo by Bay Area Economics (BAE) as part of the proposed General Plan process. [... It] is

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B07-26	26. The job forecast in Table 3-4 notes there will be over 8,000 new jobs in manufacturing and trade, and 4x increase from today's number, yet the area zoned for industry is being significantly reduced. How can this be reconciled in reality?	<p>anticipated that development and redevelopment in Vallejo over the next 25 years will be concentrated primarily in the Downtown/Waterfront area, employment districts, corridors, and gateways. The future baseline data set was further adjusted to reflect the changes envisioned in each of these areas, using the specific assumptions and methodology summarized below. "</p> <p>The majority of the new manufacturing and trade jobs (approximately 70 percent of the manufacturing jobs and 60 percent of the trade jobs) would be located on Mare Island. As described on page 3-30 of the Draft EIR, the buildout projections for the Draft EIR incorporate full buildout of the Mare Island Specific Plan development program.</p>
B07-27	27. Action CP-5.4B Promote diversity in the educational and training qualifications in local business development, including equal employment opportunities for people of different educational, vocational, and mental skill sets.	The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.
B07-28	28. On page 3-5 it is stated that the Mare Island Specific Plan (MISP) list 0 land in North Mare Island for heavy industrial. Yet it goes on to say ... "The General Plan designates North Mare Island as industrial and consistent with the Vallejo City Council direction in January 2015 for the City to seek job-dense industrial uses, like advanced manufacturing and assembly uses." Is this a change in designation? How does the proposed Faraday Future use of the property match or differ?	The comment pertains to the proposed General Plan Update and does not address the adequacy of the Draft EIR. Please see Master Response: Comments on the Merits of the Proposed Project.
B07-29	29. On page 3-2 the DEIR states that the City of Vallejo has a track use agreement with California Northern Railroad Company (CFNR), which operates a freight line through Vallejo that connects to the Union Pacific Railroad (UPRR) regional mainline and other shortlines in the region. Freight trains currently run infrequently in Vallejo, with one to two trains per month arriving at or departing from the Mare Island terminal as of April 2015.3. It is common understanding that train travel to Mare Island has been discontinued and the document should be revised to reflect this fact.	Information regarding existing train operations in the Project Area is based on STA publications and Federal Railroad Administration (FRA) database records. The baseline for the EIR is based on the publication date of the Notice of Preparation (November 14, 2014) and therefore the EIR does not need to be updated to reflect recent changes in existing conditions. Section 15125(a) of the CEQA Guidelines states, "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall not be longer than is necessary to an understanding of the significant effects of the proposed project and its alternatives." No change to the Draft EIR is necessary.
B07-30	30. In regard to Section 2.3.3 MITIGATION MONITORING, Public Resources Code Section 21081.6 requires that the lead agency adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public	Section 15097 of the CEQA Guidelines requires the adoption of a Mitigation Monitoring and Reporting Program (MMRP) but does not stipulate the time when it shall be prepared. It is standard industry practice for the MMRP to be prepared

TABLE 4-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	Resources Code 21081. Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR. The Mitigation Monitoring Program for the proposed Project will be completed as part of the Final EIR, the public should have a chance to review the proposed mitigation monitoring program as a part of this DEIR.	along with the Final EIR.
B07-31	31. Impact PARKS-2 states "The proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment" as LTS. Wouldn't proposed changes in the Bay Trail potentially, or even necessarily, have a significant impact in this area?	Please see Response B07-08. The City's General Plan is a long-range policy document and does not propose a specific improvement project to develop any segments of the Bay Trail. Specific projects to implement and construct the Bay Trail are individual projects that are each subject to environmental review.
B07-32	32. Impact POP-1 states, "The proposed Project would not 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)" as LTS, wouldn't the proposed infill and live/work units along Sonoma Blvd in the Sonoma Blvd specific plan by definition significantly increase the population and population density in this area?	Chapter 4.12, Population and Housing, of the Draft EIR evaluates population impacts associated with the proposed Project, which includes buildout under the proposed Sonoma Boulevard Specific Plan. Page 4.12-9 of the Draft EIR states, "As shown in Table 4.12-8, implementation of the proposed Project could result in up to 24,826 new residents in the city and SOI at buildout in 2040, for a total population of 142,744. "
B07-33	33. The Draft EIR does not specifically address how similar developments might occur or be facilitated in other parts of the City of Vallejo. Do the proposed changes to the General Plan require that the Sonoma Blvd corridor be completed before other areas in the city can be proposed or serviced? And while I reserve the right to provide additional comments on the City's Draft EIR after my review of the revised document, I wish to thank you, the City staff, consultant staff and community volunteers who have made contributions thus far.	Please see Response B05-22.

A P P E N D I X H

COMMENT LETTERS RECEIVED
DURING THE PUBLIC REVIEW
PERIOD

COMMENTS ON THE DRAFT EIR

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



July 26, 2016

Mark Hoffheimer
City of Vallejo
555 Santa Clara Street
Vallejo, CA 94590

Dear Mark:

Re: SCH 2014112035 Vallejo (SOLANO) Vallejo General Plan Update - DEIR

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Branch (RCEB) has received the *Draft Environment Impact Report (DEIR)* from the State Clearinghouse for the proposed City of Vallejo (City) Vallejo General Plan Update project.

According to the DEIR, the project area includes active railroad tracks. RCEB recommends that the City add language to the Vallejo General Plan Update so that any future development adjacent to or near the rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes, and continuous vandal resistant fencing or other appropriate barriers to prevent trespassers onto the railroad ROW.

A01-01

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings and Engineering Branch
Safety and Enforcement Division

C: State Clearinghouse

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711
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September 2, 2016

04-SOL-2016-00004
SOLGEN099
SCH# 2014112035

Mr. Mark Hoffheimer
Senior Planner
City of Vallejo
Planning Division
555 Santa Clara Street
Vallejo, CA 94590

Dear Mr. Hoffheimer:

**Propel Vallejo: Vallejo General Plan Update and Sonoma Boulevard Specific Plan
Draft Environmental Impact Report**

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above.

The following comments are based on the July 25, 2016 Draft Environmental Impact Report for the *Propel Vallejo: General Plan Update and Sonoma Boulevard Specific Plan*. Our Notice of Preparation Letter dated December 18, 2014, our Propel Vallejo General Plan 2035 – Administrative Draft letter dated April 22, 2016, and our Propel Vallejo General Plan 2035 – Administrative Draft letter dated May 13, 2016 are incorporated by reference.

A02-01

Cultural Resources

Mitigation Measures “CUL-1a” and “CUL-1b” are listed on page 4.4-16 but are not listed in the mitigation table.

For Mitigation Measure Cult-2, page 4.4-19, Caltrans recommends the first bulleted paragraph be reworded. The Northwest Information Center (NWIC) does not provide recommendations about whether a survey is needed or not. An archaeologist should be hired to interpret the NWIC information, especially given the high sensitivity for archaeology within the Vallejo region.

A02-02

For Mitigation Cult-4, page 4.4-20, a standard human remains clause should be included: “If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and

A02-03

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

Mr. Mark Hoffheimer/City of Vallejo
September 2, 2016
Page 2

the County Coroner will be contacted. Pursuant to California PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most Likely Descendent (MLD). At that time, the person who discovered the remains will contact the project contact person, who will work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.” Mitigation Measure Cult-2 – within the State Right-of-Way, an archaeological study will most likely have to take place before an encroachment permit will be issued.

A02-03
cont'd

Within the Vallejo General Plan area, there are known archaeological sites and highly sensitive areas for archaeology within the State Right of Way. Future projects will require an environmental document which must include documentation of a current archaeological record search from the NWIC of the California Historical Resources Information System if construction activities are proposed within State ROW. Current record searches must be no more than five years old. The Department requires the records search and a cultural resource study by a qualified, professional archaeologist, to ensure compliance with CEQA, Section 5024.5 of the California Public Resources Code and Volume 2 of Caltrans’ Standard Environmental Reference (<http://ser.dot.ca.gov>).

A02-04

These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in State ROW; these requirements also apply to NEPA documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW.

A02-05

Vehicle Trip Reduction

The Project would provide bike lanes along State Route 29 (Sonoma Boulevard). We recommend coordinating with Caltrans to study the feasibility of Class IV separated bikeways, which use vertical element to separate bicyclists from motor vehicle traffic. Transition between a Class IV and a Class II bicycle lane can occur where necessary. See Caltrans’ Design Information Bulletin 89 for guidance: <http://www.dot.ca.gov/hq/oppd/dib/dib89.pdf>

A02-06

Caltrans supports a reduction in vehicle miles traveled (VMT). When considering project alternatives we recommend that reduction in VMT and impacts to the State Highway System continue to be included as selection criteria.

A02-07

Please analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Please describe any pedestrian and bicycle mitigation measures and safety countermeasures that would therefore be needed as a means of maintaining and improving access to transit facilities and reducing traffic impacts on the State Highway System.

A02-08

Mr. Mark Hoffheimer/City of Vallejo
September 2, 2016
Page 3

Please feel free to call or email Becky Frank at (510) 286-5536 or becky.frank@dot.ca.gov with any questions regarding this letter.

A02-08
cont'd

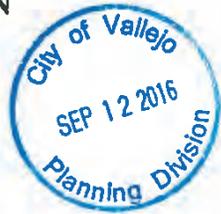
Sincerely,



PATRICIA MAURICE
Acting District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



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September 8, 2016

04-SOL-2016-00004
SOLGEN099
SCH# 2014112035

Mr. Mark Hoffheimer
Senior Planner
City of Vallejo
Planning Division
555 Santa Clara Street
Vallejo, CA 94590

Dear Mr. Hoffheimer:

**Propel Vallejo: Vallejo General Plan Update and Sonoma Boulevard Specific Plan
Draft Environmental Impact Report**

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above.

The following additional comments are based on the July 25, 2016 Draft Environmental Impact Report for the *Propel Vallejo: General Plan Update and Sonoma Boulevard Specific Plan*. Our letters dated December 18, 2014, April 22, 2016, May 13, 2016, and September 2, 2016 are incorporated by reference.

Vehicle Trip Reduction

Please provide a source for the volume figures in section 4.14.2.1—Roadway Network.

Please discuss compliance with the 2015 Solano County Congestion Management Program.

A03-01

A03-02

Mr. Mark Hoffheimer/City of Vallejo
September 8, 2016
Page 2

Projects should be conditioned to make fair share contributions to the Solano County projects in the Plan Bay Area 2040 Draft Transportation Project List dated September 2, 2016 that support Priority Development Areas (PDA) in the City of Vallejo including:

- Access and Mobility Program (RTPID 17-08-0001)
- Bicycle and Pedestrian Program (RTPID 17-08-0002)
- Multimodal Streetscape (RTPID 17-08-005)
- PDA Planning (RTPID 17-08-0006)
- Roadway Operations (RTPID 17-08-008)
- Improve interchanges and widen roadways serving Solano County Fairgrounds including Redwood Parkway (RTPID 17-08-0010)
- Solano Managed Lanes Improvement Plan (RTPID 17-08-0015)
- Vallejo Station Parking Structure Phase B (RTPID 17-08-0016)

A03-03

Please feel free to call or email Becky Frank at (510) 286-5536 or becky.frank@dot.ca.gov with any questions regarding this letter.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse



August 9, 2016

Andrea Ouse, AICP
Community and Economic Development Director
City of Vallejo
555 Santa Clara Street
Vallejo, CA 94590 Sent to: andrea.ouse@cityofvallejo.net

SUBJECT: Draft General Plan (GP), Draft Sonoma Boulevard Specific Plan (SBSP), and Draft Environmental Impact Report (EIR), SCH #2014112035

Dear Ms. Ouse:

Thank you for the opportunity to provide this initial request regarding the Draft EIR prepared for Propel Vallejo Project. This project consists of a proposed draft update to the Vallejo General Plan, a new set of Guiding Principles, a new Draft Sonoma Boulevard Specific Plan, and proposed amendments to the Vallejo Zoning Ordinance. This request has been prepared on behalf of Vallejo Marine Terminal, LLC (“VMT”) and Orcem California, Inc. (“Orcem”), applicants for approval of Major Use Permits on property located at 790-800 Derr Avenue in the City of Vallejo. As you know, the VMT and Orcem applications are currently undergoing review, the Draft EIR for these applications was published on September 3, 2015 (SCH #2014052057), and the Final EIR for these applications is currently nearing completion under direction of the City of Vallejo as lead agency.

The draft General Plan Update and corresponding DEIR analysis and related materials introduce a wide range of new information applicable to the VMT and Orcem sites. Included among these City-sponsored project changes are policies and implementing programs which could affect both the VMT and Orcem sites, as well as any future uses of the sites and surrounding properties. Because of the complexity of issues raised by this City-sponsored project, including its broader implications for potential local, regional and state-wide environmental impacts, it is requested that the public comment period on the DEIR be extended from the minimum 45 days (ending on 9/07/16) to 60 days (ending on 9/22/16), as provided for in CEQA Guidelines Sections 15105a and 15105c. This requested extension of the public comment period is consistent with the 60-day comment period which the City adopted for public review of the Orcem/VMT DEIR.

B01-01

Thank you for the opportunity to provide these initial comments. We reserve the right to provide additional technical comments on the City’s project prior to expiration of the extended public comment period.

Sincerely,

Richard T. Loewke, AICP

Cc: Steve Bryan, Orcem California
Matthew Fettig, Vallejo Marine Terminal

Mark Hoffheimer

From: Mark Hoffheimer
Sent: Wednesday, September 07, 2016 7:36 PM
To: Annette Taylor; Paul.White@kiewit.com
Cc: Andrea Ouse; Dina Tasini
Subject: RE: Vallejo and Kiewit

Hi Paul –

Per your email below, please look at the following pages in the Draft General Plan (<http://propelvallejo.com/draft-general-plan-and-eir-available-for-review/>):

- Page 2-17 is the Draft Land Use Map
- Page 2-21 describes the land use designation for Industrial

Please contact me if you have any further questions.

Regards,
Mark

Mark Hoffheimer, AICP
Senior Planner
City of Vallejo | Planning Division
555 Santa Clara Street, Vallejo, CA 94590
(707) 645-2610 | Mark.Hoffheimer@cityofvallejo.net



Note – this is my NEW email address. Please update your address book. Thank you!

From: Annette Taylor
Sent: Friday, September 02, 2016 2:45 PM
To: Paul.White@kiewit.com; Mark Hoffheimer <Mark.Hoffheimer@cityofvallejo.net>
Cc: Andrea Ouse <Andrea.Ouse@cityofvallejo.net>; Dina Tasini <Dina.Tasini@cityofvallejo.net>
Subject: RE: Vallejo and Kiewit

B02-01

Paul - It's good hearing from you and thanks for reviewing the Propel Vallejo General Plan Update 2040 and the DEIR. We appreciate your review and questions. I am copying Mark Hoffheimer, Senior Planner, who managed the Propel Vallejo process for the city. Mark will be able to respond to your questions.

Coastal Clean-Up Day is Saturday, September 17, 2016; <http://solanoopenspace.org/events.asp>

Mark – Paul White, Vice President, Kiewit Corporation, has a question regarding the zoning of the property they are leasing from the city. Their address is 96 Solano Avenue. Please respond to Paul's inquiry at your earliest convenience. Thanks.

Annette

From: Paul.White@kiewit.com [<mailto:Paul.White@kiewit.com>]
Sent: Friday, September 02, 2016 1:02 PM
To: Annette Taylor <Annette.Taylor@cityofvallejo.net>
Subject: Vallejo and Kiewit

Hello Annette:

As you recall, we got a chance to meet during your visit to our Vallejo leased property on May 24, 2016. You were joined by Councilmember Pippin Dew-Costa for the visit.

I have a couple of things for you today.

First, I have been on the city website to review Propel Vallejo General Plan Update 2040. I also started to look through the draft EIR. I am not sure that I am navigating the site very well as I don't see hardly anything specific about our property. A map shows it as purple which translates to industrial zoning. Of course, I understand that a general plan update is an overarching document that will provide roadmap for the city for years to come but it remains important that the Kiewit land leased from the city remains industrial. Can you confirm that this is the case or direct me as to which parts of the documents discuss industrial uses and zoning along the east side of the Mare Island Strait?

Second, while navigating, I thought I saw something about a city led coastal clean-up day. I looked again and couldn't find it. I think I remember that it was sometime in September. Can you let me know where I might find this information?

Thanks. Have a nice weekend.

**B02-01
cont'd**

B02-02

Paul White
Vice President, Real Estate
Kiewit Corporation
Phone (402) 271-2809
Fax (402) 271-2830
paul.white@kiewit.com

Mark Hoffheimer

From: Tony Adams <Tony@MeetingSupport.com>
Sent: Tuesday, September 06, 2016 8:37 PM
To: Mark Hoffheimer
Subject: Draft General Plan - Comment

Mark,

The following are my comments on the Draft General Plan, Draft Sonoma Blvd Specific Plan, and Draft EIR. My comments may apply to various parts of these documents.

1.5 AREAS OF CONCERN (General Plan), AESTHETICS (EIR AES-3)

The proposed Project will substantially degrade the existing visual character or quality of the site and its surroundings.

An additional area of concern is “Waterfront Land Use in South Vallejo”.

This specifically applies to the city-owned property currently leased by Kiewit Construction Company which consist of approximately thirty-two acres along the South Vallejo waterfront. This property has been given improper preferential treatment by the city which is inconsistent with generally accepted practice for all properties that are subject to future rezoning to conform with the policies and goals of the general plan’s preferred scenario. The preferred scenario calls for public access to the entire waterfront with parks, trails water access and other non-heavy-industrial maritime business uses along the waterfront.

The riverfront property in question has been improperly excluded from rezoning consideration solely because it is City-owned land currently being leased by the City, whereas other privately-owned properties where there is no current land use application ARE subject to rezoning. The property leased to Kiewit has no application currently under consideration and therefore should not have been excluded from rezoning which would result in non-conforming status that would not conflict or interfere with current uses.

All properties with a land use currently inconsistent with the new general plan should be treated equally. The City has no legal authority to grant special privilege to itself by insisting the leased property is somehow granted an exemption from rezoning simply because it owns the property and it is being leased. All property, including city owned property, should legally be subject to rezoning consistent with the River and Bay City preferred scenario which would result in a non-conforming designation that would allow existing land uses to remain in place without interfering with those existing uses.

By excluding the Kiewit leased property from rezoning to light industrial and business use, this city-owned property will not conform to the objectives of the general plan, not until the lease expires in the year 2050. There is no legal foundation, privilege or authority allowing this thirty-two acres of prime riverfront property to be given preferential consideration by excluding it from current rezoning considerations.

This city-owned property should be treated no differently than any other property in the area. The waterfront property leased by Kiewit is currently an extreme eyesore in Vallejo, a major blemish to Vallejo’s image, and a major obstacle to the realization of the general plan, it guiding principles and the preferred scenario.

Tony Adams

B03-01

MeetingSupport.com +1 (415) 867-9157
335 Seaport Drive, Vallejo, CA 94590
Making Shared Visions a Driving Force

Stephen M. Bryan
Orcem Americas
steve@orcem.com

September 7, 2016

Mark Hoffheimer, Senior Planner
City of Vallejo Planning Division
555 Santa Clara Street
Vallejo, CA 94590
Email: mhoffheimer@ci.vallejo.ca.us

**RE: Draft General Plan (GP), Draft Sonoma Boulevard Specific Plan (SBSP), and
Draft Environmental Impact Report (EIR), SCH #2014112035**

Dear Mr. Hoffheimer:

Thank you for the opportunity to provide these initial comments on the Draft EIR prepared for City of Vallejo’s proposed update to its General Plan, the proposed “Guiding Principles”, the proposed Draft Sonoma Boulevard Specific Plan, and the proposed amendments to the Vallejo Zoning Ordinance.

The posted video of the 26-Oct-2015 Vallejo General Plan Working Group Meeting ends at 1:38:09 , yet the official minutes of the meeting indicate the meeting was from 6:30p to 8:50p, approximately 2:20:00 induration, meaning the meeting video missed 22-42 minutes of the discussion. Of specific concern is that a prolonged discussion of over 10 minutes involving Brendan Riley, Cynthia Ripley and Anne Carr along with City Staff member Andrea Ouse immediately preceeded the cut-off in the recording and included statements that the Orcem/VMT project was “too dangerous” and “unhealthy”, and there were requests for a moratorium on projects, “slowing down the process”, “may not be legal, but” and “how to make our (General Plan update) process more prevailing than the San Francisco Bay Plan”. It was a very unfortunate time for the video tape recording to be cut short to say the least.

Additionally the video recording of the beginning of the very next Vallejo General Plan Working Group Meeting on 9-Nov-2015 also had a significant gap in the recorded documentation.

You had indicated in email correspondence with me on 21 January 2015 that there was a technical difficulty that caused these failure to record the discussions of the GPWG meeting.

Four days after our exchange of emails expressing my concern over the lack of video recorded documentation of the discussions of these two meetings, there was another GPWG meeting on 25-Jan-2016. On February 3, 2016 I wrote to you by email to see when the video of this GPWG meeting would be posted. You responded the same day that, “there is no video of this meeting. There is no Staff Report for this meeting, just an Agenda. Tony Adams, chair of the GPWG, called and ran the meeting.”

Due to the significant changes being done on the Preferred Scenario it is important that these meetings be documented for the record. I request, as I did then that staff attempt to recall the discussion and document the proceedings from personal and professional notes and recollection.

Thank you for the opportunity to provide these initial comments. I reserve the right to provide additional comments on the City’s Draft EIR after my review of the revised document.

Sincerely,

Stephen M. Bryan

B04-01

Mike Coakley
1576 Vervais St.
Vallejo, CA 94590
(707) 644-0131

September 7, 2016

Mark Hoffheimer, Senior Planner
City of Vallejo Planning Division
555 Santa Clara Street
Vallejo, CA 94590
Email: Mark.Hoffheimer@cityofvallejo.net

RE: Draft General Plan (GP), Draft Sonoma Boulevard Specific Plan (SBSB), and Draft Environmental Impact Report (EIR), SCH #2014112035

Dear Mr. Hoffheimer:

Thank you for the opportunity to provide these initial comments on the Draft EIR prepared for City of Vallejo’s proposed update to its General Plan, the proposed “Guiding Principles”, the proposed Draft Sonoma Boulevard Specific Plan, and the proposed amendments to the Vallejo Zoning Ordinance.

I am a 70-year resident of Vallejo, a former business owner and supporter of economic development in Vallejo. I wish to express my concerns with the inadequacy of the Draft EIR and pose some questions regarding its direction.

B05-01

1. General Plan Map PF-4 identifies the “South Vallejo Opportunity Area” as including property between I-80, Curtola Parkway, Solano Avenue and the Mare Island Strait. What is the purpose of this Opportunity Area? How does the Draft EIR analyze employment changes within this Opportunity Area? Why are there no stated policies in the General Plan concerning economic development, job creation and re-use of industrial lands within this area?

B05-02

2. Page 2-12 states that in the “South of Downtown” area, the General Plan seeks to “strengthen the existing employment cluster” through a “transition to fewer heavy industrial uses over time”. Why does this policy not address those “general industrial” uses which are currently allowed, existing or planned within this area?

B05-03

3. What is the difference between “heavy”, “general” and “business/light” industrial uses? Would new general industrial uses provide higher salaries and a greater number of jobs than the commercial and warehousing uses called for in the general plan and analyzed in the Draft EIR?

B05-04

4. The Draft EIR does not address the conflict between the stated goal of the General Plan on Page 2-15 to “Expand the already successful employment between Sonoma Boulevard and Curtola Parkway” and the Land Use Map’s designation of “Business/Light Industrial” uses within this area. What effect will replacement of the current General Plan’s “Employment” uses with the proposed “Business/Light Industrial” uses have? Will these commercial and warehouse land uses provide living wage jobs?

5. How will the proposed change from “Employment” uses to “Business/Light Industrial” uses in the area south of the Downtown address the deferred maintenance which exists along the arterial roadways in this area, such as Lemon Street and Sonoma Boulevard?

B05-05

6. The General Plan’s Cultural and Historic Resources chapter includes policy NBE-1.9 which includes an action to “*ensure that cultural resources are not impacted*” by new development and reuse of existing facilities. The Draft EIR fails to address how implementation of this policy could block economically feasible reuse of existing buildings, such as the old General Mills buildings. The Draft EIR also fails to address the long-term effects with implementation of this policy on deterioration of buildings, roadways, rail lines and infrastructure, and the resulting external effects on depressing the economic vitality and of surrounding properties, including neighborhoods and other industrial lands. The Draft EIR should be revised and recirculated to address the significant environmental effects of such resulting blight on the area surrounding the existing General Mills site.

B05-06

7. General Plan Policy NBE-2.7 calls upon the City to “*match the levels of employment and housing locally*”. However, the Draft EIR fails to specifically correlate the proposed changes in land use policy calling for replacement of “Employment” uses south of the Downtown with “Business/Light Industry” uses. The Draft EIR should examine the significant loss of future living wage employment caused by this change in land use policy which would replace general industrial uses with retail and warehousing uses.

B05-07

8. Under the Employment Centers chapter of the proposed General Plan, Policies NBE-3.10, 11 and 12 fail to take into account the loss of general industrial land uses, and provide no actual policy or program to provide for job creation. The Draft EIR should quantify the loss of “Employment” acreage in this area, and correlate the proposed change to “Business/Light Industry” with significant effects on the local economy, regional economy, and continuing deterioration of roadways, infrastructure and employment.

B05-08

9. The proposed General Plan would replace the current “Employment” land use designation on the Vallejo Marine Terminal site, and other properties to the north which now have shipping access to Mare Island Strait, with a new land use designations of “Business/Light Industrial” and “Pending Development Application”. The Draft EIR does not disclose the land uses which will be permitted in the event that the “Pending Development Applications” are not approved.

B05-09

10. The Draft EIR fails to address the significant and unavoidable conflict with the San Francisco Bay Plan of replacing “Employment” uses along the Mare Island Strait, as proposed in the revisions to the General Plan with “Business/Light Industrial” uses. What effect will these changes have on the City’s ability to accommodate deep-water shipping and water-related industrial uses as called for specifically the Bay Plan’s “*Water Related Industry*” designation?

B05-10

11. The Draft EIR fails to address the proposed General Plan’s inconsistency with the Bay Plan’s “Major Conclusion” that “*shoreline areas suitable for priority uses*” including “*ports and water-related industry*”... “*exist only in limited amount, and should be reserved for these purposes*”. As noted above, the VMT Site and adjoining properties are currently designated as “Water-Related Industry” on the Bay Plan. The proposed General Plan amendment could without question preclude such water-related (general) industrial uses on these properties. The Draft EIR fails to address this significant and unavoidable environmental effect, and specifically fails to consider the resulting damage caused to the overall economy and sustainability of the San Francisco Bay Area.

B05-11

12. The San Francisco Bay Plan includes policies calling for: (1) Developing Maritime Ports around the Bay; (2) Deepening Shipping Channels at key locations to accommodate “*marine terminal activity*”; and (3) Developing and Preserving Land for Water-Related Industry. Major Plan Proposal 3 states that: “*Waterfront land now used by industries that require access to deep water shipping should be continued in this use, and sufficient additional waterfront acreage should be reserved for future water-related industry.*” The Draft EIR fails to disclose this pertinent information, and fails to consider the environmental consequences of the City’s proposal to eliminate marine terminal activity, deep water shipping and water-related industry on the VMT Site and the adjoining properties now designated “Employment” in the Vallejo General Plan.

B05-12

13. In its guidance for “*Developing the Bay and Shoreline to Their Highest Potential*”, the Bay Plan designates “*Priority Use Areas*” to accommodate water-oriented land uses on the shoreline, including “*Water-Related Industries*”. One such Water-Related Industrial Priority Area is the southerly Vallejo waterfront, including the VMT Site and adjoining properties now designated as “Employment” by the City. The Draft EIR fails to disclose and analyze the significant effect of the proposed General Plan amendment and related zoning changes creating a conflict with San Francisco Bay Plan policies for Priority Use Areas.

B05-13

14. The City’s General Plan Draft EIR fails to consider or analyze the following additional significant and unavoidable impacts resulting from conflicting with the adopted San Francisco Bay Plan’s “*Findings and Policies Concerning Water-Related Industry on the Bay*”:

a) The Bay Plan states that “*The navigable, deep water sites around the Bay are a unique and limited resource and should be protected for uses requiring deep draft ship terminals, such as water-related industries and ports.*” The proposed General Plan and zoning amendments have not been analyzed in the Draft EIR to consider their significant effects on this status of “*unique and limited resources*”.

b) The Bay Plan states that “*Expansion of water-related industry can be accommodated at existing water-related industries. Because waterfrontage with access to navigable, deep water is scarce in the Bay Area, existing and future water-related industrial sites must be efficiently planned and managed.*” The proposed General Plan and zoning amendments have not been analyzed in the Draft EIR to consider their significant effects on precluding the needed expansion of water-related industry on these affected properties.

B05-14

c) The Bay Plan states that “*Sites designated for both water-related industry and port uses in the Bay Plan should be reserved for those industries and port uses that require navigable, deep water for receiving materials or shipping products by water in order to gain a significant transportation cost advantage.*” The Draft EIR has failed to disclose or analyze the significant direct and indirect effects of failure under the proposed General Plan and zoning amendments to reserve these affected sites for “*port uses that require navigable, deep water for receiving materials or shipping products by water in order to gain a significant transportation cost advantage.*”

15. A secondary effect of the proposed General Plan amendment and related zoning changes is to displace accommodation of critically needed marine terminal activity, deep water shipping and water-related industry uses from the VMT Site and adjoining properties to some other more environmentally sensitive location which has not yet been evaluated in the BCDC-approved San Francisco Bay Plan or the San Francisco Bay Seaport Plan. As has been articulated previously

B05-15

by staff at BCDC, it is the responsibility under both CEQA and NEPA for the City to evaluate the displacement of these priority uses as part of its current environmental analysis.

**B05-15
cont'd**

16. BCDC is a Responsible Agency under CEQA for the Vallejo General Plan Update, and has previously advised that: *“Any direct or indirect effects on San Francisco Bay which conflict with the Bay Plan, would need to be addressed in the City’s EIR/EIS.”* However, the City’s Draft EIR fails to address this key issue.

B05-16

17. As called for under CEQA, early consultation with responsible agencies such as BCDC is required, in order to consider and avoid if possible any local General Plan or zoning changes which would conflict with the Bay Plan or impede a Water-Related Industry use on the VMT Site and adjoining properties. The Draft EIR fails to demonstrate that such consultation and full consideration of both direct and indirect long-term effects has taken place.

B05-17

18. Because the proposed General Plan and zoning amendments would preclude a water-related industrial use on the VMT Site and adjoining properties, a formal amendment to the San Francisco Bay Plan would be required. The Draft EIR fails to disclose this unavoidable requirement which is directly linked to the proposed General Plan and zoning changes.

B05-18

19. As part of the expanded environmental analysis, the City’s Draft EIR must be revised, expanded, and recirculated to include the following:

- a) Updating of the 30-year old quantitative analysis in the Seaport Plan, and the resulting implications for the Region’s economy.
- b) Performing an Alternatives Analysis to examine other potential sites in Vallejo (or close by), suitable as a replacement for the former General Mills (now VMT) Water-Related Industry Site.
- c) Consideration of the Bay fill and dredging impacts associated with converting an alternative non-deep water access site to accommodate deep-draft ocean-going vessels.
- d) Consideration of the Bay fill and dredging impacts associated with converting an alternative non-deep water access site to accommodate deep-draft ocean-going vessels.

B05-19

20. The City has not yet prepared an environmental document as required under the National Environmental Policy Act (NEPA) to consider the environmental effects of precluding accommodation of those marine terminal activities, deep water shipping and water-related industries now called for on the VMT Site and adjoining properties under the San Francisco Bay Plan and Seaport Plan. The City’s Draft EIR must therefore be revised, expanded, and recirculated to include consideration of NEPA-mandated issues. In addition, those State and Federal agencies with jurisdiction or responsible agency status under NEPA for the San Francisco Bay Plan and the Seaport Plan must be consulted for input as part of a revised Notice of Preparation.

B05-20

21. Draft EIR Chapter 4.9, on page 4.9-14 categorically and without thoughtful analysis concludes that the proposed General Plan and zoning amendments would not *“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.”* However, the discussion on page 4.9-17 under “Bay Plan” fails to even address the significant conflicts

B05-21

resulting from amending (either now or in the future) the land use and zoning on the VMT Site and adjoining properties to preclude priority water-related industrial, deep-water shipping, and port uses. The Draft EIR must therefore be revised and recirculated to address the significant and unavoidable effects of eliminating feasibility of these Bay Plan and Seaport Plan priority uses, either immediately or through subsequent removal of the “Pending Development Application” spot-designation.

**B05-21
cont’d**

22. The Draft EIR does not specifically address how similar developments might occur or be facilitated in other parts of the City of Vallejo. Do the proposed changes to the General Plan require that the Sonoma Blvd corridor be completed before other areas in the city can be serviced?

B05-22

I appreciate the opportunity to provide offer my feedback, and I reserve the right to provide additional comments on the City’s Draft EIR after a review of the resulting document.

Sincerely,

Mike Coakley

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
GENERAL PLAN UPDATE AND SONOMA BOULEVARD SPECIFIC PLAN

(Comments from Patricia Gatz)

Project Description, Page 3-31, First Paragraph

“The additional housing would be accommodated by redevelopment of several surface parking lots on York and Virginia Streets, redevelopment along Georgia Street”...

- Comment: Which section of Georgia Street would be redeveloped? Central Georgia Street contains a number of architecturally historical buildings and redevelopment in that area should protect that historical character. Also, going east on Georgia there are many architecturally historical houses. Please provide information on where the area is on Georgia Street that would be redeveloped.

B06-01

Biological Resources, Page 4.3-31

NBE 1.1C Pursue habitat enhancement at South White Slough through mitigation banking whereby developers acquire and enhance property to offset environmental impacts on other sites before dedicating it to a sponsoring agency.

- Comment : Any monies generated through mitigation banking of land at South White Slough should be used solely for habitat restoration at White Slough by creating a special fund for that purpose and not be put into the General Fund.

B06-02

NBE 1.1D Support the GVRD in establishing a mitigation bank at River Park

- Comment: Any monies generated through mitigation banking of land at River Park should be used solely for implementation of the River Park Master Plan and restoration of wetlands and wildlife habitat at River Park by creating a special fund for that purpose and not be put into the General Fund.

B06-03

CHAPTER 3—COMMUNITY AND PEOPLE

Page 3-4--POLICY CP1.2

Action CP-1.2A Work with Community Garden Programs, Vallejo City Unified School District(VCUSD) Solano Community College, residents and other local advocates to establish a network of community gardens as sources of fresh produce, education and school cohesion.

- Comment: Mention/Include Loma Vista Farm, adjacent to Loma Vista Elementary School, and its programs and events to introduce children to vegetable gardening and farm animals. Loma Vista Farm is visited by many school children from Bay area schools and communities yearly.

B06-04

Pages 3-6, 7 Action CP 1.7B Support efforts by stewardship agencies to preserve wetland and open space areas

- Comment : GVRD should Implement the River Park Master Plan to restore, preserve and enhance wetlands and open space areas at River Park. Any problems with implementing the River Park Master Plan should be addressed and corrected.

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
GENERAL PLAN UPDATE AND SONOMA BOULEVARD SPECIFIC PLAN

(Comments from Patricia Gatz) Page Two

Action CP 1.71 Continue to implement green infrastructure practices that draw upon natural processes to address storm water drainage and flood control

- Comment: Utilize River Park open space and wetland areas to create erosion control for storm water drainage and flood control

B06-04
cont'd

3-27 Action CP-4.1B Provide regular opportunities for neighborhood and community organizations to communicate local priorities and concerns to the City

- Comment : Provide for City of Vallejo staff support to neighborhood associations similar to Sacramento’s Neighborhood Association Division in its Parks and Recreation Department.

CHAPTER 4—NATURE AND BUILT ENVIRONMENT

Page 4-3 Action NBE 1.1A Cooperate with federal, state, and local regulatory and stewardship agencies to promote the restoration and long term sustainability of local natural resources

- Comment: Coordinate with US Fish and Game (San Pablo Bay National Wildlife Refuge), Coastal Conservancy, Audubon Society etc. to provide funding and support to implement the River Park Master Plan to restore wetlands and wildlife habitat at River Park. . Any problems with implementing the River Park Master Plan should be addressed and corrected.

B06-05

4.4.4 Cumulative Impacts

Page 4.4.-23, First Paragraph, Fourth sentence

“For example, while the loss of a single historic building may not be significant to the character of a neighborhood or streetscape, continued loss of such resource on a project by project basis could constitute a significant cumulative effect.”

- Comment : **This sentence should be removed.** It diminishes the valuation of historical buildings for determining development impacts. Due to past redevelopment activities, the City of Vallejo lost a magnificent Carnegie Library and Julia Morgan designed YWCA building. That was an architectural crime. The historic buildings remaining in Vallejo should be valued and preserved.

B06-06

Dennis Yen
232 Texas Street
Vallejo, CA 94590

September 7, 2016

Mark Hoffheimer, Senior Planner
City of Vallejo Planning Division
555 Santa Clara Street
Vallejo, CA 94590
Email: Mark.Hoffheimer@cityofvallejo.net

**RE: General Plan Draft Sonoma Boulevard Specific Plan (SBSP)
Draft Environmental Impact Report**

Dear Mr. Hoffheimer:

Thank you for my comments on the Draft EIR prepared for City of Vallejo’s proposed update to its General Plan, the proposed “Guiding Principles”, the proposed Draft Sonoma Boulevard Specific Plan, and the proposed amendments to the Vallejo Zoning Ordinance.

I am a 70-year resident of Vallejo, a former business owner and supporter of economic development in Vallejo. I wish to express my concerns with the inadequacy of the Draft EIR and pose some questions regarding its direction.

B07-01

1. General Plan Map in Figure 3-2, page 3-11 of the DEIR identifies the “South Vallejo Opportunity Area” as including property between I-80, Curtola Parkway, Solano Avenue and the Mare Island Strait. Why are there no stated policies in the General Plan concerning economic development, job creation and re-use of industrial lands within this area?

B07-02

2. The current General Plan Map in Figure 3-3, page 3-19 of the DEIR compared to the proposed General Plan Map in Figure 3-4, page 3-20 shows conversion of property along Lemon Street south of Sonoma Blvd that is currently zoned “employment” to residential-primarily single family. Why is this proposed while there are several commercial businesses working in this area today, and more anticipated?

B07-03

3. The current General Plan Map in Figure 3-3, page 3-19 of the DEIR compared to the proposed General Plan Map in Figure 3-4, page 3-20 shows conversion of circa 2,000 feet of waterfront property in the area of the Sandy Beach community that is currently zoned “open space community park” to residential-primarily single family. What jurisdiction does the City of Vallejo General Plan have over this area? What is the purpose of the proposed change at a time when both waterfront open space and revenue for the community are priorities?

B07-04

4. The current General Plan Map in Figure 3-3, page 3-19 of the DEIR compared to the proposed General Plan Map in Figure 3-4, page 3-20 shows conversion of property between i-80 to the south and Jordan Avenue to the north that is currently zoned “open space community park” to residential-primarily single family. Why is this proposed while there are insufficient open spaces in this South Vallejo area today?

5. The three (3) Future Scenarios presented and approved by City Council in spring of 2015, including the Bay and River City Scenario all were compatible with the development of the General Mills site as an marine terminal and milling operation. It was proposed that these would be presented to the public to select one or a hybrid as the “Preferred Scenario”. However in the course of these September 2015 meetings, a new concept of a waterfront trail from CMA to downtown was introduced and subsequently became a part of the proposed “Preferred Scenario”. Why were significant new features added to the approved Future Scenarios? Who proposed the idea? When?
6. Is there attendance lists for the public meetings in September to review the Future Scenarios? Attendance list per table? Were GPWG members in attendance at multiple meetings to “nudge” participants in their preferred direction? Reviewing the handwritten documents several key phrases are frequently repeated that had not been mentioned in the previous 18 months.
7. The City of Vallejo adopted its Climate Action Plan (CAP) in March 2012 how will it be impacted by the proposed General Plan Update? Must this document be amended as a result?
8. The General Plan update references a change in course and change in scope of the San Francisco Bay Trail. Is that change subject to approval by the he Association of Bay Area Governments (ABAG)? Is the change subject to budgetary and feasibility review by the ABAG and/or the City of Vallejo? Is the proposed change subject to CEQA review for biological impacts?
9. Under the Employment Centers chapter of the proposed General Plan, Policies NBE-3.10, 11 and 12 fail to take into account the loss of general industrial land uses, and provide no actual policy or program to provide for job creation. The Draft EIR should quantify the loss of “Employment” acreage in this area. Ironically the
10. The WPDMP would allow approximately 1,250 new housing units and 562,000 square feet of mixed-use commercial, office, research and development (R&D)/light industrial, and developed recreation yet the General Plan DEIR notes impacts AES-3, AES-4 and AES-5 as less than significant. It seems that many new units must impact the aesthetics of the area significantly. What methodology was used? Was it quantified? What is the threshold of significance?
11. Under the Balanced Jobs/Housing Ratio Alternative, the City would vigorously pursue an economic development strategy focused on business attraction and workforce development in order to create a local balance of jobs and residents and reduce the daily out-commute from Vallejo by 2040. By what criteria was this alternative dismissed? Later in the existing document there are similar statements, but there is a definite lack of focus on job creation and economic development in the proposed General Plan update. Who determined we would not make job creation a priority in the General Plan and beyond?
12. In the Staff Report for the GPWG meeting of 13 January 2013, in the Opticos Design report, paragraph 1d. Prepare Administrative Draft General Plan Elements (RFP Task 2.5a) for Economic Development it was stated that BAE will prepare the Economic Development Element, building on their work on the current Economic Development Element and the recently-adopted Economic Development Strategy. A particular emphasis will be job creation, diversification, and supporting the growth of both existing and new employers. We will also focus on citywide retail strategies to recapture leaking sales, and identify locations for new retail development/redevelopment. BAE will also consult with its affiliate, David Greensfelder, to recommend approaches to market and promote available sites and attract new retailers. Was this done? How was the 2012 Economic Development Strategy utilized in the GPWG process? It

B07-05

B07-06

B07-07

B07-08

B07-09

B07-10

B07-11

B07-12

seems some of the noted deliverables are similar to what is now being assigned to the FUSE Fellow, are there work products that could be shared?

**B07-12
cont'd**

13. In the Staff Report for the GPWG meeting of 13 January 2013, in the Opticos Design report, paragraph Prepare Needed Technical and Economic Studies (RFP Sub-Task 2-4B) This task focuses on the specific technical studies that will most directly inform the updates to the General Plan land use map, goals and policies. a. Economics and Market Positioning BAE will draft an Existing Conditions memo summarizing the recent work from the Economic Development Strategy, along with other data describing the Vallejo economy to set the stage for policy development. BAE will summarize and enhance target industry information, including integration of existing workforce development information, as well as summarize active County economic development initiatives. BAE will interview up to 20 potential partners for Vallejo’s economic development, including Solano Fairgrounds, County Convention & Visitors Bureau, the Chamber of Commerce, universities and colleges, and leading manufacturers. Was this done? What business leaders were interviewed or consulted in the development of this General Plan update?

B07-13

14. Section Q-5 states that Implementation of the proposed Project would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin. And that under mitigation for these impact AQ-5: Implement Mitigation Measures AQ-2a through AQ-3a. that there are no additional mitigation measures available to mitigate these impacts. Wouldn’t selection of the Balanced Jobs/Housing Ratio Alternative substantially meet the project objectives yet significantly reduce multiple impacts associated with commuter traffic that result due to lack of local job creation with the original project proposal?

B07-14

15. Impact GEO-1A : The proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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” is noted as Less than Significant, was the impact of the significant increase in both population and population density with the WPDMP’s 1,250 new housing units professionally evaluated and determined less than significant in this area?

B07-15

16. Impact GHG-1 states that “While the proposed Project supports progress toward the long term-goals identified in Executive Order B-30-15 and Executive Order S-03-05, it cannot yet be demonstrated that Vallejo will achieve GHG emissions reductions that are consistent with a 60 percent reduction below 1990 levels by the year 2040 based on existing technologies and currently adopted policies and programs.” as LTS, but wouldn’t selection of the Balanced Jobs/Housing Ratio Alternative substantially meet the project objectives yet significantly reduce GHG impacts associated with commuter traffic that result due to lack of local job creation with the original project proposal?

B07-16

17. Impact HYDRO-10 states “The proposed project would not expose people or structures to a significant risk of inundation by seiche, tsunami, or mudflow” as LTS. Does this consider the Sandy Beach community which is in the sphere of influence of the City of Vallejo and this General Plan update?

B07-17

18. Impact LAND-2 states “The proposed Project would not 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

B07-18

the purpose of avoiding or mitigating an environmental effect.” as LTS, but were potential Bay Plan Amendments for changes in designations of marine-related industry on Mare Island and at the General Mills site considered? How about proposed changes in the San Francisco Bay Trail for both ABAG and CEQA impacts?

**B07-18
cont'd**

19. What impact does the “road diet” on Sonoma Blvd have on GHG emissions due to slower traffic and general traffic congestion? What impact on other pollutants are associated with this reduced speed of traffic?

B07-19

20. The approved version had South Mare Island zoned industrial. When and how was this changed?

B07-20

21. The General Plan addresses Alcohol and Tobacco selling establishments, what about MMDs and potential recreational marijuana selling establishments?

B07-21

22. POLICY CP-1.9 Secondhand Smoke. Limit exposure to secondhand smoke should include smoke and second hand smoke from marijuana which is listed as a carcinogen under California Prop 65.

B07-22

23. On page 3-30 of the General Plan document under DIVERSITY POLICY CP-5.4 It proposes promotion of diversity in the workplace, including equal opportunities for economically, physically, and socially disadvantaged people, yet the plan exclusively focuses on industry that excludes these portions of the population.

B07-23

24. On page 4-4 of the General Plan it notes VALLEJO’S KEY ECONOMIC ASSETS Vallejo has many attractive assets that it can use to expand its economy, create jobs, and restore fiscal health, namely the Strategic Location and Transportation Vallejo has a strategic location, with excellent road, rail, and water connections to the surrounding region, including links to San Francisco and Sacramento via Interstate 80, the world-renowned Napa Valley wine country by Highway 29, Marin, and Sonoma counties through Highway 37, and central Contra Costa County by Interstates 780/680. How does this plan utilize this advantage? How does it negate this advantage and to what end?

B07-24

25. The job forecast in Table 3-4 notes a 50% increase in jobs per capita, a very significant increase, yet the economic development details are significantly lacking in the General Plan, and many changes are counter to job creation. What is the source of these numbers? Can a re-evaluation be conducted?

B07-25

26. The job forecast in Table 3-4 notes there will be over 8,000 new jobs in manufacturing and trade, and 4x increase from today’s number, yet the area zoned for industry is being significantly reduced. How can this be reconciled in reality?

B07-26

27. Action CP-5.4B Promote diversity in the educational and training qualifications in local business development, including equal employment opportunities for people of different educational, vocational, and mental skill sets.

B07-27

28. On page 3-5 it is stated that the Mare Island Specific Plan (MISP) list 0 land in North Mare Island for heavy industrial. Yet it goes on to say... "The General Plan designates North Mare Island as industrial and consistent with the Vallejo City Council direction in January 2015 for the City to seek job-dense industrial uses, like advanced manufacturing and assembly uses." Is this a change in designation? How does the proposed Faraday Future use of the property match or differ?

B07-28

29. On page 3-2 the DEIR states that the City of Vallejo has a track use agreement with California Northern Railroad Company (CFNR), which operates a freight line through Vallejo that connects to the Union Pacific Railroad (UPRR) regional mainline and other shortlines in the region. Freight trains currently run infrequently in Vallejo, with one to two trains per month arriving at or departing from the Mare Island terminal as of April 2015.3. It is common understanding that train travel to Mare Island has been discontinued and the document should be revised to reflect this fact.

B07-29

30. In regard to Section 2.3.3 MITIGATION MONITORING, Public Resources Code Section 21081.6 requires that the lead agency adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081. Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR. The Mitigation Monitoring Program for the proposed Project will be completed as part of the Final EIR, the public should have a chance to review the proposed mitigation monitoring program as a part of this DEIR.

B07-30

31. Impact PARKS-2 states “The proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment” as LTS. Wouldn’t proposed changes in the Bay Trail potentially, or even necessarily, have a significant impact in this area?

B07-31

32. Impact POP-1 states, “The proposed Project would not 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)” as LTS, wouldn’t the proposed infill and live/work units along Sonoma Blvd in the Sonoma Blvd specific plan by definition significantly increase the population and population density in this area?

B07-32

33. The Draft EIR does not specifically address how similar developments might occur or be facilitated in other parts of the City of Vallejo. Do the proposed changes to the General Plan require that the Sonoma Blvd corridor be completed before other areas in the city can be proposed or serviced?

B07-33

And while I reserve the right to provide additional comments on the City’s Draft EIR after my review of the revised document, I wish to thank you, the City staff, consultant staff and community volunteers who have made contributions thus far.

Sincerely,

Dennis Yen

A P P E N D I X H

COMMENT LETTERS RECEIVED
DURING THE PUBLIC REVIEW
PERIOD

COMMENTS ON THE DRAFT EIR

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



July 26, 2016

Mark Hoffheimer
City of Vallejo
555 Santa Clara Street
Vallejo, CA 94590

Dear Mark:

Re: SCH 2014112035 Vallejo (SOLANO) Vallejo General Plan Update - DEIR

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Branch (RCEB) has received the *Draft Environment Impact Report (DEIR)* from the State Clearinghouse for the proposed City of Vallejo (City) Vallejo General Plan Update project.

According to the DEIR, the project area includes active railroad tracks. RCEB recommends that the City add language to the Vallejo General Plan Update so that any future development adjacent to or near the rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes, and continuous vandal resistant fencing or other appropriate barriers to prevent trespassers onto the railroad ROW.

A01-01

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

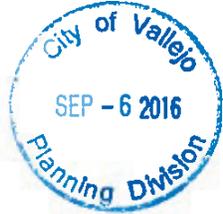
Sincerely,

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings and Engineering Branch
Safety and Enforcement Division

C: State Clearinghouse

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



Serious Drought.
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September 2, 2016

04-SOL-2016-00004
SOLGEN099
SCH# 2014112035

Mr. Mark Hoffheimer
Senior Planner
City of Vallejo
Planning Division
555 Santa Clara Street
Vallejo, CA 94590

Dear Mr. Hoffheimer:

**Propel Vallejo: Vallejo General Plan Update and Sonoma Boulevard Specific Plan
Draft Environmental Impact Report**

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above.

The following comments are based on the July 25, 2016 Draft Environmental Impact Report for the *Propel Vallejo: General Plan Update and Sonoma Boulevard Specific Plan*. Our Notice of Preparation Letter dated December 18, 2014, our Propel Vallejo General Plan 2035 – Administrative Draft letter dated April 22, 2016, and our Propel Vallejo General Plan 2035 – Administrative Draft letter dated May 13, 2016 are incorporated by reference.

A02-01

Cultural Resources

Mitigation Measures “CUL-1a” and “CUL-1b” are listed on page 4.4-16 but are not listed in the mitigation table.

For Mitigation Measure Cult-2, page 4.4-19, Caltrans recommends the first bulleted paragraph be reworded. The Northwest Information Center (NWIC) does not provide recommendations about whether a survey is needed or not. An archaeologist should be hired to interpret the NWIC information, especially given the high sensitivity for archaeology within the Vallejo region.

A02-02

For Mitigation Cult-4, page 4.4-20, a standard human remains clause should be included: “If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and

A02-03

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

Mr. Mark Hoffheimer/City of Vallejo
September 2, 2016
Page 2

the County Coroner will be contacted. Pursuant to California PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most Likely Descendent (MLD). At that time, the person who discovered the remains will contact the project contact person, who will work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.” Mitigation Measure Cult-2 – within the State Right-of-Way, an archaeological study will most likely have to take place before an encroachment permit will be issued.

A02-03
cont'd

Within the Vallejo General Plan area, there are known archaeological sites and highly sensitive areas for archaeology within the State Right of Way. Future projects will require an environmental document which must include documentation of a current archaeological record search from the NWIC of the California Historical Resources Information System if construction activities are proposed within State ROW. Current record searches must be no more than five years old. The Department requires the records search and a cultural resource study by a qualified, professional archaeologist, to ensure compliance with CEQA, Section 5024.5 of the California Public Resources Code and Volume 2 of Caltrans’ Standard Environmental Reference (<http://ser.dot.ca.gov>).

A02-04

These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in State ROW; these requirements also apply to NEPA documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW.

A02-05

Vehicle Trip Reduction

The Project would provide bike lanes along State Route 29 (Sonoma Boulevard). We recommend coordinating with Caltrans to study the feasibility of Class IV separated bikeways, which use vertical element to separate bicyclists from motor vehicle traffic. Transition between a Class IV and a Class II bicycle lane can occur where necessary. See Caltrans’ Design Information Bulletin 89 for guidance: <http://www.dot.ca.gov/hq/oppd/dib/dib89.pdf>

A02-06

Caltrans supports a reduction in vehicle miles traveled (VMT). When considering project alternatives we recommend that reduction in VMT and impacts to the State Highway System continue to be included as selection criteria.

A02-07

Please analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Please describe any pedestrian and bicycle mitigation measures and safety countermeasures that would therefore be needed as a means of maintaining and improving access to transit facilities and reducing traffic impacts on the State Highway System.

A02-08

Mr. Mark Hoffheimer/City of Vallejo
September 2, 2016
Page 3

Please feel free to call or email Becky Frank at (510) 286-5536 or becky.frank@dot.ca.gov with any questions regarding this letter.

A02-08
cont'd

Sincerely,



PATRICIA MAURICE
Acting District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



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September 8, 2016

04-SOL-2016-00004
SOLGEN099
SCH# 2014112035

Mr. Mark Hoffheimer
Senior Planner
City of Vallejo
Planning Division
555 Santa Clara Street
Vallejo, CA 94590

Dear Mr. Hoffheimer:

**Propel Vallejo: Vallejo General Plan Update and Sonoma Boulevard Specific Plan
Draft Environmental Impact Report**

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above.

The following additional comments are based on the July 25, 2016 Draft Environmental Impact Report for the *Propel Vallejo: General Plan Update and Sonoma Boulevard Specific Plan*. Our letters dated December 18, 2014, April 22, 2016, May 13, 2016, and September 2, 2016 are incorporated by reference.

Vehicle Trip Reduction

Please provide a source for the volume figures in section 4.14.2.1—Roadway Network.

Please discuss compliance with the 2015 Solano County Congestion Management Program.

A03-01

A03-02

Mr. Mark Hoffheimer/City of Vallejo
September 8, 2016
Page 2

Projects should be conditioned to make fair share contributions to the Solano County projects in the Plan Bay Area 2040 Draft Transportation Project List dated September 2, 2016 that support Priority Development Areas (PDA) in the City of Vallejo including:

- Access and Mobility Program (RTPID 17-08-0001)
- Bicycle and Pedestrian Program (RTPID 17-08-0002)
- Multimodal Streetscape (RTPID 17-08-005)
- PDA Planning (RTPID 17-08-0006)
- Roadway Operations (RTPID 17-08-008)
- Improve interchanges and widen roadways serving Solano County Fairgrounds including Redwood Parkway (RTPID 17-08-0010)
- Solano Managed Lanes Improvement Plan (RTPID 17-08-0015)
- Vallejo Station Parking Structure Phase B (RTPID 17-08-0016)

A03-03

Please feel free to call or email Becky Frank at (510) 286-5536 or becky.frank@dot.ca.gov with any questions regarding this letter.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse



August 9, 2016

Andrea Ouse, AICP
Community and Economic Development Director
City of Vallejo
555 Santa Clara Street
Vallejo, CA 94590 Sent to: andrea.ouse@cityofvallejo.net

SUBJECT: Draft General Plan (GP), Draft Sonoma Boulevard Specific Plan (SBSP), and Draft Environmental Impact Report (EIR), SCH #2014112035

Dear Ms. Ouse:

Thank you for the opportunity to provide this initial request regarding the Draft EIR prepared for Propel Vallejo Project. This project consists of a proposed draft update to the Vallejo General Plan, a new set of Guiding Principles, a new Draft Sonoma Boulevard Specific Plan, and proposed amendments to the Vallejo Zoning Ordinance. This request has been prepared on behalf of Vallejo Marine Terminal, LLC (“VMT”) and Orcem California, Inc. (“Orcem”), applicants for approval of Major Use Permits on property located at 790-800 Derr Avenue in the City of Vallejo. As you know, the VMT and Orcem applications are currently undergoing review, the Draft EIR for these applications was published on September 3, 2015 (SCH #2014052057), and the Final EIR for these applications is currently nearing completion under direction of the City of Vallejo as lead agency.

The draft General Plan Update and corresponding DEIR analysis and related materials introduce a wide range of new information applicable to the VMT and Orcem sites. Included among these City-sponsored project changes are policies and implementing programs which could affect both the VMT and Orcem sites, as well as any future uses of the sites and surrounding properties. Because of the complexity of issues raised by this City-sponsored project, including its broader implications for potential local, regional and state-wide environmental impacts, it is requested that the public comment period on the DEIR be extended from the minimum 45 days (ending on 9/07/16) to 60 days (ending on 9/22/16), as provided for in CEQA Guidelines Sections 15105a and 15105c. This requested extension of the public comment period is consistent with the 60-day comment period which the City adopted for public review of the Orcem/VMT DEIR.

B01-01

Thank you for the opportunity to provide these initial comments. We reserve the right to provide additional technical comments on the City’s project prior to expiration of the extended public comment period.

Sincerely,

Richard T. Loewke, AICP

Cc: Steve Bryan, Orcem California
Matthew Fettig, Vallejo Marine Terminal

Mark Hoffheimer

From: Mark Hoffheimer
Sent: Wednesday, September 07, 2016 7:36 PM
To: Annette Taylor; Paul.White@kiewit.com
Cc: Andrea Ouse; Dina Tasini
Subject: RE: Vallejo and Kiewit

Hi Paul –

Per your email below, please look at the following pages in the Draft General Plan (<http://propelvallejo.com/draft-general-plan-and-eir-available-for-review/>):

- Page 2-17 is the Draft Land Use Map
- Page 2-21 describes the land use designation for Industrial

Please contact me if you have any further questions.

Regards,
Mark

Mark Hoffheimer, AICP
Senior Planner
City of Vallejo | Planning Division
555 Santa Clara Street, Vallejo, CA 94590
(707) 645-2610 | Mark.Hoffheimer@cityofvallejo.net



Note – this is my NEW email address. Please update your address book. Thank you!

From: Annette Taylor
Sent: Friday, September 02, 2016 2:45 PM
To: Paul.White@kiewit.com; Mark Hoffheimer <Mark.Hoffheimer@cityofvallejo.net>
Cc: Andrea Ouse <Andrea.Ouse@cityofvallejo.net>; Dina Tasini <Dina.Tasini@cityofvallejo.net>
Subject: RE: Vallejo and Kiewit

B02-01

Paul - It's good hearing from you and thanks for reviewing the Propel Vallejo General Plan Update 2040 and the DEIR. We appreciate your review and questions. I am copying Mark Hoffheimer, Senior Planner, who managed the Propel Vallejo process for the city. Mark will be able to respond to your questions.

Coastal Clean-Up Day is Saturday, September 17, 2016; <http://solanoopenspace.org/events.asp>

Mark – Paul White, Vice President, Kiewit Corporation, has a question regarding the zoning of the property they are leasing from the city. Their address is 96 Solano Avenue. Please respond to Paul's inquiry at your earliest convenience. Thanks.

Annette

From: Paul.White@kiewit.com [<mailto:Paul.White@kiewit.com>]
Sent: Friday, September 02, 2016 1:02 PM
To: Annette Taylor <Annette.Taylor@cityofvallejo.net>
Subject: Vallejo and Kiewit

Hello Annette:

As you recall, we got a chance to meet during your visit to our Vallejo leased property on May 24, 2016. You were joined by Councilmember Pippin Dew-Costa for the visit.

I have a couple of things for you today.

First, I have been on the city website to review Propel Vallejo General Plan Update 2040. I also started to look through the draft EIR. I am not sure that I am navigating the site very well as I don't see hardly anything specific about our property. A map shows it as purple which translates to industrial zoning. Of course, I understand that a general plan update is an overarching document that will provide roadmap for the city for years to come but it remains important that the Kiewit land leased from the city remains industrial. Can you confirm that this is the case or direct me as to which parts of the documents discuss industrial uses and zoning along the east side of the Mare Island Strait?

Second, while navigating, I thought I saw something about a city led coastal clean-up day. I looked again and couldn't find it. I think I remember that it was sometime in September. Can you let me know where I might find this information?

Thanks. Have a nice weekend.

Paul White
Vice President, Real Estate
Kiewit Corporation
Phone (402) 271-2809
Fax (402) 271-2830
paul.white@kiewit.com

**B02-01
cont'd**

B02-02

Mark Hoffheimer

From: Tony Adams <Tony@MeetingSupport.com>
Sent: Tuesday, September 06, 2016 8:37 PM
To: Mark Hoffheimer
Subject: Draft General Plan - Comment

Mark,

The following are my comments on the Draft General Plan, Draft Sonoma Blvd Specific Plan, and Draft EIR. My comments may apply to various parts of these documents.

1.5 AREAS OF CONCERN (General Plan), AESTHETICS (EIR AES-3)

The proposed Project will substantially degrade the existing visual character or quality of the site and its surroundings.

An additional area of concern is “Waterfront Land Use in South Vallejo”.

This specifically applies to the city-owned property currently leased by Kiewit Construction Company which consist of approximately thirty-two acres along the South Vallejo waterfront. This property has been given improper preferential treatment by the city which is inconsistent with generally accepted practice for all properties that are subject to future rezoning to conform with the policies and goals of the general plan’s preferred scenario. The preferred scenario calls for public access to the entire waterfront with parks, trails water access and other non-heavy-industrial maritime business uses along the waterfront.

The riverfront property in question has been improperly excluded from rezoning consideration solely because it is City-owned land currently being leased by the City, whereas other privately-owned properties where there is no current land use application ARE subject to rezoning. The property leased to Kiewit has no application currently under consideration and therefore should not have been excluded from rezoning which would result in non-conforming status that would not conflict or interfere with current uses.

All properties with a land use currently inconsistent with the new general plan should be treated equally. The City has no legal authority to grant special privilege to itself by insisting the leased property is somehow granted an exemption from rezoning simply because it owns the property and it is being leased. All property, including city owned property, should legally be subject to rezoning consistent with the River and Bay City preferred scenario which would result in a non-conforming designation that would allow existing land uses to remain in place without interfering with those existing uses.

By excluding the Kiewit leased property from rezoning to light industrial and business use, this city-owned property will not conform to the objectives of the general plan, not until the lease expires in the year 2050. There is no legal foundation, privilege or authority allowing this thirty-two acres of prime riverfront property to be given preferential consideration by excluding it from current rezoning considerations.

This city-owned property should be treated no differently than any other property in the area. The waterfront property leased by Kiewit is currently an extreme eyesore in Vallejo, a major blemish to Vallejo’s image, and a major obstacle to the realization of the general plan, it guiding principles and the preferred scenario.

Tony Adams

B03-01

MeetingSupport.com +1 (415) 867-9157
335 Seaport Drive, Vallejo, CA 94590
Making Shared Visions a Driving Force

Stephen M. Bryan
Orcem Americas
steve@orcem.com

September 7, 2016

Mark Hoffheimer, Senior Planner
City of Vallejo Planning Division
555 Santa Clara Street
Vallejo, CA 94590
Email: mhoffheimer@ci.vallejo.ca.us

**RE: Draft General Plan (GP), Draft Sonoma Boulevard Specific Plan (SBSP), and
Draft Environmental Impact Report (EIR), SCH #2014112035**

Dear Mr. Hoffheimer:

Thank you for the opportunity to provide these initial comments on the Draft EIR prepared for City of Vallejo’s proposed update to its General Plan, the proposed “Guiding Principles”, the proposed Draft Sonoma Boulevard Specific Plan, and the proposed amendments to the Vallejo Zoning Ordinance.

The posted video of the 26-Oct-2015 Vallejo General Plan Working Group Meeting ends at 1:38:09 , yet the official minutes of the meeting indicate the meeting was from 6:30p to 8:50p, approximately 2:20:00 induration, meaning the meeting video missed 22-42 minutes of the discussion. Of specific concern is that a prolonged discussion of over 10 minutes involving Brendan Riley, Cynthia Ripley and Anne Carr along with City Staff member Andrea Ouse immediately preceeded the cut-off in the recording and included statements that the Orcem/VMT project was “too dangerous” and “unhealthy”, and there were requests for a moratorium on projects, “slowing down the process”, “may not be legal, but” and “how to make our (General Plan update) process more prevailing than the San Francisco Bay Plan”. It was a very unfortunate time for the video tape recording to be cut short to say the least.

Additionally the video recording of the beginning of the very next Vallejo General Plan Working Group Meeting on 9-Nov-2015 also had a significant gap in the recorded documentation.

You had indicated in email correspondence with me on 21 January 2015 that there was a technical difficulty that caused these failure to record the discussions of the GPWG meeting.

Four days after our exchange of emails expressing my concern over the lack of video recorded documentation of the discussions of these two meetings, there was another GPWG meeting on 25-Jan-2016. On February 3, 2016 I wrote to you by email to see when the video of this GPWG meeting would be posted. You responded the same day that, “there is no video of this meeting. There is no Staff Report for this meeting, just an Agenda. Tony Adams, chair of the GPWG, called and ran the meeting.”

Due to the significant changes being done on the Preferred Scenario it is important that these meetings be documented for the record. I request, as I did then that staff attempt to recall the discussion and document the proceedings from personal and professional notes and recollection.

Thank you for the opportunity to provide these initial comments. I reserve the right to provide additional comments on the City’s Draft EIR after my review of the revised document.

Sincerely,

Stephen M. Bryan

B04-01

Mike Coakley
1576 Vervais St.
Vallejo, CA 94590
(707) 644-0131

September 7, 2016

Mark Hoffheimer, Senior Planner
City of Vallejo Planning Division
555 Santa Clara Street
Vallejo, CA 94590
Email: Mark.Hoffheimer@cityofvallejo.net

RE: Draft General Plan (GP), Draft Sonoma Boulevard Specific Plan (SBSB), and Draft Environmental Impact Report (EIR), SCH #2014112035

Dear Mr. Hoffheimer:

Thank you for the opportunity to provide these initial comments on the Draft EIR prepared for City of Vallejo’s proposed update to its General Plan, the proposed “Guiding Principles”, the proposed Draft Sonoma Boulevard Specific Plan, and the proposed amendments to the Vallejo Zoning Ordinance.

I am a 70-year resident of Vallejo, a former business owner and supporter of economic development in Vallejo. I wish to express my concerns with the inadequacy of the Draft EIR and pose some questions regarding its direction.

- 1. General Plan Map PF-4 identifies the “South Vallejo Opportunity Area” as including property between I-80, Curtola Parkway, Solano Avenue and the Mare Island Strait. What is the purpose of this Opportunity Area? How does the Draft EIR analyze employment changes within this Opportunity Area? Why are there no stated policies in the General Plan concerning economic development, job creation and re-use of industrial lands within this area?
- 2. Page 2-12 states that in the “South of Downtown” area, the General Plan seeks to “strengthen the existing employment cluster” through a “transition to fewer heavy industrial uses over time”. Why does this policy not address those “general industrial” uses which are currently allowed, existing or planned within this area?
- 3. What is the difference between “heavy”, “general” and “business/light” industrial uses? Would new general industrial uses provide higher salaries and a greater number of jobs than the commercial and warehousing uses called for in the general plan and analyzed in the Draft EIR?
- 4. The Draft EIR does not address the conflict between the stated goal of the General Plan on Page 2-15 to “Expand the already successful employment between Sonoma Boulevard and Curtola Parkway” and the Land Use Map’s designation of “Business/Light Industrial” uses within this area. What effect will replacement of the current General Plan’s “Employment” uses with the proposed “Business/Light Industrial” uses have? Will these commercial and warehouse land uses provide living wage jobs?

B05-01

B05-02

B05-03

B05-04

5. How will the proposed change from “Employment” uses to “Business/Light Industrial” uses in the area south of the Downtown address the deferred maintenance which exists along the arterial roadways in this area, such as Lemon Street and Sonoma Boulevard?

B05-05

6. The General Plan’s Cultural and Historic Resources chapter includes policy NBE-1.9 which includes an action to “*ensure that cultural resources are not impacted*” by new development and reuse of existing facilities. The Draft EIR fails to address how implementation of this policy could block economically feasible reuse of existing buildings, such as the old General Mills buildings. The Draft EIR also fails to address the long-term effects with implementation of this policy on deterioration of buildings, roadways, rail lines and infrastructure, and the resulting external effects on depressing the economic vitality and of surrounding properties, including neighborhoods and other industrial lands. The Draft EIR should be revised and recirculated to address the significant environmental effects of such resulting blight on the area surrounding the existing General Mills site.

B05-06

7. General Plan Policy NBE-2.7 calls upon the City to “*match the levels of employment and housing locally*”. However, the Draft EIR fails to specifically correlate the proposed changes in land use policy calling for replacement of “Employment” uses south of the Downtown with “Business/Light Industry” uses. The Draft EIR should examine the significant loss of future living wage employment caused by this change in land use policy which would replace general industrial uses with retail and warehousing uses.

B05-07

8. Under the Employment Centers chapter of the proposed General Plan, Policies NBE-3.10, 11 and 12 fail to take into account the loss of general industrial land uses, and provide no actual policy or program to provide for job creation. The Draft EIR should quantify the loss of “Employment” acreage in this area, and correlate the proposed change to “Business/Light Industry” with significant effects on the local economy, regional economy, and continuing deterioration of roadways, infrastructure and employment.

B05-08

9. The proposed General Plan would replace the current “Employment” land use designation on the Vallejo Marine Terminal site, and other properties to the north which now have shipping access to Mare Island Strait, with a new land use designations of “Business/Light Industrial” and “Pending Development Application”. The Draft EIR does not disclose the land uses which will be permitted in the event that the “Pending Development Applications” are not approved.

B05-09

10. The Draft EIR fails to address the significant and unavoidable conflict with the San Francisco Bay Plan of replacing “Employment” uses along the Mare Island Strait, as proposed in the revisions to the General Plan with “Business/Light Industrial” uses. What effect will these changes have on the City’s ability to accommodate deep-water shipping and water-related industrial uses as called for specifically the Bay Plan’s “*Water Related Industry*” designation?

B05-10

11. The Draft EIR fails to address the proposed General Plan’s inconsistency with the Bay Plan’s “Major Conclusion” that “*shoreline areas suitable for priority uses*” including “*ports and water-related industry*”... “*exist only in limited amount, and should be reserved for these purposes*”. As noted above, the VMT Site and adjoining properties are currently designated as “Water-Related Industry” on the Bay Plan. The proposed General Plan amendment could without question preclude such water-related (general) industrial uses on these properties. The Draft EIR fails to address this significant and unavoidable environmental effect, and specifically fails to consider the resulting damage caused to the overall economy and sustainability of the San Francisco Bay Area.

B05-11

12. The San Francisco Bay Plan includes policies calling for: (1) Developing Maritime Ports around the Bay; (2) Deepening Shipping Channels at key locations to accommodate “*marine terminal activity*”; and (3) Developing and Preserving Land for Water-Related Industry. Major Plan Proposal 3 states that: “*Waterfront land now used by industries that require access to deep water shipping should be continued in this use, and sufficient additional waterfront acreage should be reserved for future water-related industry.*” The Draft EIR fails to disclose this pertinent information, and fails to consider the environmental consequences of the City’s proposal to eliminate marine terminal activity, deep water shipping and water-related industry on the VMT Site and the adjoining properties now designated “Employment” in the Vallejo General Plan.

B05-12

13. In its guidance for “*Developing the Bay and Shoreline to Their Highest Potential*”, the Bay Plan designates “*Priority Use Ares*” to accommodate water-oriented land uses on the shoreline, including “*Water-Related Industries*”. One such Water-Related Industrial Priority Area is the southerly Vallejo waterfront, including the VMT Site and adjoining properties now designated as “Employment” by the City. The Draft EIR fails to disclose and analyze the significant effect of the proposed General Plan amendment and related zoning changes creating a conflict with San Francisco Bay Plan policies for Priority Use Areas.

B05-13

14. The City’s General Plan Draft EIR fails to consider or analyze the following additional significant and unavoidable impacts resulting from conflicting with the adopted San Francisco Bay Plan’s “*Findings and Policies Concerning Water-Related Industry on the Bay*”:

a) The Bay Plan states that “*The navigable, deep water sites around the Bay are a unique and limited resource and should be protected for uses requiring deep draft ship terminals, such as water-related industries and ports.*” The proposed General Plan and zoning amendments have not been analyzed in the Draft EIR to consider their significant effects on this status of “*unique and limited resources*”.

b) The Bay Plan states that “*Expansion of water-related industry can be accommodated at existing water-related industries. Because waterfrontage with access to navigable, deep water is scarce in the Bay Area, existing and future water-related industrial sites must be efficiently planned and managed.*” The proposed General Plan and zoning amendments have not been analyzed in the Draft EIR to consider their significant effects on precluding the needed expansion of water-related industry on these affected properties.

B05-14

c) The Bay Plan states that “*Sites designated for both water-related industry and port uses in the Bay Plan should be reserved for those industries and port uses that require navigable, deep water for receiving materials or shipping products by water in order to gain a significant transportation cost advantage.*” The Draft EIR has failed to disclose or analyze the significant direct and indirect effects of failure under the proposed General Plan and zoning amendments to reserve these affected sites for “*port uses that require navigable, deep water for receiving materials or shipping products by water in order to gain a significant transportation cost advantage.*”

15. A secondary effect of the proposed General Plan amendment and related zoning changes is to displace accommodation of critically needed marine terminal activity, deep water shipping and water-related industry uses from the VMT Site and adjoining properties to some other more environmentally sensitive location which has not yet been evaluated in the BCDC-approved San Francisco Bay Plan or the San Francisco Bay Seaport Plan. As has been articulated previously

B05-15

by staff at BCDC, it is the responsibility under both CEQA and NEPA for the City to evaluate the displacement of these priority uses as part of its current environmental analysis.

**B05-15
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16. BCDC is a Responsible Agency under CEQA for the Vallejo General Plan Update, and has previously advised that: *“Any direct or indirect effects on San Francisco Bay which conflict with the Bay Plan, would need to be addressed in the City’s EIR/EIS.”* However, the City’s Draft EIR fails to address this key issue.

B05-16

17. As called for under CEQA, early consultation with responsible agencies such as BCDC is required, in order to consider and avoid if possible any local General Plan or zoning changes which would conflict with the Bay Plan or impede a Water-Related Industry use on the VMT Site and adjoining properties. The Draft EIR fails to demonstrate that such consultation and full consideration of both direct and indirect long-term effects has taken place.

B05-17

18. Because the proposed General Plan and zoning amendments would preclude a water-related industrial use on the VMT Site and adjoining properties, a formal amendment to the San Francisco Bay Plan would be required. The Draft EIR fails to disclose this unavoidable requirement which is directly linked to the proposed General Plan and zoning changes.

B05-18

19. As part of the expanded environmental analysis, the City’s Draft EIR must be revised, expanded, and recirculated to include the following:

- a) Updating of the 30-year old quantitative analysis in the Seaport Plan, and the resulting implications for the Region’s economy.
- b) Performing an Alternatives Analysis to examine other potential sites in Vallejo (or close by), suitable as a replacement for the former General Mills (now VMT) Water-Related Industry Site.
- c) Consideration of the Bay fill and dredging impacts associated with converting an alternative non-deep water access site to accommodate deep-draft ocean-going vessels.
- d) Consideration of the Bay fill and dredging impacts associated with converting an alternative non-deep water access site to accommodate deep-draft ocean-going vessels.

B05-19

20. The City has not yet prepared an environmental document as required under the National Environmental Policy Act (NEPA) to consider the environmental effects of precluding accommodation of those marine terminal activities, deep water shipping and water-related industries now called for on the VMT Site and adjoining properties under the San Francisco Bay Plan and Seaport Plan. The City’s Draft EIR must therefore be revised, expanded, and recirculated to include consideration of NEPA-mandated issues. In addition, those State and Federal agencies with jurisdiction or responsible agency status under NEPA for the San Francisco Bay Plan and the Seaport Plan must be consulted for input as part of a revised Notice of Preparation.

B05-20

21. Draft EIR Chapter 4.9, on page 4.9-14 categorically and without thoughtful analysis concludes that the proposed General Plan and zoning amendments would not *“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.”* However, the discussion on page 4.9-17 under “Bay Plan” fails to even address the significant conflicts

B05-21

resulting from amending (either now or in the future) the land use and zoning on the VMT Site and adjoining properties to preclude priority water-related industrial, deep-water shipping, and port uses. The Draft EIR must therefore be revised and recirculated to address the significant and unavoidable effects of eliminating feasibility of these Bay Plan and Seaport Plan priority uses, either immediately or through subsequent removal of the “Pending Development Application” spot-designation.

**B05-21
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22. The Draft EIR does not specifically address how similar developments might occur or be facilitated in other parts of the City of Vallejo. Do the proposed changes to the General Plan require that the Sonoma Blvd corridor be completed before other areas in the city can be serviced?

B05-22

I appreciate the opportunity to provide offer my feedback, and I reserve the right to provide additional comments on the City’s Draft EIR after a review of the resulting document.

Sincerely,

Mike Coakley

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
GENERAL PLAN UPDATE AND SONOMA BOULEVARD SPECIFIC PLAN

(Comments from Patricia Gatz)

Project Description, Page 3-31, First Paragraph

“The additional housing would be accommodated by redevelopment of several surface parking lots on York and Virginia Streets, redevelopment along Georgia Street”...

- Comment: Which section of Georgia Street would be redeveloped? Central Georgia Street contains a number of architecturally historical buildings and redevelopment in that area should protect that historical character. Also, going east on Georgia there are many architecturally historical houses. Please provide information on where the area is on Georgia Street that would be redeveloped.

B06-01

Biological Resources, Page 4.3-31

NBE 1.1C Pursue habitat enhancement at South White Slough through mitigation banking whereby developers acquire and enhance property to offset environmental impacts on other sites before dedicating it to a sponsoring agency.

- Comment : Any monies generated through mitigation banking of land at South White Slough should be used solely for habitat restoration at White Slough by creating a special fund for that purpose and not be put into the General Fund.

B06-02

NBE 1.1D Support the GVRD in establishing a mitigation bank at River Park

- Comment: Any monies generated through mitigation banking of land at River Park should be used solely for implementation of the River Park Master Plan and restoration of wetlands and wildlife habitat at River Park by creating a special fund for that purpose and not be put into the General Fund.

B06-03

CHAPTER 3—COMMUNITY AND PEOPLE

Page 3-4--POLICY CP1.2

Action CP-1.2A Work with Community Garden Programs, Vallejo City Unified School District(VCUSD) Solano Community College, residents and other local advocates to establish a network of community gardens as sources of fresh produce, education and school cohesion.

- Comment: Mention/Include Loma Vista Farm, adjacent to Loma Vista Elementary School, and its programs and events to introduce children to vegetable gardening and farm animals. Loma Vista Farm is visited by many school children from Bay area schools and communities yearly.

B06-04

Pages 3-6, 7 Action CP 1.7B Support efforts by stewardship agencies to preserve wetland and open space areas

- Comment : GVRD should Implement the River Park Master Plan to restore, preserve and enhance wetlands and open space areas at River Park. Any problems with implementing the River Park Master Plan should be addressed and corrected.

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
GENERAL PLAN UPDATE AND SONOMA BOULEVARD SPECIFIC PLAN

(Comments from Patricia Gatz) Page Two

Action CP 1.71 Continue to implement green infrastructure practices that draw upon natural processes to address storm water drainage and flood control

- Comment: Utilize River Park open space and wetland areas to create erosion control for storm water drainage and flood control

B06-04
cont'd

3-27 Action CP-4.1B Provide regular opportunities for neighborhood and community organizations to communicate local priorities and concerns to the City

- Comment : Provide for City of Vallejo staff support to neighborhood associations similar to Sacramento’s Neighborhood Association Division in its Parks and Recreation Department.

CHAPTER 4—NATURE AND BUILT ENVIRONMENT

Page 4-3 Action NBE 1.1A Cooperate with federal, state, and local regulatory and stewardship agencies to promote the restoration and long term sustainability of local natural resources

- Comment: Coordinate with US Fish and Game (San Pablo Bay National Wildlife Refuge), Coastal Conservancy, Audubon Society etc. to provide funding and support to implement the River Park Master Plan to restore wetlands and wildlife habitat at River Park. . Any problems with implementing the River Park Master Plan should be addressed and corrected.

B06-05

4.4.4 Cumulative Impacts

Page 4.4.-23, First Paragraph, Fourth sentence

“For example, while the loss of a single historic building may not be significant to the character of a neighborhood or streetscape, continued loss of such resource on a project by project basis could constitute a significant cumulative effect.”

- Comment : **This sentence should be removed.** It diminishes the valuation of historical buildings for determining development impacts. Due to past redevelopment activities, the City of Vallejo lost a magnificent Carnegie Library and Julia Morgan designed YWCA building. That was an architectural crime. The historic buildings remaining in Vallejo should be valued and preserved.

B06-06

Dennis Yen
232 Texas Street
Vallejo, CA 94590

September 7, 2016

Mark Hoffheimer, Senior Planner
City of Vallejo Planning Division
555 Santa Clara Street
Vallejo, CA 94590
Email: Mark.Hoffheimer@cityofvallejo.net

**RE: General Plan Draft Sonoma Boulevard Specific Plan (SBSP)
Draft Environmental Impact Report**

Dear Mr. Hoffheimer:

Thank you for my comments on the Draft EIR prepared for City of Vallejo’s proposed update to its General Plan, the proposed “Guiding Principles”, the proposed Draft Sonoma Boulevard Specific Plan, and the proposed amendments to the Vallejo Zoning Ordinance.

I am a 70-year resident of Vallejo, a former business owner and supporter of economic development in Vallejo. I wish to express my concerns with the inadequacy of the Draft EIR and pose some questions regarding its direction.

B07-01

1. General Plan Map in Figure 3-2, page 3-11 of the DEIR identifies the “South Vallejo Opportunity Area” as including property between I-80, Curtola Parkway, Solano Avenue and the Mare Island Strait. Why are there no stated policies in the General Plan concerning economic development, job creation and re-use of industrial lands within this area?

B07-02

2. The current General Plan Map in Figure 3-3, page 3-19 of the DEIR compared to the proposed General Plan Map in Figure 3-4, page 3-20 shows conversion of property along Lemon Street south of Sonoma Blvd that is currently zoned “employment” to residential-primarily single family. Why is this proposed while there are several commercial businesses working in this area today, and more anticipated?

B07-03

3. The current General Plan Map in Figure 3-3, page 3-19 of the DEIR compared to the proposed General Plan Map in Figure 3-4, page 3-20 shows conversion of circa 2,000 feet of waterfront property in the area of the Sandy Beach community that is currently zoned “open space community park” to residential-primarily single family. What jurisdiction does the City of Vallejo General Plan have over this area? What is the purpose of the proposed change at a time when both waterfront open space and revenue for the community are priorities?

B07-04

4. The current General Plan Map in Figure 3-3, page 3-19 of the DEIR compared to the proposed General Plan Map in Figure 3-4, page 3-20 shows conversion of property between i-80 to the south and Jordan Avenue to the north that is currently zoned “open space community park” to residential-primarily single family. Why is this proposed while there are insufficient open spaces in this South Vallejo area today?

5. The three (3) Future Scenarios presented and approved by City Council in spring of 2015, including the Bay and River City Scenario all were compatible with the development of the General Mills site as an marine terminal and milling operation. It was proposed that these would be presented to the public to select one or a hybrid as the “Preferred Scenario”. However in the course of these September 2015 meetings, a new concept of a waterfront trail from CMA to downtown was introduced and subsequently became a part of the proposed “Preferred Scenario”. Why were significant new features added to the approved Future Scenarios? Who proposed the idea? When?
6. Is there attendance lists for the public meetings in September to review the Future Scenarios? Attendance list per table? Were GPWG members in attendance at multiple meetings to “nudge” participants in their preferred direction? Reviewing the handwritten documents several key phrases are frequently repeated that had not been mentioned in the previous 18 months.
7. The City of Vallejo adopted its Climate Action Plan (CAP) in March 2012 how will it be impacted by the proposed General Plan Update? Must this document be amended as a result?
8. The General Plan update references a change in course and change in scope of the San Francisco Bay Trail. Is that change subject to approval by the he Association of Bay Area Governments (ABAG)? Is the change subject to budgetary and feasibility review by the ABAG and/or the City of Vallejo? Is the proposed change subject to CEQA review for biological impacts?
9. Under the Employment Centers chapter of the proposed General Plan, Policies NBE-3.10, 11 and 12 fail to take into account the loss of general industrial land uses, and provide no actual policy or program to provide for job creation. The Draft EIR should quantify the loss of “Employment” acreage in this area. Ironically the
10. The WPDMP would allow approximately 1,250 new housing units and 562,000 square feet of mixed-use commercial, office, research and development (R&D)/light industrial, and developed recreation yet the General Plan DEIR notes impacts AES-3, AES-4 and AES-5 as less than significant. It seems that many new units must impact the aesthetics of the area significantly. What methodology was used? Was it quantified? What is the threshold of significance?
11. Under the Balanced Jobs/Housing Ratio Alternative, the City would vigorously pursue an economic development strategy focused on business attraction and workforce development in order to create a local balance of jobs and residents and reduce the daily out-commute from Vallejo by 2040. By what criteria was this alternative dismissed? Later in the existing document there are similar statements, but there is a definite lack of focus on job creation and economic development in the proposed General Plan update. Who determined we would not make job creation a priority in the General Plan and beyond?
12. In the Staff Report for the GPWG meeting of 13 January 2013, in the Opticos Design report, paragraph 1d. Prepare Administrative Draft General Plan Elements (RFP Task 2.5a) for Economic Development it was stated that BAE will prepare the Economic Development Element, building on their work on the current Economic Development Element and the recently-adopted Economic Development Strategy. A particular emphasis will be job creation, diversification, and supporting the growth of both existing and new employers. We will also focus on citywide retail strategies to recapture leaking sales, and identify locations for new retail development/redevelopment. BAE will also consult with its affiliate, David Greensfelder, to recommend approaches to market and promote available sites and attract new retailers. Was this done? How was the 2012 Economic Development Strategy utilized in the GPWG process? It

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seems some of the noted deliverables are similar to what is now being assigned to the FUSE Fellow, are there work products that could be shared?

**B07-12
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13. In the Staff Report for the GPWG meeting of 13 January 2013, in the Opticos Design report, paragraph Prepare Needed Technical and Economic Studies (RFP Sub-Task 2-4B) This task focuses on the specific technical studies that will most directly inform the updates to the General Plan land use map, goals and policies. a. Economics and Market Positioning BAE will draft an Existing Conditions memo summarizing the recent work from the Economic Development Strategy, along with other data describing the Vallejo economy to set the stage for policy development. BAE will summarize and enhance target industry information, including integration of existing workforce development information, as well as summarize active County economic development initiatives. BAE will interview up to 20 potential partners for Vallejo’s economic development, including Solano Fairgrounds, County Convention & Visitors Bureau, the Chamber of Commerce, universities and colleges, and leading manufacturers. Was this done? What business leaders were interviewed or consulted in the development of this General Plan update?

B07-13

14. Section Q-5 states that Implementation of the proposed Project would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin. And that under mitigation for these impact AQ-5: Implement Mitigation Measures AQ-2a through AQ-3a. that there are no additional mitigation measures available to mitigate these impacts. Wouldn’t selection of the Balanced Jobs/Housing Ratio Alternative substantially meet the project objectives yet significantly reduce multiple impacts associated with commuter traffic that result due to lack of local job creation with the original project proposal?

B07-14

15. Impact GEO-1A : The proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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” is noted as Less than Significant, was the impact of the significant increase in both population and population density with the WPDMP’s 1,250 new housing units professionally evaluated and determined less than significant in this area?

B07-15

16. Impact GHG-1 states that “While the proposed Project supports progress toward the long term-goals identified in Executive Order B-30-15 and Executive Order S-03-05, it cannot yet be demonstrated that Vallejo will achieve GHG emissions reductions that are consistent with a 60 percent reduction below 1990 levels by the year 2040 based on existing technologies and currently adopted policies and programs.” as LTS, but wouldn’t selection of the Balanced Jobs/Housing Ratio Alternative substantially meet the project objectives yet significantly reduce GHG impacts associated with commuter traffic that result due to lack of local job creation with the original project proposal?

B07-16

17. Impact HYDRO-10 states “The proposed project would not expose people or structures to a significant risk of inundation by seiche, tsunami, or mudflow” as LTS. Does this consider the Sandy Beach community which is in the sphere of influence of the City of Vallejo and this General Plan update?

B07-17

18. Impact LAND-2 states “The proposed Project would not 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

B07-18

the purpose of avoiding or mitigating an environmental effect.” as LTS, but were potential Bay Plan Amendments for changes in designations of marine-related industry on Mare Island and at the General Mills site considered? How about proposed changes in the San Francisco Bay Trail for both ABAG and CEQA impacts?

**B07-18
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19. What impact does the “road diet” on Sonoma Blvd have on GHG emissions due to slower traffic and general traffic congestion? What impact on other pollutants are associated with this reduced speed of traffic?

B07-19

20. The approved version had South Mare Island zoned industrial. When and how was this changed?

B07-20

21. The General Plan addresses Alcohol and Tobacco selling establishments, what about MMDs and potential recreational marijuana selling establishments?

B07-21

22. POLICY CP-1.9 Secondhand Smoke. Limit exposure to secondhand smoke should include smoke and second hand smoke from marijuana which is listed as a carcinogen under California Prop 65.

B07-22

23. On page 3-30 of the General Plan document under DIVERSITY POLICY CP-5.4 It proposes promotion of diversity in the workplace, including equal opportunities for economically, physically, and socially disadvantaged people, yet the plan exclusively focuses on industry that excludes these portions of the population.

B07-23

24. On page 4-4 of the General Plan it notes VALLEJO’S KEY ECONOMIC ASSETS Vallejo has many attractive assets that it can use to expand its economy, create jobs, and restore fiscal health, namely the Strategic Location and Transportation Vallejo has a strategic location, with excellent road, rail, and water connections to the surrounding region, including links to San Francisco and Sacramento via Interstate 80, the world-renowned Napa Valley wine country by Highway 29, Marin, and Sonoma counties through Highway 37, and central Contra Costa County by Interstates 780/680. How does this plan utilize this advantage? How does it negate this advantage and to what end?

B07-24

25. The job forecast in Table 3-4 notes a 50% increase in jobs per capita, a very significant increase, yet the economic development details are significantly lacking in the General Plan, and many changes are counter to job creation. What is the source of these numbers? Can a re-evaluation be conducted?

B07-25

26. The job forecast in Table 3-4 notes there will be over 8,000 new jobs in manufacturing and trade, and 4x increase from today’s number, yet the area zoned for industry is being significantly reduced. How can this be reconciled in reality?

B07-26

27. Action CP-5.4B Promote diversity in the educational and training qualifications in local business development, including equal employment opportunities for people of different educational, vocational, and mental skill sets.

B07-27

28. On page 3-5 it is stated that the Mare Island Specific Plan (MISP) list 0 land in North Mare Island for heavy industrial. Yet it goes on to say...“The General Plan designates North Mare Island as industrial and consistent with the Vallejo City Council direction in January 2015 for the City to seek job-dense industrial uses, like advanced manufacturing and assembly uses.” Is this a change in designation? How does the proposed Faraday Future use of the property match or differ?

B07-28

29. On page 3-2 the DEIR states that the City of Vallejo has a track use agreement with California Northern Railroad Company (CFNR), which operates a freight line through Vallejo that connects to the Union Pacific Railroad (UPRR) regional mainline and other shortlines in the region. Freight trains currently run infrequently in Vallejo, with one to two trains per month arriving at or departing from the Mare Island terminal as of April 2015.3. It is common understanding that train travel to Mare Island has been discontinued and the document should be revised to reflect this fact.

B07-29

30. In regard to Section 2.3.3 MITIGATION MONITORING, Public Resources Code Section 21081.6 requires that the lead agency adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081. Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR. The Mitigation Monitoring Program for the proposed Project will be completed as part of the Final EIR, the public should have a chance to review the proposed mitigation monitoring program as a part of this DEIR.

B07-30

31. Impact PARKS-2 states “The proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment” as LTS. Wouldn’t proposed changes in the Bay Trail potentially, or even necessarily, have a significant impact in this area?

B07-31

32. Impact POP-1 states, “The proposed Project would not 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)” as LTS, wouldn’t the proposed infill and live/work units along Sonoma Blvd in the Sonoma Blvd specific plan by definition significantly increase the population and population density in this area?

B07-32

33. The Draft EIR does not specifically address how similar developments might occur or be facilitated in other parts of the City of Vallejo. Do the proposed changes to the General Plan require that the Sonoma Blvd corridor be completed before other areas in the city can be proposed or serviced?

B07-33

And while I reserve the right to provide additional comments on the City’s Draft EIR after my review of the revised document, I wish to thank you, the City staff, consultant staff and community volunteers who have made contributions thus far.

Sincerely,

Dennis Yen

COMMENTS ON THE PROPOSED PROJECT

*The following are comments on the proposed Project **only**.
Comments on the proposed Project that also included comments on
the Draft EIR may be found in the previous section: Comments on
the Draft EIR.*

Mark Hoffheimer

From: Mitchell Romao - Chief Operations Officer <MRomao@vallejo.k12.ca.us>
Sent: Monday, August 08, 2016 8:51 AM
To: Mark Hoffheimer
Cc: Rebecca Oraboni - Facilities and Planning; Dina Tasini; Mark Williams
Subject: RE: Admin Draft General Plan EIR - COMMENTS BACK BY 5/13

Good morning Mark,

- MAP CP-2 / Parks and Schools:
 - Schools #26 should read “Vallejo High School / Independent Study Academy”; strike “9th Grade Academy”
- MAP PF-6 / Land Use Map:
 - Verified that Grant Street and Rollingwood sites have been designated as “Mix of Housing Types”
 - Map is missing VCUSD District Office at 665 Walnut Ave., Mare Island

Thanks,

Mitchell A. Romao
Chief Operations Officer
Vallejo City Unified School District
(707)556-8921 ext 50064
MRomao@vallejo.k12.ca.us



From: Mark Hoffheimer [mailto:Mark.Hoffheimer@cityofvallejo.net]
Sent: Friday, July 29, 2016 1:55 PM
To: Mitchell Romao - Chief Operations Officer <MRomao@vallejo.k12.ca.us>
Cc: Rebecca Oraboni - Facilities and Planning <roraboni@vallejo.k12.ca.us>; Dina Tasini <Dina.Tasini@cityofvallejo.net>
Subject: Re: Admin Draft General Plan EIR - COMMENTS BACK BY 5/13

Hi Mitch -

Thanks for the congrats. Yes, I'm glad the Draft GP is out for public review. It's been quite an effort.

You should have received an email blast from us regarding public meetings and public input (I'll send it to you shortly). Because the Draft GP is accompanied by a Draft Environment Impact Report, there is a 45-day formal review period, ending on September 7th. Comments should be provided in writing (either letter or email).

Regarding the Draft GP, It would be great for the school district to make sure we got the content correct, including the map showing existing schools + the land use map (in Chapter 2). We incorporated Policies and Actions regarding the school district per our earlier discussions/exchanges.

We did not plan to make formal presentations to agencies, districts, or boards, although that is a possibility. I would be happy to talk to you about that. Just to say, at this point, we're not imaging any substantive changes to the Draft GP, but we'll see what comes out of the public review period.

Please feel free to call if you would care to discuss the Draft GP or EIR.

Regards,
Mark

From: Mitchell Romao - Chief Operations Officer <MRomao@vallejo.k12.ca.us>
Sent: Friday, July 29, 2016 12:33 PM
To: Mark Hoffheimer
Cc: Rebecca Oraboni - Facilities and Planning
Subject: RE: Admin Draft General Plan EIR - COMMENTS BACK BY 5/13

Hi Mark,
Congrats on getting plan to this point! Now that the Draft Plan is out for public review, will you be formally asking for input, or presenting to public agencies (our District/Board) for input?
thanks

Mitchell A. Romao
Chief Operations Officer
Vallejo City Unified School District
(707)556-8921 ext 50064
MRomao@vallejo.k12.ca.us



From: Mark Hoffheimer [<mailto:Mark.Hoffheimer@cityofvallejo.net>]
Sent: Monday, May 16, 2016 11:15 AM
To: Mitchell Romao - Chief Operations Officer <MRomao@vallejo.k12.ca.us>
Cc: Rebecca Oraboni - Facilities and Planning <roraboni@vallejo.k12.ca.us>
Subject: RE: Admin Draft General Plan EIR - COMMENTS BACK BY 5/13

Sounds good Mitch. Thanks, Mark

Mark Hoffheimer, AICP
Senior Planner
City of Vallejo | Planning Division
555 Santa Clara Street, Vallejo, CA 94590
(707) 645-2610 | Mark.Hoffheimer@cityofvallejo.net
  

Note – this is my NEW email address. Please update your address book. Thank you!

From: Mitchell Romao - Chief Operations Officer [<mailto:MRomao@vallejo.k12.ca.us>]
Sent: Sunday, May 15, 2016 5:27 PM
To: Mark Hoffheimer <Mark.Hoffheimer@cityofvallejo.net>

Robin Cox, MPH, CPH
Senior Health Services Manager
Health Promotion & Community Wellness Bureau

August 30, 2016

Andrea Ouse, Community and Economic Development Director
Dina Tasini, Planning Manager
Mark Hoffheimer, Senior Planner
City of Vallejo

RE: Comments on Public Review Draft, City of Vallejo General Plan Update

Dear Ms. Ouse, Ms. Tasini, and Mr. Hoffheimer:

Thank you for the opportunity to review the Public Review Draft of Vallejo's General Plan Update. We applaud the City's ongoing commitment to a healthy community and are impressed by the range of community health-related Policies and Actions reflected in this draft.

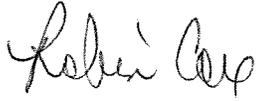
Below are several suggestions that we feel would strengthen the General Plan in its goal of a healthy Vallejo.

1. Global. Rather than "Solano County Public Health Department," we recommend using "Solano Public Health," the term used on our logo, throughout the General Plan.
2. Page 3-3 third paragraph (introductory narrative for Goal CP-1). We agree with the General Plan's emphasis on collaboration as a tool for implementation. With that in mind, we suggest substituting this language for the second sentence in this paragraph. "Success in improving community health often requires resources beyond those of any city government. Collaboration with the Greater Vallejo Recreation District, Solano Public Health, and other government agencies, and with foundations, non-profits, community groups, educational institutions, and the business and faith-based communities, will be critical to successful implementation."
3. Page 3-3, first paragraph under "Healthy Eating." We suggest, in place of the paragraph in the Public Review Draft, using the following: "Nutrition influences the incidence of obesity, diabetes, and a variety of other diseases, as well as school achievement and quality of life generally. General plans can affect the eating habits of a community by ensuring that all parts of the city are served by healthy retail food sources and promoting programs that support healthy eating. Fortunately, Vallejo can build on an extensive network of healthy eating advocates involved with farmers markets, community gardens, food banks, nutrition education, and other resources."

4. Page 3-4, Action CP-1.1A. Access to healthy food is critical to community health. We suggest clarifying the City's intent by substituting this wording for Action CP-1.1A: "Work with Solano Public Health, universities, and other partners to identify areas of Vallejo that lack affordable healthy food retail options, using retail food indices and the USDA "food desert" designation, and including maps that illustrate factors such as concentration of fast food restaurants, areas that lack affordable healthy food, areas with limited transportation options, and areas of poverty."
5. Page 3-4, Action CP-1.1B. The phrase regarding, "... encourage conversion of and convenience food outlets ...," while referencing an important idea, could be deleted from Action CP-1.1B, as the concept is covered by Action CP-1.1C."
6. Page 3-4, Action CP-1.3A. We suggest this revision to the language of the Public Review Draft: "... highlighting the benefits of a whole foods low-fat, plant-based diet"
7. Page 3-7, first paragraph under "Tobacco and Alcohol." Vallejo has taken important steps to address health effects of smoking. We suggest this addition to reflect ongoing research in this field. "Reasonably controlling the effects and availability of these potentially harmful substances can greatly improve the quality of life citywide through policies and actions to reduce exposure to secondhand smoke and thirdhand smoke (residual nicotine and other chemicals left on indoor surfaces reacting with common indoor air pollutants) and regulate tobacco and alcohol sales."
8. Page 3-7, Policy CP-1.9. This Policy can be strengthened by employing this broader term: "Secondhand Smoke. Limit exposure to secondhand smoke, including from electronic smoking devices e-cigarettes."
9. Page 3-7, Action CP-1.9A. Vallejo is to be commended for already having a smoke-free parks ordinance. We suggest considering this substitute language for Action CP-1.9A, which would strengthen the City's existing ordinance: "Work with GVRD and Solano Public Health to expand the City's ordinance prohibiting smoking in its parks to include electronic smoking devices and apply to transit stops and other public outdoor spaces."
10. Page 3-8, Policy CP-1.11. We suggest this revision, as the point to this Policy is to address responsible sales, rather than consumption. "Responsible Alcohol Sales Consumption. Promote responsible alcohol sales use through regulation and education."
11. Page 3-6, Policy CP-1.6, Action CP-1.6B. Please add "Solano Public Health" to the list of collaborators on Safe Routes to School.
12. Page 3-9, Urban Greening and Community Health. The relationship of green space to community health, including mental health, is well established. We encourage the City to consider additional specific Actions that promote the benefits of green space (and "blue" space in the form of the Bay, which has such an important role for Vallejo).

Again, we commend Vallejo for its ambitious undertaking, using the City's General Plan to promote a robust public health agenda. We look forward to working with the City in implementing its Plan and improving the community health of Vallejo and Solano County.

Sincerely,

A handwritten signature in cursive script that reads "Robin Cox".

Robin Cox, MPH, CPH
Senior Health Services Manager
Health Promotion & Community Wellness Bureau Chief
Solano Public Health

Comments submitted by Patricia Gatz, GPWG meeting on August 3, 2016

“Mitigation Banking: developers acquire and enhance property to offset environmental impacts on other sites before dedicating it to a sponsoring agency”

Page 4-3

NBE 1.1C Pursue habitat enhancement at South White Slough through mitigation banking whereby developers acquire and enhance property to offset environmental impacts on other sites before dedicating it to a sponsoring agency.

- ***Comment : Any monies generated through mitigation banking of land at White Slough should be used solely for habitat restoration at White Slough by creating a special fund for that purpose and not be put into the General Fund.***

NBE 1.1D Support the GVRD in establishing a mitigation bank at River Park

- ***Comment: Any monies generated through mitigation banking of land at River Park should be used solely for implementation of the River Park Master Plan and restoration of wetlands and wildlife habitat at River Park by creating a special fund for that purpose and not be put into the General Fund.***

CHAPTER 3—COMMUNITY AND PEOPLE

Page 3-4--POLICY CP1.2

Action CP-1.2A Work with Community Garden Programs, Vallejo City Unified School District(VCUSD) Solano Community College, residents and other local advocates to establish a network of community gardens as sources of fresh produce, education and school cohesion.

- ***Comment: Mention/Include Loma Vista Farm, adjacent to Loma Vista Elementary School, and its programs and events to introduce children to vegetable gardening and farm animals. Loma Vista Farm is visited by children from Bay area schools and communities yearly.***

Pages 3-6, 7 Action CP 1.7B Support efforts by stewardship agencies to preserve wetland and open space areas

- ***Comment : GVRD should Implement the River Park Master Plan to restore and preserve and enhance wetlands and open space areas at River Park.***

Action CP 1.71 Continue to implement green infrastructure practices that draw upon natural processes to address storm water drainage and flood control

- ***Comment: Utilize River Park open space and wetland areas to create erosion control for storm water drainage and flood control***

3-27 Action CP-4.1B Provide regular opportunities for neighborhood and community organizations to communicate local priorities and concerns to the City

- **Comment : Provide for City of Vallejo staff support to neighborhood associations similar to Sacramento’s Neighborhood Association Division in its Parks and Recreation Department.**

CHAPTER 4—NATURE AND BUILT ENVIRONMENT

Page 4-3 Action NBE 1.1A Cooperate with federal, state, and local regulatory and stewardship agencies to promote the restoration and long term sustainability of local natural resources

- **Comment: Coordinate with US Fish and Game (San Pablo Bay National Wildlife Refuge), Coastal Conservancy, Audubon Society etc. to provide funding and support to implement the River Park Master Plan to restore wetlands and wildlife habitat at River Park.**

Mark Hoffheimer

From: Jim Scoggin <jim@ripleyscoggin.com>
Sent: Wednesday, August 03, 2016 4:32 PM
To: Mark Hoffheimer
Subject: A few comments on 'Public Review Draft July 22, 2016'

Mark,

As you may know I am away and will not be at tonight's GPWG meeting. I have begun looking over the subject draft; it is very handsome. Although I have not as yet read it in careful detail I have the following items for now:

Captions on the photos that occur intermittently would be helpful. The photos may not essential to the shape/structure of the GP update, but simply indicating general location (in v.small type) and the like would not be misplaced -- and it is easy to forget that in 10 or 15 years readers/users of the document may not recognize Vallejo as we currently know it....

(Pages 1-2, 1-3,1-4 , 1-5, 2-1, 2-8, and many more in successive chapters...)

In the copy of the document that I received on virtually *all maps* the keys for SOI are not legible. One can see more or less the diagonal lines on the maps themselves but not on the keys. Beef them up.

Page 2-14 (but I think it is a characteristic throughout the document), the descriptive text of narrative is in the present tense as though various 'items' have already been accomplished, rather than their being the *intent*. I infer that perhaps this 'mode of speaking' is the 'style' nowadays for such documents. (I may have found a paragraph in the text that refers to this 'issue', but I can't find it now. I did (do) find the practice disconcerting enough that I think it would be worthwhile calling attention to and clarifying early on in the document....)

In several locations there are references to 'urban villages' (2-14, for example) but it is not clear to me what exactly is meant -- or inexactly, for that matter. I think the phrase needs to be exemplified or at least enlarged upon, illustrated perhaps. (I do know that many metropolises have grown up through the aggregation over time -- often centuries -- of actual villages. Does this usage refer to such a phenomenon in some 'hopeful' way, perhaps?

On MAP PF-8 I don't understand the 'Non-Contiguous Parcels' map portion that is inserted at the top of the page. (SOI in legend is effectively un-interpretable, of course.)

That's it for now....

Jim

Jim Scoggin
415.652.4602
jim@ripleyscoggin.com

Mark Hoffheimer

From: Brendan <genoans@hotmail.com>
Sent: Friday, August 05, 2016 8:26 AM
To: Mark Hoffheimer
Subject: suggested general plan change

Mark—

My suggested change on P. 6-6, Regional Transportation Planning.

Extend the language in Action MTC-1.4D to 1.4E, as follows (changes highlighted in red). I think the rail service reference in 1.4E really needs the line about minimizing impacts on neighborhoods. The old rail line that once ran through open fields now runs through heavily populated areas of the city – areas with homes, businesses, schools, hospitals, etc.

Thanks for all your heavy lifting on the general plan.

Brendan

Action MTC-1.4D Periodically review designated truck routes and enforce compliance to optimize goods movement and minimize impacts on neighborhoods and sensitive land uses.

Action MTC-1.4E Consider studying the feasibility and desirability of ongoing freight rail service in Vallejo **to optimize goods movement and also minimize impacts on neighborhoods and sensitive land uses.**

Mark Hoffheimer

From: NPS Vallejo <newpacificstudio@att.net>
Sent: Monday, August 29, 2016 12:46 PM
To: Mark Hoffheimer; Kathleen Diohep
Subject: query re listing of Regional Park in General Plan 2040 draft
Attachments: General Plan draft .jpeg

Hi Mark and Kathleen:

I need your assistance.

As a constant user of the space currently operating as the the Mare Island Shoreline Heritage Preserve, I would like the General Plan 2040 draft to give greater visibility to this great environmental and historic asset, which includes the historic naval cemetery and the Old Lighthouse Trail, leading to the site of the former Mare Island Lighthouse.

1. Clarification. Consistency of reference.

--On Map CP-2 54, it is listed as Mare Island Regional Park. But on p. 3-22 the listing is simply 'Regional Park', without any indication that it is on Mare Island. Please adjust.

It also notes 176 acres, whereas on the Mare Island Shoreline Heritage Preserve website it is listed as 215 acres. 'The Mare Island Shoreline Heritage Preserve is a 215-acre park located at the south end of Mare Island on land that formerly served as the U.S. Navy's first Naval Ammunition Depot, founded in 1857.' Which is correct?

2. Addition. Could you add under #54 on Map CP-2 (currently known as The Mare Island Shoreline Heritage Preserve.)

Many thanks

Kay

Dr Kay Flavell New Pacific Studio Vallejo 321 Nevada St., Vallejo CA 94590 USA www.newpacificstudio.org
t 707-563-5166 cell 707-342-7470

Mark Hoffheimer

From: Johnny Walker <johnnywalkersmp@yahoo.com>
Sent: Tuesday, August 30, 2016 8:44 AM
To: Mark Hoffheimer
Cc: Andrea Ouse
Subject: Re: Draft General Plan - Review

Hi Mark,

First, I did want to thank you, Andrea and staff for acknowledging my involvement in this process. I must admit, as a pseudo-planning wonk (in another life perhaps) it was really difficult for me to make the decision I made last year which required me to separate from this very intriguing and worthwhile process.

It was, indeed, bittersweet to see the fruits of everyone's labor. And thank you ALL for all of your efforts as well!

I do have some specific questions and comments listed below:

1. MAP PF-2: Where "Vacant" parcels are illustrated based upon 2014 Assessor information, is this a combination of improved and unimproved parcels?

2. MAP PF-4: I was very pleased to see the Opportunity Areas remain virtually intact. That was really important to me, especially with additional "urban villages" (2-13) including the "Neighborhood Corridor" Land Use Designation.

3. MAP PF-6: Regarding the site indicated as "Pending Development Action", had the Working Group thought of a contingency designation should the Orcem/VMT project ultimately be rejected?

4. Climate Action Plan: Were the goals and objectives in the City's adopted Climate Action Plan included in the various Chapters as appropriate? Many of the implementation actions indicated in the Climate Action Plan (Chapter 5) do not appear to be represented in the General Plan.

5. Chapter 3. Healthy Communities:

5.a. Shouldn't Dog Park(s) be referenced in the Special Use Parks category (3-18) as it is in Table CP-2 and MAP CP-4?

I believe another dog park is planned within the proposed Mare Island Community Park (but

perhaps not)?

5.b. Participatory Budgeting: I suppose I have no right to say anything since I had de facto resigned from the Group, but was there any discussion as to including something aspirational regarding including some form of participatory budgeting program as an Action under CP-4.4 or 4.5, or was that part of the intent under CP-4.4A?

6. Chapter 4: Nature and Built Environment:

6.a. Apologies to Ms Nichols, preserving trees of a certain age and height is meritworthy, but shouldn't there be some qualifiers? Most particularly with regard to Policy NBE-1.8, that trees replaced and/or newly planted are native or analogous to the region and are thus more drought-tolerant? In the aftermath of what has been a four-year drought thus far, many, many trees in my neighborhood alone have died as we comply with, or exceed, water conservation suggestions and mandates.

6.b. NBE-1.15C: My national, state and local real estate association will address any proposed point-of-sale Ordinance should it ever be officially contemplated. This is an old city with many older buildings; better to phase-in energy saving requirements as building permits for remodels and tenant improvements are issued, rather than as point-of-sale requirements.

6.c. NBE-2.5: I definitely would have liked to see something included here taken from the Economic Development Strategic Marketing Plan which encouraged the "2nd day" with regards to tourism, even if it is included in the next Chapter. Given that tourism is one of the City's four key industry clusters, a potentially meaningful source of additional revenue may be derived from tourists staying overnight rather than just visiting Vallejo for the day (Six Flags, a festival, etc.).

6.d. NBE-3.14: As above, I really like the new emphasis placed on neighborhood corridors with respect to "urban villages" concept.

6.e. NBE-5.8 and 5.10: It seems as if these have cut and paste issues (but I'm sure you guys caught that already).

7. Chapter 5: Economy, Education and Training:

7.a. Table EET-3: What Sector represented 1007 jobs?

7.b. EET-1.6: I am so pleased to see an emphasis on the long-languishing branding effort.

7.c. EET-1.6C upon review of the 2014 Moving Solano Forward report, there was a strong recommendation for an economic development specific website, and I believe this was also recommended in the Economic Development Strategic Marketing Plan of 2012 (Item 3), page 81). Would this action include such a website?

7.d. EET-1.12C in relation to Figure EET-1, this is especially important since the median wage in Vallejo currently does not support a housing price of \$400K, which is likely the floor for a developer to be willing to build housing here.

7.e. Moving Solano Forward report of 2014 and Economic Development Strategic Marketing Plan: Cross-referenced and nearly every recommended strategy and initiative are incorporated into this Chapter. Had I remained on the EVC/GPWG, this would have been an area where I would have focused.

Kudos to the Group!

7.f. EET-2.3B: What is a Community Revitalization District? I tried searching online, but couldn't determine if this is some new term for an infrastructure financing district, tax increment financing mechanism or something along those lines?

7.g. EET-3.4A: Community Revitalization Investment Authority? Same as above.

8. Chapter 6: Mobility, Transportation and Connectivity:

8.a. Chart MTC-1 - is there a Commute Modes chart that should have been displayed here?

8.b. Policy/Actions MTC-1.2, MTC-1.2A, MTC-1.2B. and Policy MTC-1.3 are duplicated but I'm sure you've already caught that (Pages 6-4 and 6-5).

8.c. MTC-2.5B: Seems like a missed opportunity for a General Plan. Even the unincorporated County implements LOS D or better.

8.d. MTC-2.6: Another missed opportunity where it could be actioned to improve all the remaining arterials, collectors and local roads given so much emphasis has been afforded to bicycle and pedestrian infrastructure, which I also support. It is a visioning document after all.

Understanding of course, that this was the Preferred Scenario, I probably would have been vehemently overruled by so much emphasis on the Downtown area in the General Plan. Strictly from my perspective, there is so much emphasis on such a very small portion of the City where so few live and far fewer work. Policy upon policy and action upon action; I hope the emphasis ultimately yields success. Since I do live and work here, own homes here, manage properties here and sell property here, I hope this considerable emphasis is finally able to spark something that turns the tide that decades and decades of history have yet to support, by which I am reminded of a picture Jim Kern showed my Leadership Vallejo class indicating that folks didn't know what to do with the downtown in the 1960's, when the Navy was here and thriving.

Sorry, I wouldn't be me if I didn't at least say that much.

Other than that, this was a fascinating read and so much more interesting, by way of formatting and presentation, than other General Plans I've read.

Sincerely, thank you and my kudos again to you all!

Johnny Walker
CalBRE #01810791 Broker CalBRE #00707313
REALTOR, Property Manager, GRI
2017 President-Elect, Solano Association of REALTORS
Century 21 Schutjer Realty
707.235.6401
707.638.0360 FAX
johnnywalkersmp@yahoo.com

This email and the information it contains is intended as a confidential communication only to the person or entity to whom it is addressed. If you have received this email in error, please notify us by return email, telephone or facsimile and immediately delete the email. Thank you.

From: Mark Hoffheimer <Mark.Hoffheimer@cityofvallejo.net>
To: Johnny Walker <johnnywalkersmp@yahoo.com>
Sent: Thursday, August 18, 2016 10:12 AM
Subject: RE: Draft General Plan - Certificate of Appreciation

Hi Johnny –

We will have a package ready for you. You can pick it up anytime between 8:30 AM and 5 PM at the Central Permit Center in City Hall. The package will be at Leslie's desk.

Regards,
Mark

Jimmy Genn Comments

GPWG, 3 Aug 2016- Draft Plan

Presentation by Place Works. My question: Where is the Thin green line that was to be on our Map of the Southern Waterfront? Is this a Map of the future? Map must match Plan which is long range, for Future, not frozen in time due to pending applications. Are we encouraging use of our waterfront, or not? We are a river and bay town.

When we began this Working Group, I hoped it would result in a General Plan that would allow Vallejo to Urbanize. Many fine examples of urban planning, land use, unique types of zoning, etc. can be found in the wonderfully experimenting cities near us, such as Ideas of point to point traveling, land uses that encourage our middle class to stay and increase, denser uses, jobs closer to home, housing balance with an emphasis on market rate. A Plan that recognizes the incredible value of our historic properties and open space, and a water front land use for water related activities that encourage lots of people to use.

So, yes a Planning Update, but any Plan is only as good as its implementation. Devil is certainly in the Details. This Plan is NOW. It will be up to us and future citizens and leaders to watch the Process, as we hold our Applicants feet to the fire. Generally, I feel, we have a good plan, our residents want it. Insist on it. Be proud of it. A Thank you to my fellow Members, to our Staff, to our consultants, and especially all those citizens who participated in our outreach. Jimmy W. Genn, Member General Plan Working Group.

Mark Hoffheimer

From: Jonathan Atkinson <jonathanatkinsonp@gmail.com>
Sent: Wednesday, September 07, 2016 12:57 PM
To: Mark Hoffheimer
Cc: Dina Tasini
Subject: Re: Draft General Plan Comments

Mark:

Thank you for the reminder about the deadline. I support both the General Plan and the Sonoma Boulevard Specific Plan in terms of substance and vision, so I do not have any comments in that regard. My only comment is about the front cover of the General Plan. Visually, I found it to be a bit underwhelming. Perhaps, a photo depicting Vallejo's natural or architectural beauty or a combination of both in the form of a collage would help. This is just my opinion and I am honestly fine either way. It was great to be a part of Propel Vallejo and to work with the General Plan Working Group, City staff, and the consultant team on this very important project.

Best Regards,

Jonathan Atkinson

On Thursday, September 1, 2016, Mark Hoffheimer <Mark.Hoffheimer@cityofvallejo.net> wrote:

Dear BC GPWG –

Just a reminder that individual comments on the Draft General Plan, Draft Sonoma Blvd Specific Plan, and Draft EIR are due to me by end of day Wednesday, September 7th, if you care to submit any. I have already received some comments from a few of you. Thank you.

Regards,

Mark

Mark Hoffheimer, AICP

Senior Planner

City of Vallejo | Planning Division

555 Santa Clara Street, Vallejo, CA 94590

Mark Hoffheimer

From: Lina Villenas <lvillenas45@gmail.com>
Sent: Wednesday, September 07, 2016 9:09 AM
To: Mark Hoffheimer
Subject: General plan draft EIR

Thank you very much for the opportunity to be part of the general plan process.

The DEiR is comprehensive with every element required in the GP, except I am troubled by the Land use designation "Opportunity Area" in South and North Vallejo. The designation is vague, open to a wide range of speculative development project that may not fit in the overall goal, objective and implementation of the GP. The GP document are intended to be used by the public and the decision makers for funding, developmental and use permit approvals. The use of a vague land use designation in major waterfront locations defeats the goal and objective of the GP. Not every member of the community and the decision makers are urban planners who can determine if a proposed project is consistent with the overall goals and objectives of the GP. It will help avoid confusion in the next 25 years to ascertain development projects that are consistent and compatible with the future and current environment in South and North Vallejo.

There is also a great concern that there are very defined goals for specific plans in various districts but very little identified plans for the most impoverished communities which can be viewed as environmental justice issues. OPR as mandated by the legislature since 2001 had added the environmental justice issues as a requirement in drafting a GP. These impoverish areas need bolder and more aggressive redevelopment regulations to insure sustainable success in the waterfronts and to attain the goal of enticing individuals to live, work, shop and enjoy free times in our city.

I need not mention which are these areas. Members of the community who had lived long enough in our city can easily identify these localities. There are data available from various private researches which identified these areas and they deserve to be included in the policies now being reviewed. I am not sure if providing those data as a private citizen is appropriate. but if it is. I will be more than willing to provide them.

Again, thank you.

Lina Villenas (707-333-0710)

Ron and Jennifer Carter
233 El Pasco Circle
Walnut Creek, CA 94597
Home (925) 465.4040 Office (925) 279.2222



September 7, 2016

Mark Hoffheimer
City of Vallejo
Planning Division
555 Santa Clara Street
Vallejo, CA 94590

Re: Vacant Lot on Broadway Street, Vallejo

Dear Mark:

As follow up to our discussion last week at the City of Vallejo offices, please accept this letter for your files concerning my 0.53 acre vacant lot identified as APN: 0067-140-150 on Broadway Street.

I strongly support the proposed Land Use Designation for this very important gateway to Vallejo from the world class destination, Napa Valley.

Please continue to keep me informed as you move Vallejo forward with this very important plan for a more prosperous and respected future for Vallejo. You are doing a great job!

Best regards,

A handwritten signature in black ink, appearing to be "Ron Carter", written over a printed name.

Ron Carter

Encl.

JC/s



which seeks to revitalize this historic area of Vallejo and foster a vibrant civilian employment center alongside a balanced new residential neighborhood, subject to the Development Agreement previously executed. The Specific Plan calls for 1,400 new residential units. Land use density is set by the Specific Plan; non-residential FAR to be determined on a project-specific basis.

District – Solano 360 (D-360). The D-360 designation applies only to the 149-acre County-owned fairgrounds property located in Vallejo. It is intended to facilitate implementation of the Solano360 Specific Plan and foster creation of an iconic, region-serving public entertainment destination with private mixed-use development. Land use density and non-residential FAR for new Entertainment-Mixed Uses set by the Specific Plan.

District – North Gateway (D-NG). The D-NG designation applies to the area north of Highway 37 between Sonoma Boulevard and Lincoln Highway, a highly-visible area that serves as a gateway to Napa Valley from Highway 37 (heading north) and to Vallejo from American Canyon (heading south). It is intended to foster an integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. It also incorporates higher-density residential development that supports nearby services and activates the area. The maximum permitted FAR in the D-NG designation is 0.5, with a minimum residential density of 30 dwelling units per acre up to 50 dwelling units per acre.

Central Corridor (CC). The CC designation applies only to the Sonoma Boulevard Specific Plan Area. The designation is intended to facilitate implementation of the Sonoma Boulevard Specific Plan and encourage the transformation of the corridor into an economically vibrant, visually attractive, functional, mixed-use, human-scaled, complete street, inclusive of Urban Villages. The Specific Plan identifies individual building types for different locations, instead of residential density or non-residential

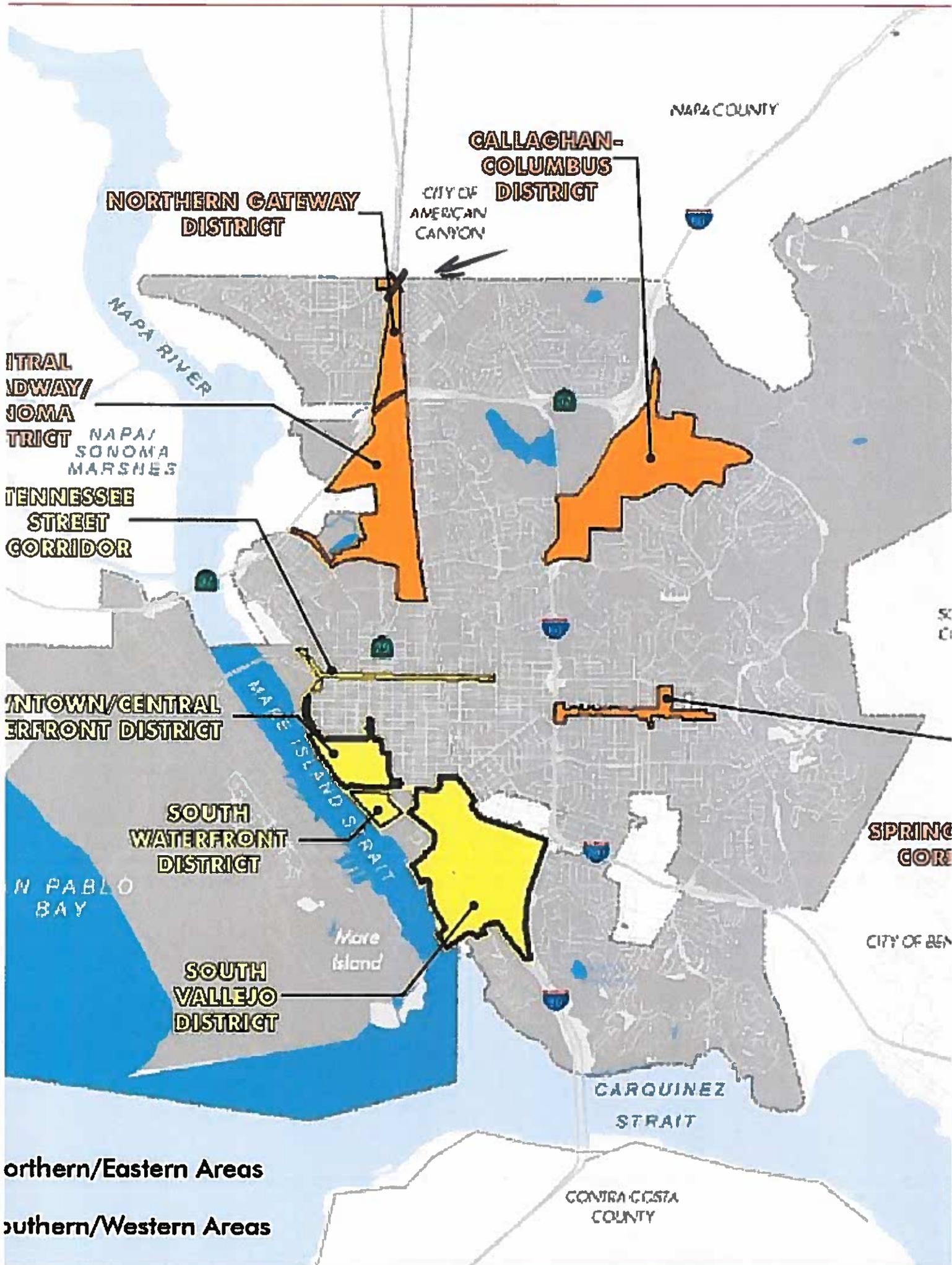
FAR. The maximum permitted FAR in the CC designation is 2. The residential density permitted is between 18 and 50 dwelling units per acre.

Neighborhood Corridor (NC). The NC designation is intended to promote pedestrian-oriented neighborhood "main streets" with an emphasis on shops and services catering to the daily needs of local residents, particularly at mixed-use Urban Villages. Permitted uses in the NC designation include single-family homes, multi-family developments, retail, personal services, professional offices, community facilities, and other uses compatible with an eclectic neighborhood-oriented mixed-use environment. The maximum permitted FAR in the NC designation is 0.5, with minimum residential density of 18 dwelling units per acre up to 30 dwelling units per acre.

Business and Industry

Retail/Entertainment (RE). The RE designation provides for general retail, services, and entertainment for local residents as well as consumers and visitors from the wider region. Permitted land uses include shopping centers, auto sales, amusement parks, hotels, restaurants, service stations, offices, general retail, personal and business services, and similar commercial uses. The maximum permitted FAR in the RE designation is 1.0.

Business/Limited Residential (BR). The BR designation is intended to facilitate high quality employment-based businesses, including professional office; health care and life sciences; research and development; production, distribution, and repair (PDR); and light manufacturing uses. A mix of lot sizes is encouraged to accommodate small businesses as well as larger campus-style uses. Restaurants, retail stores, and recreational facilities that cater to the needs of employees and residents of the surrounding area are also encouraged in the BR designation. Mixed-use buildings containing a residential component of up to 30 percent of the allowable FAR are also provided, providing findings of compatibility can be made. The maximum permitted

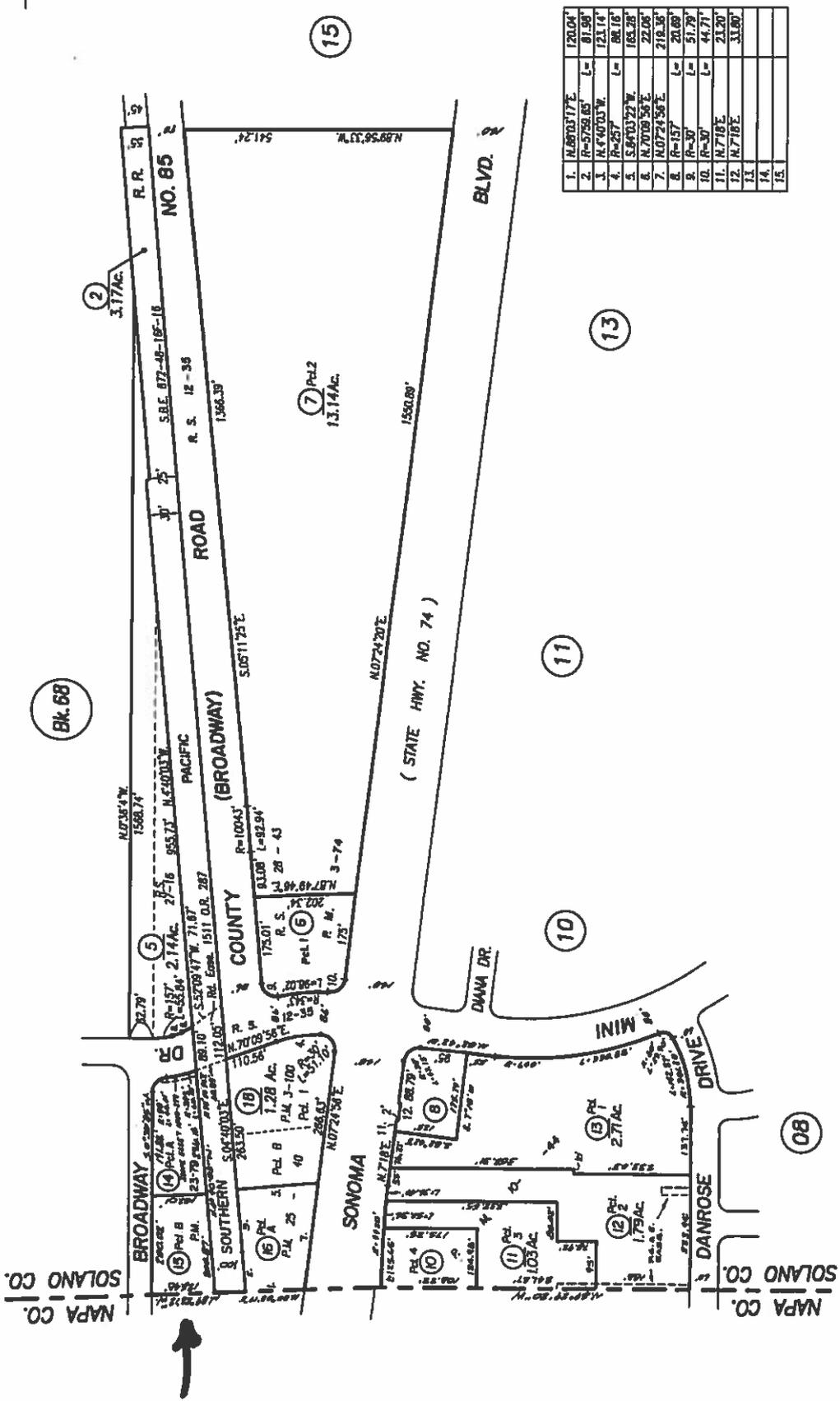


CARTER PARCEL

FOR. SEC. 36, T.4N., R.4W., M.D.B.& M.

Tax Area Code
7000

67-14



Bk. 68

11

10

13

15

1.	N.87°03'17"E	L=	120.04'
2.	R=57°58'05"	L=	81.95'
3.	N.4°07'03"W	L=	121.14'
4.	R=257°	L=	88.16'
5.	S.84°03'22"W	L=	165.28'
6.	N.70°09'56"E	L=	22.08'
7.	N.07°24'56"E	L=	218.36'
8.	R=157°	L=	20.69'
9.	R=30°	L=	51.79'
10.	R=30°	L=	44.71'
11.	N.7°18"E	L=	21.20'
12.	N.7°18"E	L=	31.80'
13.			
14.			
15.			

REVISION	DATE	BY
140-08 Chg (04)	11-13-08	CV
140-07 (05)	1-07-08	DV
140-05 (05)	1-12-06	DV
140-05 (04)	3-24-04	AD

NOTE: This map is for assessment purposes only. It is not intended to define legal boundary rights or imply compliance with land division laws.

CITY OF VALLEJO
Assessor's Map Bk. 61 Pg. 14
County of Solano, Calif.

10-11

Assessor's Block Numbers Shown in Ellipses, Assessor's Parcel Numbers Shown in Circles

CITY OF
AMERICAN
CANYON

VACANT
CANTED
PARCEL



MINI DR

MEADOWS DR

FA

BRO

Attachment 1 Exhibit B

FINDINGS CONCERNING INFEASIBILITY OF ALTERNATIVES

CEQA provides that decision-makers should not approve a project as proposed if there are feasible alternatives or feasible mitigation measures that would substantially lessen the significant impacts of the project. (CEQA Section 21002). The EIR identified feasible mitigation measures that would reduce several of the potentially significant impacts to less than significant, as further set forth in the Exhibit C findings above. However, the following impacts in the EIR remain significant after mitigation (i.e., significant and unavoidable) and no feasible mitigation (as discussed in Exhibit C) or project alternative is identified to reduce the impacts to less than significant:

- 1) Impact AQ-2A: Despite implementation of the proposed General Plan policies, criteria air pollutant emissions associated with the proposed Project would cause a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds.
- 2) Impact AQ-2B: Despite implementation of the proposed General Plan policies, criteria air pollutant emissions associated with the proposed Project construction activities would generate a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds.
- 3) Impact AQ-5: Implementation of the proposed Project would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin (SFBAAB).
- 4) Impact GHG-1: Implementation of the proposed Project would directly and indirectly generate greenhouse gas (GHG) emissions.
- 5) Impact GHG-2: Implementation of the proposed Project would conflict with an applicable plan, policy, or regulation for the purpose of reducing the emissions of greenhouse gases.
- 6) Impact NOI-3: Implementation of the proposed Project would cause a substantial permanent increase in ambient transportation-related noise levels in the Project Area.
- 7) Impact NOI-7: Implementation of the proposed Project would cause a substantial cumulative increase in ambient transportation-related noise levels in the Project Area.
- 8) TRANS-1 (GP): Implementation of the proposed Project would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit, non-motorized travel, and relevant components of the circulation system, including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

In compliance with CEQA, the following findings address whether there are any feasible alternatives available that would avoid or substantially lessen the above significant and unavoidable impacts.

FINDINGS CONCERNING ALTERNATIVES

CEQA requires that an EIR "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project ..." (CEQA Guidelines Section 15126.6(a)). If a project alternative will avoid or substantially lessen the significant environmental effects of a proposed project, the decision-maker should not approve the proposed project unless it determines that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make the project alternative infeasible. (CEQA Sections 21002 and 21081(a)(3), and CEQA Guidelines Section 15091(a)(3).) The City Council hereby makes these findings with respect to alternatives.

The project objectives are set forth in Chapter 3 of the Draft EIR. Alternatives are identified and analyzed in Chapter 5 of the Draft EIR and include the required No Project Alternative and a Balanced Jobs/Housing Ratio Alternative. Each of the alternatives was assessed for each resource topic and compared to potential project impacts. As further set forth below, the City Council has considered the alternatives identified and analyzed in Chapter 5 of the Draft EIR and finds them to be infeasible for specific economic, social, or other considerations pursuant to CEQA Sections 21002 and 21081(a)(3), and CEQA Guidelines Section 15091(a)(3). For CEQA purposes, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors. (CEQA Section 21061.1, CEQA Guidelines Section 15364.)

Alternative #1: No Project Alternative

CEQA Guidelines Section 15126.6(e) requires that a "No Project" alternative be evaluated as part of an EIR. Under the No Project Alternative, neither the proposed General Plan Update nor the Sonoma Boulevard Specific Plan would be adopted. The City's current General Plan land use map would remain in use, and future development in the Project Area would continue to be subject to existing policies, regulations, development standards, and land use designations of the existing Vallejo General Plan and Municipal Code. This alternative would involve the continued implementation of recently completed major planning initiatives (see Draft EIR Section 5.2, *Overview of Project Alternatives*, for a list of such initiatives). The No Project Alternative would not be expected to foster as much connectivity between certain parts of the city, particularly along major corridors, such as Sonoma Boulevard and Curtola Parkway, as would the proposed Project. Overall, the No Project Alternative would result in approximately 18,000 new residents, 5,500 new households, 5,000 new housing units, and 25,000 new jobs in Vallejo and its SOI by 2040; that is, lower than the corresponding numbers for the proposed Project.

Construction and operation of new land uses in the No Project Alternative would generate slightly lower criteria air pollutant emissions compared to those resulting from the Proposed Project. Like the Proposed Project, the No Project Alternative would also cumulatively contribute to the nonattainment designations of the Air Basin and would be significant. Impacts of this alternative on consistency with the Bay Area Clean Air Plan would be similar to those

of the Proposed Project.

The No Project Alternative would result in slightly lower GHG emissions than would the Proposed Project. However, the No Project Alternative would not include several beneficial air-quality-related policies and actions of the proposed Project related to transportation and land use, and energy efficiency. Therefore, impacts related to consistency with the Bay Area Clean Air Plan would be similar.

Like the Proposed Project, this alternative would result in significant and unavoidable traffic noise impacts, even though this alternative would result in lower average daily traffic (ADT) flows within the city. While there would be less overall development under the No Project Alternative, the proposed Project's new policies and mitigation measures serving to minimize noise and vibration impacts would not be implemented.

The No Project alternative would avoid the significant and unavoidable traffic impact to a segment of Sonoma Boulevard (SR-29), as it would omit the "road diet" included in the proposed Project for the aforementioned roadway segment. However, the No Project Alternative would not include the beneficial impacts of the proposed Plan on bicycle, pedestrian, and transit circulation within the city, including within the Sonoma Boulevard corridor. In addition, on freeways serving Vallejo, traffic volume increases are projected to be slightly higher under the No Project Alternative than under the proposed Project.

Land use designations would not differ drastically between the proposed General Plan and the No Project Alternative. Thus, the No Project Alternative would meet many of the objectives of the proposed Project. However, under this alternative, residential and non-residential development would continue to occur in Vallejo at a slower rate than under the proposed Project and with less of a focus on place-making, economic development, and the creation of mixed-use nodes and corridors. In addition, the No Project Alternative would not include the proposed Plan's beneficial policies related to sustainability. Because of this, the No Project Alternative would not fully achieve some of the City's key objectives, such as providing a balance of employment and housing opportunities; promoting infill development; and fostering a strong, stable and diverse local economy built on local strengths.

Finding: The City Council considered the No Project Alternative and declines to adopt it because it does not avoid or substantially lessen all of the project's significant and unavoidable impacts and is infeasible for the specific economic, social, or other considerations described above, as supported by the administrative record for the project.

Alternative #2: Balanced Jobs/Housing Ratio Alternative

Under the Balanced Jobs/Housing Ratio Alternative, the City would vigorously pursue an economic development strategy focused on business attraction and workforce development in order to create a local balance of jobs and employed residents and reduce the daily out-commute from Vallejo by 2040. Today, Vallejo is largely a residential community where over 50 percent of employed local residents commute to jobs outside the city each day, the majority of them in single-occupant vehicles. This contributes to congestion on freeways, degraded air

quality conditions, increased GHG emissions, and noise pollution. Under this alternative, the City would strive for a ratio of one job in Vallejo for every employed resident by 2040, in comparison to a 2015 ratio of 0.6 jobs per employed resident. To achieve this balance, land use policies and regulations would permit lower residential densities along neighborhood corridors and in the downtown area than under the proposed Project. Accordingly, the rate of household growth under this alternative would be 7.8 percent, in line with the Solano County average for the period from 2000 to 2015. Projected job growth, while still substantial under this alternative, would have fewer retail and service jobs, commensurate with a lower 2040 residential population than the proposed Project.

While the Balanced Jobs/Housing Ratio Alternative would result in slightly lower vehicle miles traveled than the proposed Project – and thus slightly lower total criteria air pollutant emissions – this alternative would also cumulatively contribute to the nonattainment designations of the Air Basin, a significant impact.

The Balanced Jobs/Housing Ratio Alternative would result in lower GHG emissions compared to those of the proposed Project. However, this alternative, like the proposed Project, would not achieve efficiency and GHG reduction targets. GHG emissions impacts of this alternative would be cumulatively considerable and significant, like the proposed Project.

Traffic noise levels generated by the Balanced Jobs/Housing Ratio Alternative would be lower than those for the proposed Project; however, like the proposed Project, such impacts of this alternative are expected to be significant and unavoidable.

Impacts of this alternative on the segment of Sonoma Boulevard where the proposed Project would result in a significant and unavoidable traffic impact are unknown. In this alternative Sonoma Boulevard would become a mostly commercial corridor; thus, the road diet proposed for Sonoma Boulevard in the proposed Project may not be practicable in this alternative. Under this alternative, the effectiveness of the proposed Plan's development pattern, in which higher-density residential growth is developed in close proximity to commercial uses, would be reduced.

Under the Balanced Jobs/Housing Ratio Alternative, the City would vigorously pursue an economic development strategy focused on business attraction and workforce development in order to create a local balance of jobs and residents and reduce the daily out-commute from Vallejo by 2040. Thus, this alternative would meet many of the City's objectives, such as fostering a strong, stable, and diverse local economy, and by providing a balance of employment and housing opportunities.

Finding: The City Council considered the Balanced Jobs/Housing Ratio Alternative and declines to adopt it because it does not avoid or substantially lessen all of the project's significant and unavoidable impacts and is infeasible for the specific economic, social, or other considerations described above, as supported by the administrative record for the project.

Attachment 1 Exhibit C

FINDINGS CONCERNING SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091, the City Council hereby makes these findings with respect to the potential for significant environmental impacts from adoption and implementation of the Propel Vallejo General Plan Update and Sonoma Boulevard Specific Plan (referred to together as the "proposed Project") and the means for mitigating those impacts. For the purpose of these findings, the term "EIR" means the Draft and Final EIR documents collectively, unless otherwise specified.

These findings do not attempt to describe the full analysis of each environmental impact contained in the EIR. Instead, the findings provide a summary description of each impact, describe the applicable mitigation measures identified in the EIR and adopted by the City, and state the findings on the significance of each impact after imposition of the adopted mitigation measures. The EIR contains a full analysis of each environmental impact, and explanation of the environmental findings and conclusions summarized below. These findings hereby incorporate by reference the discussion and analysis in the EIR that support the EIR determinations regarding significant project impacts and mitigation measures designed to address those impacts, except to the extent that any such determinations and conclusions are specifically modified by these findings. The facts supporting these findings are also found in the record as a whole for the project.

Impact AQ-2a: Despite implementation of the proposed General Plan policies, criteria air pollutant emissions associated with the proposed Project would cause a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds. (Draft EIR p. 4.2-35)

Mitigation Measure AQ-2a: Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the Bay Area Air Quality Management District's CEQA Guidelines shall prepare and submit to the City of Vallejo a technical assessment evaluating potential air quality impacts related to the project's operation phase. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If operation-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD's CEQA Guidelines, the City of Vallejo Community and Economic Development Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operation activities. (Draft EIR p. 4.2-36)

Resulting Significance: Significant and Unavoidable

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR, but not to a level of less than significant. There are no additional feasible mitigation measures and no feasible alternatives that avoid this significant effect. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures, as discussed in

the Rationale below, or project alternatives identified in the EIR, as further addressed in Exhibit D, Alternatives Findings.

Rationale for Finding: Mitigation Measure AQ-2a requires technical assessments evaluating potential air quality impacts related to future projects' operation phases. If criteria air pollutants would have the potential to exceed the BAAQMD thresholds of significance, the City of Vallejo Community and Economic Development Department shall require that applicants incorporate mitigation measures to reduce air pollutant emissions during operation activities. Implementation of this mitigation measure would substantially reduce pollutants; however, because future projects and measures cannot be known at this time, the reduction in pollutants cannot be quantified. Thus, it cannot be determined with certainty whether the reductions would fall below the significance threshold. The impact is significant and unavoidable and a Statement of Overriding Considerations is required in conjunction with approval of the project.

Impact AQ-2b: Despite implementation of the proposed General Plan policies, criteria air pollutant emissions associated with the proposed Project construction activities would generate a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds. (Draft EIR p. 4.2-39)

Mitigation Measure AQ-2b.1: As part of the City's development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District's basic control measures for reducing construction emissions of PM₁₀ (Table 8-1, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines). (Draft EIR p. 4.2-39)

Mitigation Measure AQ-2b.2: Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the BAAQMD's CEQA Guidelines shall prepare and submit to the City of Vallejo a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the City of Vallejo shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds (Table 8-2, Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above the Threshold, of the BAAQMD CEQA Guidelines, or applicable construction mitigation measures subsequently approved by BAAQMD). These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Building Division and/or Planning Division. (Draft EIR p. 4.2-39)

Resulting Significance: Significant and Unavoidable

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR, but not to a level of less than significant. There are no additional feasible mitigation measures and no feasible alternatives that avoid this significant effect. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures, as discussed in

the Rationale below, or project alternatives identified in the EIR, as further addressed in Exhibit D, Alternatives Findings.

Rationale for Finding: Mitigation Measures AQ-2b.1 and AQ-2b.2 require compliance with BAAQMD basic control measures and assessment of construction-related air quality impacts. If pollutants associated with construction activities would have the potential to exceed the BAAQMD thresholds of significance, the City shall require that applicants incorporate mitigation measures to reduce air pollutant emissions during construction activities. Implementation of this mitigation measure would substantially reduce pollutants; however, because future projects and measures cannot be known at this time, the reduction in pollutants cannot be quantified. Thus, it cannot be determined with certainty whether the reductions would fall below the significance threshold. The impact is significant and unavoidable and a Statement of Overriding Considerations is required in conjunction with approval of the project.

Impact AQ-3a: Warehousing operations could generate a substantial amount of diesel particulate matter (DPM) emissions from off-road equipment use and truck idling. In addition, some warehousing and industrial facilities may include use of transport refrigeration units (TRUs) for cold storage that could expose sensitive receptors to substantial pollutant concentrations. Mitigation is needed to ensure that new projects are evaluated in accordance with BAAQMD's CEQA Guidelines, and therefore impacts are significant. (Draft EIR p. 4.2-43)

Mitigation Measure AQ-3a: Applicants for future non-residential land uses within the city that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a proposed Project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Vallejo prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds 10 in one million ($10E-06$), $PM_{2.5}$ concentrations exceed $0.3 \mu g/m^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures may include but are not limited to:

- Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible.
- Electrifying warehousing docks.
- Requiring use of newer equipment and/or vehicles.
- Restricting off-site truck travel through the creation of truck routes.

Mitigation measures identified in the project-specific HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of a proposed project. (Draft EIR p. 4.2-43)

Resulting Significance: Less than Significant

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR.

Rationale for Finding: Mitigation Measure AQ-3a would require Health Risk Assessments for projects with the potential to generate substantial truck trips and are near sensitive receptors. Mitigation Measure AQ-3a would ensure that mobile sources of TACs not covered under BAAQMD permits are considered during subsequent project-level environmental review. Development of individual projects would be required to achieve the incremental risk thresholds established by BAAQMD.

Impact AQ-3b: Projects proximate to major sources air pollution (e.g., within 1,000 feet of an industrial area) would need to ensure that they could achieve BAAQMD's performance standards (ten in one million [10E-06], PM_{2.5} concentrations exceed 0.3 µg/m³, or the appropriate noncancer hazard index exceeds 1.0). (Draft EIR p. 4.2-47)

Mitigation Measure AQ-3b: Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in Vallejo within 1,000 feet of a major sources of toxic air contaminants (TACs) (e.g., warehouses, industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Vallejo prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children ages 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM_{2.5} concentrations exceed 0.3 µg/m³, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes located away from high volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.

Measures identified in the HRA shall be included in the environmental document and/or incorporated into the site development plan as a component of the proposed Project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Building & Safety Services Division and/or Planning Services Division. (Draft EIR p. 4.2-47)

Resulting Significance: Less than Significant

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR.

Rationale for Finding: Mitigation Measure AQ-3b would require Health Risk Assessments for sensitive receptor projects proximate to major sources of air pollution. Mitigation Measure AQ-

3b would ensure that mobile sources of TACs not covered under BAAQMD permits are considered during subsequent project-level environmental review. Development of individual projects would be required to achieve the incremental risk thresholds established by BAAQMD.

Impact AQ-5: Implementation of the proposed Project would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin. (Draft EIR p. 4.2-50)

Mitigation Measure AQ-5: Implement Mitigation Measures AQ-2a through AQ-3a. There are no additional mitigation measures available to mitigate this impact. (Draft EIR pp. 4.2-50)

Resulting Significance: Significant and Unavoidable

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR, but not to a level of less than significant. There are no additional feasible mitigation measures and no feasible alternatives that avoid this significant effect. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures, as discussed in the Rationale below, or project alternatives identified in the EIR, as further addressed in Exhibit D, Alternatives Findings.

Rationale for Finding: Air quality impacts identified in the discussion under Impact AQ-2b constitute the proposed Project's contribution to cumulative air quality impacts in the SFBAAB. Mitigation Measures AQ-2a through AQ-3a, identified previously to reduce project-related emissions, would reduce impacts to the extent feasible. Due to the programmatic nature of the proposed Project, no additional mitigation measures are available. Air pollutant emissions associated with the proposed Project would result in a cumulatively considerable contribution to air quality impacts. The impact is significant and unavoidable and a Statement of Overriding Considerations is required in conjunction with approval of the project.

Impact BIO-1: Without the implementation of adequate identification, controls and restrictions, and requirements for compensatory mitigation the proposed Project could have a substantial adverse effect, either directly or through habitat modifications. (Draft EIR p. 4.3-33)

Mitigation Measure BIO-1: The proposed General Plan shall be amended to include the following actions:

- Action. Require a biological assessment for new development proposed on sites that are determined to have some potential to contain sensitive biological and wetland resources. The assessment should be conducted by a qualified professional to determine the presence or absence of any sensitive resources, should evaluate potential adverse effects, and should define measures for protecting the resources in compliance with state and federal laws. Detailed surveys are not necessary in locations where past and existing development have eliminated natural habitat and the potential for presence of sensitive biological resources.
- Action. Continue to require environmental review of development applications pursuant to CEQA to assess the potential impacts on native species and habitat diversity. Require adequate mitigation measures for ensuring the protection of

sensitive resources and achieving “no net loss” of sensitive habitat acreage, values and functions and encourage early consultation with all trustee agencies and agencies with review authority pursuant to CEQA for projects in areas supporting special-status species, sensitive natural communities or wetland that may be adversely affected by new development.

- Action. Avoid potential impacts on jurisdictional wetlands and other waters as part of new development to the maximum extent feasible. This should include streams and associated riparian habitat and coastal salt marsh habitat along the Vallejo shoreline. Where complete avoidance is not possible, require that appropriate authorizations be secured from State and federal jurisdictional agencies and that adequate replacement mitigation be provided to ensure there is no net loss in habitat acreage or values.
- Action. Protect the nests of raptors and other birds when in active use, as required by State and federal regulations. As part of new development, avoid disturbance to and loss of bird nests in active use by scheduling vegetation removal and new construction during the non-nesting season (September through February) or by conducting a preconstruction survey by a qualified biologist to confirm nests are absent or to define appropriate buffers until any young have successfully fledged the nest.
- Action. Protect the remaining woodlands and native tree resources, and require replacement plantings where native trees must be removed.

The following policies of the proposed General Plan shall be amended as follows:

- Policy NBE-1.1: *Natural Resources*. Protect and enhance hillsides, waterways, wetlands, occurrences of special-status species and sensitive natural communities, and aquatic and important wildlife habitat through land use decisions that avoid and mitigate potential environmental impacts on these resources to the extent feasible.
- Policy NBE-1.2: *Sensitive Resources*. Ensure that adverse impacts on sensitive biological resources, including special-status species, ~~and~~ sensitive natural communities, and wetlands are avoided and mitigated to the greatest extent feasible as development takes place. (Draft EIR p. 4.3-33 to 4.3-34)

Resulting Significance: Less than Significant

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR.

Rationale for Finding: The proposed General Plan policies and actions listed in Mitigation Measure BIO-1 would help to provide for the identification and protection of special-status species. Implementation of the policies and actions identified, as well as compliance with federal and State laws and mitigation measures required as part of the various specific plans in the Project Area, would help to avoid potential impacts to special-status species. With the implementation of new policies and actions, the impact is less than significant.

Impact BIO-2: Without the implementation of adequate identification, controls and restrictions, and requirements for compensatory mitigation, the proposed Project could have a substantial adverse effect on sensitive natural communities. (Draft EIR p. 4.3-36)

Mitigation Measure BIO-2: Implement Mitigation Measure BIO-1. (Draft EIR p. 4.3-36)

Resulting Significance: Less than Significant

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR.

Rationale for Finding: Several policies and actions in the proposed General Plan that are listed under Impact BIO-1 would also serve to protect and enhance occurrences of sensitive natural communities. Many of these are broad measures calling for sustainable management, land acquisition, and enhancement. These include: Action NBE-1.1A, which calls for cooperation with other agencies to promote restoration and long-term sustainability local natural resources; Action NBE-1.1B, which calls for continued participation in implementation of regional habitat conservation and restoration programs, including the Solano Multi-Species HCP and wetland restoration of the Napa/Sonoma Marshes; Action NBE-1.1C, which calls for pursuing habitat enhancement at South White Slough; Action NBE-1.2C, which calls for collaborating with other public agencies to responsibly manage open space in and around Vallejo in order to control and reduce the spread of non-native, invasive plant and animal species which can compromise otherwise protected occurrences of sensitive natural communities; Action NBE-1.3A, which calls for partnering with other public agencies on educational programs to foster local environmental awareness and encourage the protection of natural resources; and Action NBE-1.6A, which calls for collaboration with the Solano Land Trust and other jurisdictions in seeking funding to implement conservation projects. With the implementation of new policies and actions, the impact is less than significant.

Impact BIO-3: Without the implementation of adequate controls and restrictions, the proposed Project could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. (Draft EIR p. 4.3-37)

Mitigation Measure BIO-3: Implement Mitigation Measure BIO-1. (Draft EIR p. 4.3-37)

Resulting Significance: Less than Significant

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR.

Rationale for Finding: Several policies and actions in the proposed General Plan that are listed under Impact BIO-1 would also serve to protect and enhance occurrences of jurisdictional wetlands through land acquisition, open space management, and compensatory mitigation. These include: Action NBE-1.1A, which calls for cooperation with other agencies to promote restoration and long-term sustainability local natural resources, which would include marshlands and other wetland habitat; Action NBE-1.1C, which calls for pursuing habitat enhancement at South White Slough; Action NBE-1.2B, which calls for collaborating with other public agencies to responsibly manage open space in and around Vallejo in order to control and reduce the spread of non-native, invasive plant and animal species which can compromise habitat values of marshlands and riparian corridors; Action NBE-1.3A, which calls for partnering with other public agencies on educational programs to foster local environmental awareness and encourage the protection of natural resources; and Action NBE-1.6A, which calls for collaboration with the Solano Land Trust and other jurisdictions in seeking funding to

implement conservation projects. With the implementation of new policies and actions, the impact is less than significant.

Impact BIO-4: Without the implementation of adequate controls and restrictions, the proposed Project could interfere 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. (Draft EIR p. 4.3-38)

Mitigation Measure BIO-4: Implement Mitigation Measure BIO-1. (Draft EIR p. 4.3-39)

Resulting Significance: Less than Significant

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR.

Rationale for Finding: Policies and actions in the proposed General Plan that are listed under Impact BIO-1 would also serve to protect important wildlife habitat resources and promote the enhancement of natural habitat for native species and wildlife movement opportunities. These include: Action NBE-1.1A, which calls for cooperation with other agencies to promote restoration and long-term sustainability local natural resources; Action NBE-1.1B, which calls for continued participation in implementation of regional habitat conservation and restoration programs, including the Solano Multi-Species HCP and wetland restoration of the Napa/Sonoma Marshes; Action NBE-1.1C, which calls for pursuing habitat enhancement at South White Slough; Action NBE-1.1D in support of resource conservation activities on private lands; Action NBE-1.2B, which calls for collaborating with other public agencies to responsibly manage open space in and around Vallejo in order to control and reduce the spread of non-native, invasive plant and animal species and compromise natural habitat; Action NBE-1.3A, which calls for partnering with other public agencies on educational programs to foster local environmental awareness and encourage the protection of natural resources; and Action NBE-1.6A which calls for collaboration with the Solano Land Trust and other jurisdictions in seeking funding to implement conservation projects. With the implementation of new policies and actions, the impact is less than significant.

Impact CULT-2: Because of the lack of specific implementing procedures, adverse changes could occur to the significance of archaeological resources through future development allowed by the proposed General Plan. (Draft EIR p. 4.4-19)

Mitigation Measure CULT-2: The City shall put in place procedures to identify as-yet-unidentified archaeological resources prior to development. These procedures shall include the following measures:

- Prior to development of parcels within the General Plan area, a description and map of the proposed development shall be submitted to the Northwest Information Center of the California Historical Resources Information System to determine if the property has been previously surveyed for cultural resources. The Information Center will provide recommendations regarding the need for cultural resources survey. These recommendations shall be followed prior to development of the property.
- Contact the Native American Heritage Commission for sacred lands file check.

- Consult local Native American groups identified by the Native American Heritage Commission.
- If previously unidentified cultural resources are identified during survey of the property, recommendations for treatment of the resources shall be acquired from a qualified cultural resources professional.
- If buried archaeological deposits are discovered during development, work shall stop in the vicinity of the find, and a qualified archaeologist will be contacted to assess the discovery. If the discovery is determined to be a potentially significant archaeological site, a site-specific investigation plan will be developed by a qualified archaeologist. (Draft EIR p. 4.4-19)

Resulting Significance: Less than Significant

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR.

Rationale for Finding: The EIR finds that the implementation of the Project could result in new development and that could impair the historic integrity of unknown archaeological deposits associated with the historic period of Vallejo and Native American prehistoric archaeological sites. Implementation of Mitigation Measure CULT-2 lays out the procedure of contacting Native American communities on potential archeological sites prior to development and the procedure for if cultural or archeological resources are found on a project site, which would avoid or reduce this impact to a less-than-significant level.

Impact CULT-3: Because of the lack of specific implementing procedures, adverse changes could occur to the significance of paleontological resources through future development allowed by the proposed General Plan. (Draft EIR p. 4.4-20)

Mitigation Measure CULT-3: The City shall put in place procedures in the event that paleontological resources are encountered during development. These procedures shall include the following measure:

- In the event that paleontological resources are encountered during development, excavations within a 50-foot radius of the find should be halted until the discovery has been evaluated by a qualified paleontologist, who will make recommendations regarding the resumption of construction. These recommendations shall be followed prior to development of the property. (Draft EIR p. 4.4-20)

Resulting Significance: Less than Significant

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR.

Rationale for Finding: The EIR finds that implementation of the Project could result in new development and that could impair unknown fossils or unique paleontological resources or unique geologic features in the study area. Implementation of Mitigation Measure CULT-3 addresses the procedure in the event of a paleontological finding during a development which would avoid or reduce this impact to a less-than-significant level.

Impact GHG-1: While the proposed Project supports progress toward the long term-goals identified in Executive Order B-30-15 and Executive Order S-03-05, it cannot yet be demonstrated that Vallejo will achieve GHG emissions reductions that are consistent with a 60 percent reduction below 1990 levels by the year 2040 based on existing technologies and currently adopted policies and programs. (Draft EIR p. 4.6-29)

Mitigation Measure GHG-1: Prior to January 1, 2020, the City of Vallejo shall update the Climate Action Plan (CAP) to address the GHG reduction goals of Executive Order B-30-15 for GHG sectors that the City has direct or indirect jurisdictional control over. The City shall identify a GHG emissions reduction target for year 2030 that is consistent with the GHG reduction goals identified in Executive Order B-30-15. The CAP shall be updated to include measures to ensure that the City is on a trajectory that aligns with the state's 2030 GHG emissions reduction target. (Draft EIR p. 4.6-29)

Resulting Significance: Significant and Unavoidable

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR, but not to a level of less than significant. There are no additional feasible mitigation measures and no feasible alternatives that avoid this significant effect. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures, as discussed in the Rationale below, or project alternatives identified in the EIR, as further addressed in Exhibit D, Alternatives Findings.

Rationale for Finding: The City's General Plan Update and the CAP includes measures to align the City with the GHG reductions of AB 32. Mitigation Measure GHG-1 would ensure that the City continues to implement actions that reduce GHG emissions from buildout of the General Plan Update. However, additional federal and State measures would be necessary to reduce GHG emissions to meet the long-term GHG reduction goals under Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent of 1990 levels by 2030, and Executive Order S-03-05, which identified a goal to reduce GHG emissions to 80 percent of 1990 levels by 2050. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-03-05. As identified by the California Council on Science and Technology, the State cannot meet the 2050 goal without major advancements in technology (CCST 2012). Since no additional federal or State measures are currently available that would ensure that the City of Vallejo could achieve an interim post-2020 target, Impact GHG-1 would remain significant and unavoidable. The impact is significant and unavoidable and a Statement of Overriding Considerations is required in conjunction with approval of the project.

Impact GHG-2: While the proposed Project supports progress toward the long term-goals identified in Executive Order B-30-15 and Executive Order S-03-05, it cannot yet be demonstrated that Vallejo will achieve GHG emissions reductions that are consistent with an 80 percent reduction below 1990 levels by the year 2050 based on existing technologies and currently adopted policies and programs. (Draft EIR p. 4.6-45)

Mitigation Measure GHG-2: Implement Mitigation Measure GHG-1. There are no additional

mitigation measures available to mitigate this impact. (Draft EIR p. 4.6-45)

Resulting Significance: Significant and Unavoidable

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR, but not to a level of less than significant. There are no additional feasible mitigation measures and no feasible alternatives that avoid this significant effect. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures, as discussed in the Rationale below, or project alternatives identified in the EIR, as further addressed in Exhibit D, Alternatives Findings.

Rationale for Finding: The City has a CAP to achieve the GHG reduction goals of AB 32 for year 2020. At this time there are no post-2020 federal or State measures that would assist the City in achieving the efficiency target at the 2040 horizon year of the proposed Project. Therefore, Impact GHG-2 would remain significant and unavoidable. The impact is significant and unavoidable and a Statement of Overriding Considerations is required in conjunction with approval of the project.

Impact NOI-3: The proposed Project would cause a substantial permanent increase in ambient transportation-related noise levels in the Project Area. (Draft EIR p. 4.10-43)

Mitigation Measure NOI-3: Beyond the proposed General Plan Nature and Built Environment Element policies discussed under Impact NOI-3, the following mitigation measures were considered but, as described below, were found to be infeasible.

Technological Advances for Noise-Generating Vehicles and Machinery

Most urban noise results from the use of machinery or vehicles, including manufacturing equipment, HVAC units, automobiles, motorcycles, trains, and aircraft, among others. The implementation of improved technologies for the prevention or muffling of noise from these sources could theoretically prevent substantial increases to ambient noise levels; however, this approach would be infeasible as much of this implementation is beyond the jurisdiction of the City.

Beyond currently-accepted State and industry standards and best practices, developing and/or requiring novel technological improvements for noise-generating vehicles and machinery would not be affordable, scientifically plausible, or within the City's jurisdiction. Therefore, this potential mitigation measure is regarded as infeasible.

Universal Use of Noise-Attenuating Features

The universal use of noise attenuating features such as rubberized asphalt, soundwalls, berms, and improved building sound-insulation, could prevent transmission of excessive noise to the outdoor and indoor areas of sensitive land uses and/or could prevent projected increases in ambient noise levels. However, this approach would be infeasible in several situations. Specifically, rubberized asphalt reduces tire-pavement noise and, when new, achieves a reduction of approximately 4 dB when compared to normal pavement surfaces. However, the noise reduction properties degrade over time, and the noise reduction would not be sufficient to reduce noise impacts in many areas of Vallejo. In many cases, aesthetic concerns, costs,

physical constraints, or other issues would prevent the universal implementation of adequate noise-attenuating features. In addition to their expense, soundwalls often block views and are regarded as unsightly. Moreover, the construction of soundwalls can result in reduced pedestrian and vehicle connectivity, which would contravene other goals of the proposed General Plan and have negative social, economic, and even environmental consequences. Although improved building construction and insulation beyond that which is required by California Title 24 and the proposed General Plan could further reduce indoor exposure to excessive noise, substantial outdoor increases to ambient noise levels would remain. Therefore, this potential mitigation measure is regarded as infeasible.

In summary, for this noise impact there is no feasible mitigation that would prevent substantial increases in ambient noise levels since all conceivable mitigations would be, in some circumstances, economically impractical, scientifically unachievable, outside the City's jurisdiction, and/or inconsistent with City planning goals and objectives. Thus, impacts would remain significant and unavoidable because no feasible mitigation measures are available to mitigate noise impacts to a less-than-significant level, resulting in a *significant and unavoidable impact*. (Draft EIR p. 4.10-43)

Resulting Significance: Significant and Unavoidable

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR, but not to a level of less than significant. There are no additional feasible mitigation measures and no feasible alternatives that avoid this significant effect. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures, as discussed in the Rationale below, or project alternatives identified in the EIR, as further addressed in Exhibit D, Alternatives Findings.

Rationale for Finding: Mitigation Measure NOI-3 considers potential mitigation measures to reduce transportation-related noise levels. However, the mitigation measures are not feasible because all conceivable mitigations would be, in some circumstances, economically impractical, scientifically unachievable, outside the City's jurisdiction, and/or inconsistent with City planning goals and objectives. The impact is significant and unavoidable and a Statement of Overriding Considerations is required in conjunction with approval of the project.

Impact NOI-4: The proposed Project would potentially cause a substantial temporary or periodic increase in ambient transportation-related noise levels in the project vicinity. (Draft EIR p.4.10-46)

Mitigation Measure NOI-4: During individual project review, the Planning Department shall consider project-level noise impacts as part of the environmental evaluation and approval process for individual development proposals. Where deemed necessary, the following specific measures shall be part of the conditions of approval:

- Construction activities shall be restricted to the daytime hours of between 7:00 a.m. and 7:00 p.m. on weekdays.
- Prior to the start of construction activities, the construction contractor shall:
- Maintain and tune all proposed equipment in accordance with the manufacturer's

- recommendations to minimize noise emission.
- Inspect all proposed equipment and should fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds that are no less effective than as originally equipped by the manufacturer.
- Post a sign, clearly visible at the site, with a contact name and telephone number of the City of Vallejo's authorized representative to respond in the event of a noise complaint.
- Place stationary construction equipment and material delivery in loading and unloading areas as far as practicable from the residences.
- Limit unnecessary engine idling to the extent feasible.
- Use smart back-up alarms, which automatically adjust the alarm level based on the background noise level, or switch off back-up alarms and replace with human spotters.
- Use low-noise emission equipment.
- Limit use of public address systems.
- Minimize grade surface irregularities on construction sites. (Draft EIR p. 4.10-46)

Resulting Significance: Less than Significant

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR.

Rationale for Finding: Mitigation Measure NOI-4 would require future development projects to demonstrate that they would not produce excessive noise levels during construction.

Impact NOI-7: The proposed Project would cause a substantial cumulative increase in ambient transportation-related noise levels in the Project Area. (Draft EIR p. 4.10-49)

Mitigation Measure NOI-7: Beyond the proposed General Plan Nature and Built Environment Element policies discussed under Impact NOI-7, the same mitigation measures were considered as were evaluated in Impact NOI-3 and were, likewise, found to be infeasible. These included: (a) Technological Advances for Noise-Generating Vehicles and Machinery, and (b) Universal Use of Noise-Attenuating Features.

In summary, for cumulative noise impacts, there are no feasible mitigations for preventing substantial increases in ambient noise levels, since all conceivable mitigations would be, in some circumstances, economically impractical, scientifically unachievable, outside the City's jurisdiction, and/or inconsistent with City planning goals and objectives. Thus, cumulative impacts would remain significant and unavoidable because no feasible mitigation measures are available to mitigate noise impacts to a less than significant level, resulting in a *significant and unavoidable* impact. (Draft EIR p. 4.10-49)

Resulting Significance: Significant and Unavoidable

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR, but not to a level of less than significant. There are no additional feasible mitigation measures and no feasible alternatives that avoid this significant effect. Specific economic, legal, social,

technological, or other considerations make infeasible the mitigation measures, as discussed in the Rationale below, or project alternatives identified in the EIR, as further addressed in Exhibit D, Alternatives Findings.

Rationale for Finding: Mitigation Measure NOI-7 considers potential mitigation measures identified for NOI-3 to reduce cumulative noise levels. However, like NOI-3, the mitigations are not feasible because all conceivable mitigations would be, in some circumstances, economically impractical, scientifically unachievable, outside the City's jurisdiction, and/or inconsistent with City planning goals and objectives. The impact is significant and unavoidable and a Statement of Overriding Considerations is required in conjunction with approval of the project.

Impact TRANS-1(GP): The proposed General Plan would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit, non-motorized travel, and relevant components of the circulation system, including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. (Draft EIR p. 4.14-37)

Mitigation Measure TRANS-1a.1: The City of Vallejo will work to minimize traffic congestion in the two-lane "road diet" portion of Sonoma Boulevard (approximately between Curtola Parkway and Nebraska Street) through implementation of General Plan policies and actions designed to shift travel by auto to other modes, particularly transit (Policies MTC 1.1, 1.2, 1.3, 2.8 and 2.9 and supporting actions); and through implementation of policies and actions designed to maintain a citywide multi-modal network so that multiple options exist for travel by auto—and other modes—throughout the city (Policies MTC-2.4, 2.5 and 2.7 and supporting actions). The City will also minimize traffic congestion by constructing and operating the road diet portion of Sonoma Boulevard to adequately serve peak hour travel demand, including provision of turn lanes, coordinated signal timing plans, and other traffic engineering measures, as described in the discussion under Impact TRANS-1 (SBSP) below.

With the implementation of Mitigation Measure TRANS-1a.1, the traffic impact may remain, and thus the impact would remain significant after mitigation. (Draft EIR p. 4.14-37)

Mitigation Measure TRANS-1a.2: The Mare Island Specific Plan calls for widening of Railroad Avenue to six lanes between G Street and the SR-37 interchange, The City of Vallejo will require that upgrade or a comparable roadway improvement when it is needed, as part of the development of the northern section of the Mare Island Specific Plan. In addition, the City will ensure that the Columbus Parkway widening to four lanes between Georgia Street and the city limits is programmed and funded in a timely way in order to provide the capacity when it is needed based on development and associated traffic growth under the proposed General Plan.

Because Mitigation Measure TRANS-1a.2 depends in part on other agencies (in this case Caltrans), the mitigation cannot be assured, and the impact would remain significant after mitigation. (Draft EIR p. 4.14-38)

Resulting Significance: Significant and Unavoidable

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR, but not to a level of less than significant. There are no additional feasible mitigation measures and no feasible alternatives that avoid this significant effect. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures, as discussed in the Rationale below, or project alternatives identified in the EIR, as further addressed in Exhibit D, Alternatives Findings.

Rationale for Finding: Mitigation Measures TRANS-1a.1 and TRANS-1a.2 identify several mitigation options. The feasibility of road-widening projects and road diets are partly dependent on other agencies and the mitigation cannot be guaranteed. In addition, the effectiveness of the option to provide multi-modal transit options to relieve congestion cannot be adequately quantified to assess whether the mitigation would be sufficient to reduce the impact to a less-than-significant level. The impact is significant and unavoidable and a Statement of Overriding Considerations is required in conjunction with approval of the project.

Impact TRANS-1b: Freeway and highway facility impacts would be *significant*. The following mitigation measure is proposed in consistency with the proposed General Plan. (Draft EIR p. 4.14-38)

Mitigation Measure TRANS-1b: The City of Vallejo will work with the Solano Transportation Authority and Caltrans to study, identify, program and build capacity improvements on SR-37 between I-80 and west of the Mare Island interchange, including the following improvements:

1. SR-37 ramp realignment and capacity improvements, similar to the project studied in the State Route 37/Mare Island Interchange Project Study Report (August 2001), or an alternative to be developed;
2. Widening the Napa River Bridge from four to six lanes (as described in Mare Island Amended and Restated Specific Plan EIR Mitigation Measure B.10); and
3. Widening SR 37 to four lanes between the Napa River Bridge and SR 121 at Sears Point.

Because SR 37 is a state route, the funding, programming and construction of these projects is controlled by Caltrans and the Solano Transportation Authority. Such projects are typically funded through a variety of federal, state, and local transportation funding sources. Vallejo will contribute to the local portion of the funding of these projects through its payment of the Solano County Regional Transportation Impact Fee (RTIF) on new development, and will participate in the planning and prioritization of the projects as a member agency of the Solano Transportation Authority. It is noted that none of the above projects are currently programmed by the STA nor the local districts which receive funding from the RTIF. Therefore, because the provision of these State facility improvements cannot be assured, this impact remains significant and unavoidable. (Draft EIR p. 4.14-38)

Resulting Significance: Significant and Unavoidable

Finding: Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect identified in the EIR, but not

to a level of less than significant. There are no additional feasible mitigation measures and no feasible alternatives that avoid this significant effect. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures, as discussed in the Rationale below, or project alternatives identified in the EIR, as further addressed in Exhibit D, Alternatives Findings.

Rationale for Finding: Mitigation Measure TRANS-1b identifies three mitigation options. The feasibility of all the options, to make changes to SR-37 to improve capacity, is uncertain due to project funding and state highway management by other agencies. These mitigation options cannot be adequately quantified to assess whether the mitigation would be sufficient to reduce the impact to a less-than-significant level. The impact is significant and unavoidable and a Statement of Overriding Considerations is required in conjunction with approval of the project.

Attachment 1 Exhibit D

STATEMENT OF OVERRIDING CONSIDERATIONS

General. The City is considering approval of the Propel Vallejo General Plan Update and Sonoma Boulevard Specific Plan project, which includes an updated General Plan and the Sonoma Boulevard Specific Plan (“proposed Project”).

Pursuant to CEQA Guidelines Section 15093, the City Council must adopt a Statement of Overriding Considerations for the significant and unavoidable impacts of the project in connection with approval of the project. The City Council believes that many of the unavoidable environmental effects identified in the EIR will be substantially lessened by mitigation measures adopted with the EIR and implemented with future development under the project. Even with mitigation, the City Council recognizes that the implementation of the project carries with it significant and unavoidable environmental effects, as identified in the EIR.

The following significant unavoidable environmental impacts were identified in the EIR.

- 1) Impact AQ-2A: Despite implementation of the proposed General Plan policies, criteria air pollutant emissions associated with the proposed Project would cause a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds.
- 2) Impact AQ-2B: Despite implementation of the proposed General Plan policies, criteria air pollutant emissions associated with the proposed Project construction activities would generate a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds.
- 3) Impact AQ-5: Implementation of the proposed Project would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin (SFBAAB).
- 4) Impact GHG-1: Implementation of the proposed Project would directly and indirectly generate greenhouse gas (GHG) emissions.
- 5) Impact GHG-2: Implementation of the proposed Project would conflict with an applicable plan, policy, or regulation for the purpose of reducing the emissions of greenhouse gases.
- 6) Impact NOI-3: Implementation of the proposed Project would cause a substantial permanent increase in ambient transportation-related noise levels in the Project Area.
- 7) Impact NOI-7: Implementation of the proposed Project would cause a substantial cumulative increase in ambient transportation-related noise levels in the Project Area.
- 8) Impact TRANS-1 (GP): Implementation of the proposed Project would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit, non-motorized travel, and relevant components of the circulation system, including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

Overriding Considerations

The City Council has carefully considered each significant unavoidable project impact in reaching its decision to approve the project. Even with mitigation, the City Council recognizes that implementation of the project carries with it unavoidable adverse environmental effects, as identified in the EIR. The City Council specifically finds that, to the extent that the identified significant adverse impacts for the Project have not been reduced to acceptable levels through feasible mitigation or alternatives, there are specific economic, legal, social, technological or other benefits, including region-wide or statewide environmental benefits that outweigh the project's significant unavoidable impacts and support approval of the project. Any one of these benefits as set forth below is sufficient to justify approval of the project. The substantial evidence supporting the various benefits is in the record as a whole.

The following statement identifies the reasons why, in the City's judgment, specific benefits of the Project outweigh the significant and unavoidable effects. The City finds that each of the Project benefits discussed below is a separate and independent basis for these findings. The reasons set forth below are based on the Final EIR and other information in the administrative record.

Economic Benefits

1. The Project updates the existing General Plan to address concerns about and to promote economic prosperity.
2. The Project would promote a vibrant economy by supporting a diversity of business and employment opportunities.
3. The Project provides for new employment-related land uses that are anticipated to accommodate 26,532 new jobs.
4. The Project allows the City greater opportunities to remain a competitive and innovative business destination in the regional development environment, which would support increased property and sales tax revenues.

Environmental Benefits

1. The Project updates the existing General Plan to address concerns about climate change and greenhouse gas emissions.
2. The Project recognizes the importance of linking land use and transportation planning.
3. The Project concentrates growth in existing corridors and nodes, and thereby results in fewer impacts from the construction of new infrastructure, maximizes use of existing impervious surfaces, provides multi-modal transportation opportunities, and reduces vehicle miles traveled, which translates into air quality and greenhouse gas emissions benefits and increases in resources and energy efficiency.
4. The Project concentrates growth at urbanized locations, some with existing uses and, as a result, potential future development would consist largely of either redevelopment of existing buildings and/or sites, selective demolition of existing structures and replacement with new construction, or new infill development adjacent to existing uses, all of which would serve to lessen environmental

impacts.

5. The Project includes policies that encourage conservation of water and energy resources in conformance with the City's sustainability goals.
6. The Project includes policies and mitigation measures, enforceable through the MMRP, that protect sensitive habitat areas.
7. The Project is in conformance with the principles of planning sustainable communities by meeting both the present and future housing needs of the City.
8. The Project is consistent with key planning documents, including Plan Bay Area, which is the Bay Area's Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS), as well as SB 375, the Sustainable Communities and Climate Protection Act.

Social Benefits

1. The Project updates the existing General Plan to address concerns about public health.
2. The Project plans for citywide equity by providing job and housing opportunities to support a greater balance of land uses in the City.
3. The Project would encourage mixed-use development to help improve walkability and quality of life for residents and the region by providing the opportunity for a better jobs/housing balance.
4. The proposed Specific Plan establishes a vision for one of Vallejo's most important north-south streets that serves as an important gateway to Vallejo's historic core and is rich in amenities and appealing places.

Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP) for the City of Vallejo's Propel Vallejo General Plan Update and *Sonoma Boulevard Specific Plan* is intended to ensure the implementation of mitigation measures identified as part of the environmental review for the proposed project. The MMRP includes the following information:

- A list of mitigation measures
- The timing for implementation of each mitigation measure
- The agency responsible for monitoring implementation
- The monitoring action and frequency

The City of Vallejo must adopt this MMRP, or an equally effective program, if it adopts the proposed General Plan and Specific Plan with the mitigation measures that were adopted or made conditions of project adoption.

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
AIR QUALITY			
AQ-2a: Despite implementation of the proposed General Plan policies, criteria air pollutant emissions associated with the proposed Project would cause a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds.	AQ-2a: Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the Bay Area Air Quality Management District’s CEQA Guidelines shall prepare and submit to the City of Vallejo a technical assessment evaluating potential air quality impacts related to the project’s operation phase. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If operation-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD’s CEQA Guidelines, the City of Vallejo Community and Economic Development Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operation activities.	City of Vallejo Community and Economic Development Department City of Vallejo Community and Economic Development Department and/or Building Official (or designee)	Review of technical assessments Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections
AQ-2b: Despite implementation of the proposed General Plan policies, criteria air pollutant emissions associated with the proposed Project construction activities would generate a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds.	AQ-2b.1: As part of the City’s development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District’s basic control measures for reducing construction emissions of PM ₁₀ (Table 8-1, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).	City of Vallejo Building Official (or designee)	Review of all demolition, grading, and building permits Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections
	AQ-2b.2: Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the BAAQMD’s CEQA Guidelines shall prepare and submit to the City of Vallejo a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the City of Vallejo shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds (Table 8-2, Additional Construction Mitigation Measures Recommended for Projects with Construction	City of Vallejo Community and Economic Development Department City of Vallejo Community and Economic Development Department and/or Building Official (or designee)	Review of technical assessments Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
<p>exceed 0.3 µg/m³, or the appropriate noncancer hazard index exceeds 1.0).</p>	<p>industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Vallejo prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children ages 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM_{2.5} concentrations exceed 0.3 µg/m³, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:</p> <ul style="list-style-type: none"> ▪ Air intakes located away from high volume roadways and/or truck loading zones. ▪ Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters. <p>Measures identified in the HRA shall be included in the environmental document and/or incorporated into the site development plan as a component of the proposed Project. The air intake design and MERV filter requirements shall be noted</p>	<p>City of Vallejo Community and Economic Development Department and/or Building Official (or designee</p>	<p>Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections</p>
<p>AQ-5: Implementation of the proposed Project would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin.</p>	<p>AQ-5: Implement Mitigation Measures AQ-2a through AQ-3a. There are no additional mitigation measures available to mitigate this impact.</p>	<p>See Mitigation Measures AQ-2a through AQ-3a</p>	
BIOLOGICAL RESOURCES			
<p>BIO-1: Without the implementation of adequate identification, controls and restrictions, and requirements for compensatory mitigation the proposed Project could have a substantial adverse effect, either directly or through habitat modifications.</p>	<p>BIO-1: The proposed General Plan shall be amended to include the following actions:</p> <ul style="list-style-type: none"> ▪ Action. Require a biological assessment for new development proposed on sites that are determined to have some potential to contain sensitive biological and wetland resources. The assessment 	<p>City of Vallejo Planning Division</p>	<p>Ensure policies and actions are incorporated into the final General Plan Update</p>

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<p>should be conducted by a qualified professional to determine the presence or absence of any sensitive resources, should evaluate potential adverse effects, and should define measures for protecting the resources in compliance with state and federal laws. Detailed surveys are not necessary in locations where past and existing development have eliminated natural habitat and the potential for presence of sensitive biological resources.</p> <ul style="list-style-type: none"> ▪ Action. Continue to require environmental review of development applications pursuant to CEQA to assess the potential impacts on native species and habitat diversity. Require adequate mitigation measures for ensuring the protection of sensitive resources and achieving “no net loss” of sensitive habitat acreage, values and functions and encourage early consultation with all trustee agencies and agencies with review authority pursuant to CEQA for projects in areas supporting special-status species, sensitive natural communities or wetland that may be adversely affected by new development. ▪ Action. Avoid potential impacts on jurisdictional wetlands and other waters as part of new development to the maximum extent feasible. This should include streams and associated riparian habitat and coastal salt marsh habitat along the Vallejo shoreline. Where complete avoidance is not possible, require that appropriate authorizations be secured from State and federal jurisdictional agencies and that adequate replacement mitigation be provided to ensure there is no net loss in habitat acreage or values. ▪ Action. Protect the nests of raptors and other birds when in active use, as required by State and federal regulations. As part of new development, avoid disturbance to and loss of bird nests in active use by scheduling vegetation removal and new construction during the non-nesting season (September through February) or by conducting a preconstruction survey by a qualified biologist to confirm nests are absent or to define appropriate buffers until any young have successfully fledged the nest. ▪ Action. Protect the remaining woodlands and native tree resources, and require replacement plantings where native trees must be removed. 		

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<p>The following policies of the proposed General Plan shall be amended as follows:</p> <ul style="list-style-type: none"> ▪ Policy NBE-1.1: <i>Natural Resources</i>. Protect and enhance hillsides, waterways, wetlands, <u>occurrences of special-status species and sensitive natural communities</u>, and aquatic and <u>important</u> wildlife habitat through land use decisions that avoid and mitigate potential environmental impacts on these resources to the extent feasible. ▪ Policy NBE-1.2: <i>Sensitive Resources</i>. Ensure that adverse impacts on sensitive biological resources, including special-status species, and <u>sensitive natural communities, and wetlands</u> are avoided and mitigated to the greatest extent feasible as development takes place. 		
<p>BIO-2: Without the implementation of adequate identification, controls and restrictions, and requirements for compensatory mitigation, the proposed Project could have a substantial adverse effect on sensitive natural communities.</p>	<p>BIO-2: Implement Mitigation Measure BIO-1.</p>	<p>See Mitigation Measure BIO-1</p>	
<p>BIO-3: Without the implementation of adequate controls and restrictions, the proposed Project could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act.</p>	<p>BIO-3: Implement Mitigation Measure BIO-1.</p>	<p>See Mitigation Measure BIO-1</p>	
<p>BIO-4: Without the implementation of adequate controls and restrictions, the proposed Project could interfere 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.</p>	<p>BIO-4: Implement Mitigation Measure BIO-1.</p>	<p>See Mitigation Measure BIO-1</p>	
CULTURAL RESOURCES			
<p>CULT-2: Because of the lack of specific implementing procedures, adverse changes could occur to the significance of archaeological resources through future development allowed by the proposed General Plan.</p>	<p>CULT-2: The City shall put in place procedures to identify as-yet-identified archaeological resources prior to development. These procedures shall include the following measures:</p> <ul style="list-style-type: none"> ▪ Prior to development of parcels within the General Plan area, a description and map of the proposed development shall be submitted to the Northwest Information Center of the California Historical Resources Information System to determine if the 	<p>City of Vallejo Planning Division</p> <p>City of Vallejo Building Division or Planning Division</p>	<p>Develop and adopt new procedures</p> <p>Confirm procedures have been followed before and during construction, as applicable</p>

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<p>property has been previously surveyed for cultural resources. The Information Center will provide recommendations regarding the need for cultural resources survey. These recommendations shall be followed prior to development of the property.</p> <ul style="list-style-type: none"> ▪ Contact the Native American Heritage Commission for sacred lands file check. ▪ Consult local Native American groups identified by the Native American Heritage Commission. ▪ If previously unidentified cultural resources are identified during survey of the property, recommendations for treatment of the resources shall be acquired from a qualified cultural resources professional. <p>If buried archaeological deposits are discovered during development, work shall stop in the vicinity of the find, and a qualified archaeologist will be contacted to assess the discovery. If the discovery is determined to be a potentially significant archaeological site, a site-specific investigation plan will be developed by a qualified archaeologist.</p>		
<p>CULT-3: Because of the lack of specific implementing procedures, adverse changes could occur to the significance of paleontological resources through future development allowed by the proposed General Plan.</p>	<p>CULT-3: The City shall put in place procedures in the event that paleontological resources are encountered during development. These procedures shall include the following measure: In the event that paleontological resources are encountered during development, excavations within a 50-foot radius of the find should be halted until the discovery has been evaluated by a qualified paleontologist, who will make recommendations regarding the resumption of construction. These recommendations shall be followed prior to development of the property.</p>	<p>City of Vallejo Planning Division</p> <p>City of Vallejo Building Division or Planning Division</p>	<p>Develop and adopt new procedures</p> <p>Confirm procedures have been followed before and during construction, as applicable</p>
GREENHOUSE GAS EMISSIONS			
<p>GHG-1: While the proposed Project supports progress toward the long term-goals identified in Executive Order B-30-15 and Executive Order S-03-05, it cannot yet be demonstrated that Vallejo will achieve GHG emissions reductions that are consistent with a 60 percent reduction below 1990 levels by the year 2040 based on existing technologies and currently adopted policies and programs.</p>	<p>GHG-1: Prior to January 1, 2020, the City of Vallejo shall update the Climate Action Plan (CAP) to address the GHG reduction goals of Executive Order B-30-15 for GHG sectors that the City has direct or indirect jurisdictional control over. The City shall identify a GHG emissions reduction target for year 2030 that is consistent with the GHG reduction goals identified in Executive Order B-30-15. The CAP shall be updated to include measures to ensure that the City is on a trajectory that aligns with</p>	<p>City of Vallejo Community and Economic Development Department</p>	<p>Develop and adopt an update of the City of Vallejo Climate Action Plan</p>

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
<p>GHG-2: While the proposed Project supports progress toward the long term-goals identified in Executive Order B-30-15 and Executive Order S-03-05, it cannot yet be demonstrated that Vallejo will achieve GHG emissions reductions that are consistent with an 80 percent reduction below 1990 levels by the year 2050 based on existing technologies and currently adopted policies and programs.</p>	<p>the state’s 2030 GHG emissions reduction target.</p>		<p>See Mitigation Measure GHG-1</p>
<p>NOISE</p>	<p><u>NOI-3</u>: Beyond the proposed General Plan Nature and Built Environment Element policies discussed under Impact NOI-3, the following mitigation measures were considered but, as described below, were found to be infeasible.</p> <p><u>Technological Advances for Noise-Generating Vehicles and Machinery</u> Most urban noise results from the use of machinery or vehicles, including manufacturing equipment, HVAC units, automobiles, motorcycles, trains, and aircraft, among others. The implementation of improved technologies for the prevention or muffling of noise from these sources could theoretically prevent substantial increases to ambient noise levels; however, this approach would be infeasible as much of this implementation is beyond the jurisdiction of the City.</p> <p>Beyond currently-accepted State and industry standards and best practices, developing and/or requiring novel technological improvements for noise-generating vehicles and machinery would not be affordable, scientifically plausible, or within the City’s jurisdiction. Therefore, this potential mitigation measure is regarded as infeasible.</p> <p><u>Universal Use of Noise-Attenuating Features</u> The universal use of noise attenuating features such as rubberized asphalt, soundwalls, berms, and improved building sound-insulation, could prevent transmission of excessive noise to the outdoor and indoor areas of sensitive land uses and/or could prevent projected increases in ambient noise levels. However, this approach would be infeasible in several situations. Specifically, rubberized asphalt reduces tire-pavement</p>	<p>No mitigation measures are available.</p>	

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<p>noise and, when new, achieves a reduction of approximately 4 dB when compared to normal pavement surfaces. However, the noise reduction properties degrade over time, and the noise reduction would not be sufficient to reduce noise impacts in many areas of Vallejo. In many cases, aesthetic concerns, costs, physical constraints, or other issues would prevent the universal implementation of adequate noise-attenuating features. In addition to their expense, soundwalls often block views and are regarded as unsightly. Moreover, the construction of soundwalls can result in reduced pedestrian and vehicle connectivity, which would contravene other goals of the proposed General Plan and have negative social, economic, and even environmental consequences. Although improved building construction and insulation beyond that which is required by California Title 24 and the proposed General Plan could further reduce indoor exposure to excessive noise, substantial outdoor increases to ambient noise levels would remain. Therefore, this potential mitigation measure is regarded as infeasible.</p> <p>In summary, for this noise impact there is no feasible mitigation that would prevent substantial increases in ambient noise levels since all conceivable mitigations would be, in some circumstances, economically impractical, scientifically unachievable, outside the City’s jurisdiction, and/or inconsistent with City planning goals and objectives. Thus, impacts would remain significant and unavoidable because no feasible mitigation measures are available to mitigate noise impacts to a less-than-significant level, resulting in a <i>significant and unavoidable</i> impact.</p>		
<p>NOI-4: The proposed Project would potentially cause a substantial temporary or periodic increase in ambient transportation-related noise levels in the project vicinity.</p>	<p>NOI-4: During individual project review, the Planning Department shall consider project-level noise impacts as part of the environmental evaluation and approval process for individual development proposals. Where deemed necessary, the following specific measures shall be part of the conditions of approval:</p> <ul style="list-style-type: none"> ▪ Construction activities shall be restricted to the daytime hours of between 7:00 a.m. and 7:00 p.m. on weekdays. ▪ Prior to the start of construction activities, the construction contractor shall: ▪ Maintain and tune all proposed equipment in accordance with the manufacturer’s recommendations to minimize noise emission. ▪ Inspect all proposed equipment and should fit all equipment with 	<p>City of Vallejo Building and Engineering Divisions</p>	<p>Conditions of Approval for projects shall be established prior to issuance of construction permits Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections</p>

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<p>properly operating mufflers, air intake silencers, and engine shrouds that are no less effective than as originally equipped by the manufacturer.</p> <ul style="list-style-type: none"> ▪ Post a sign, clearly visible at the site, with a contact name and telephone number of the City of Vallejo’s authorized representative to respond in the event of a noise complaint. ▪ Place stationary construction equipment and material delivery in loading and unloading areas as far as practicable from the residences. ▪ Limit unnecessary engine idling to the extent feasible. ▪ Use smart back-up alarms, which automatically adjust the alarm level based on the background noise level, or switch off back-up alarms and replace with human spotters. ▪ Use low-noise emission equipment. ▪ Limit use of public address systems. <p>Minimize grade surface irregularities on construction sites.</p>		
<p>NOI-7: The proposed Project would cause a substantial cumulative increase in ambient transportation-related noise levels in the Project Area.</p>	<p>NOI-7: Beyond the proposed General Plan Nature and Built Environment Element policies discussed under Impact NOI-7, the same mitigation measures were considered as were evaluated in Impact NOI-3 and were, likewise, found to be infeasible. These included: (a) Technological Advances for Noise-Generating Vehicles and Machinery, and (b) Universal Use of Noise-Attenuating Features.</p> <p>In summary, for cumulative noise impacts, there are no feasible mitigations for preventing substantial increases in ambient noise levels, since all conceivable mitigations would be, in some circumstances, economically impractical, scientifically unachievable, outside the City’s jurisdiction, and/or inconsistent with City planning goals and objectives. Thus, cumulative impacts would remain significant and unavoidable because no feasible mitigation measures are available to mitigate noise impacts to a less than significant level, resulting in a <i>significant and unavoidable</i> impact.</p>	<p>Mitigation Measure NOI-7 restates Mitigation Measure NOI-3 and is not feasible.</p>	
<p>TRANSPORTATION AND TRAFFIC</p>			
<p>TRANS-1 (GP): The proposed General Plan would conflict with an applicable plan, ordinance, or policy establishing</p>	<p>TRANS-1a.1: The City of Vallejo will work to minimize traffic congestion in the two-lane “road diet” portion of Sonoma Boulevard (approximately</p>	<p>City of Vallejo Engineering Division</p>	<p>Implement improvements in accordance with applicable</p>

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
<p>measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit, non-motorized travel, and relevant components of the circulation system, including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.</p>	<p>between Curtola Parkway and Nebraska Street) through implementation of General Plan policies and actions designed to shift travel by auto to other modes, particularly transit (Policies MTC 1.1, 1.2, 1.3, 2.8 and 2.9 and supporting actions); and through implementation of policies and actions designed to maintain a citywide multi-modal network so that multiple options exist for travel by auto—and other modes—throughout the city (Policies MTC-2.4, 2.5 and 2.7 and supporting actions). The City will also minimize traffic congestion by constructing and operating the road diet portion of Sonoma Boulevard to adequately serve peak hour travel demand, including provision of turn lanes, coordinated signal timing plans, and other traffic engineering measures, as described in the discussion under Impact TRANS-1 (SBSP) below.</p> <p>With the implementation of Mitigation Measure TRANS-1a.1, the traffic impact may remain, and thus the impact would remain significant after mitigation.</p>	<p>and Caltrans</p>	<p>policies</p> <p>Note: State Route 37 is under Caltrans' jurisdiction, and the implementation and timing of Mitigation Measure TRANS-1a.2 is not under the City's control.</p>
	<p>TRANS-1a.2: The Mare Island Specific Plan calls for widening of Railroad Avenue to six lanes between G Street and the SR-37 interchange, The City of Vallejo will require that upgrade or a comparable roadway improvement when it is needed, as part of the development of the northern section of the Mare Island Specific Plan.</p> <p>In addition, the city will ensure that the Columbus Parkway widening to four lanes between Georgia Street and the city limits is programmed and funded in a timely way in order to provide the capacity when it is needed based on development and associated traffic growth under the proposed General Plan.</p> <p>Because Mitigation Measure TRANS-1a.2 depends in part on other agencies (in this case Caltrans), the mitigation cannot be assured, and the impact would remain significant after mitigation.</p>		
<p>TRANS-1b: Freeway and highway facility impacts would be <i>significant</i>. The following mitigation measure is proposed in consistency with the proposed General Plan.</p>	<p>TRANS-1b: The City of Vallejo will work with the Solano Transportation Authority and Caltrans to study, identify, program and build capacity improvements on SR-37 between I-80 and west of the Mare Island interchange, including the following improvements:</p> <ol style="list-style-type: none"> SR-37 ramp realignment and capacity improvements, similar to the project studied in the State Route 37/Mare Island Interchange <i>Project Study Report</i> (August 2001), or an alternative to be 	<p>City of Vallejo Engineering Division, Caltrans, and Solano Transportation Authority</p>	<p>Coordinate with applicable agencies to implement improvements</p> <p>Note: State Route 37 is under Caltrans' jurisdiction, and the implementation and</p>

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<p>developed;</p> <ol style="list-style-type: none"> <li data-bbox="732 391 1444 477">2. Widening the Napa River Bridge from four to six lanes (as described in Mare Island Amended and Restated Specific Plan EIR Mitigation Measure B.10); and <li data-bbox="732 493 1444 547">3. Widening SR 37 to four lanes between the Napa River Bridge and SR 121 at Sears Point. <p>Because SR 37 is a state route, the funding, programming and construction of these projects is controlled by Caltrans and the Solano Transportation Authority. Such projects are typically funded through a variety of federal, state, and local transportation funding sources. Vallejo will contribute to the local portion of the funding of these projects through its payment of the Solano County Regional Transportation Impact Fee (RTIF) on new development, and will participate in the planning and prioritization of the projects as a member agency of the Solano Transportation Authority. It is noted that none of the above projects are currently programmed by the STA nor the local districts which receive funding from the RTIF. Therefore, because the provision of these State facility improvements cannot be assured, this impact remains significant and unavoidable.</p>		<p>timing of Mitigation Measure TRANS-1b is not under the City's control.</p>

CITY OF VALLEJO CITY COUNCIL

RESOLUTION NO. < >

A RESOLUTION OF THE CITY COUNCIL TO ADOPT GENERAL PLAN 2040, WITH REVISIONS

BE IT RESOLVED by the City Council of the City of Vallejo as follows,

WHEREAS, the City of Vallejo underwent an effort to comprehensively update the Vallejo General Plan for the horizon period ending 2040; and

WHEREAS, the City of Vallejo created a General Plan Working Group (GPWG), consisting of fifteen (15) members, including three Planning Commissioners, to advise staff and to develop and provide recommendations to the Planning Commission and City Council on the comprehensive update of the General Plan; and

WHEREAS, the City of Vallejo created an Economic Vitality Commission (EVC), consisting of seven members, to in part review and assist with the update of the economic development element of the General Plan; and

WHEREAS, the City Council, on July 8, 2014, based on community input, consultant and City staff recommendation, and recommendation by the GPWG, approved the Guiding Principles that form the foundation for the General Plan’s Goals, Policies, and Actions; and

WHEREAS, the GPWG, on November 10, 2014, based on consultant and City staff recommendation, finalized and approved the Areas of Opportunity, those areas of the City that are best positioned for transition over the next 25 years and that the public focused on for formulating Draft Future Scenarios for growth; and

WHEREAS, the City Council, on June 23, 2015, based on community input, consultant and City staff recommendation, and recommendation by the GPWG, EVC, and Planning Commission, adopted three Draft Future Scenarios, with recommended modifications, to evaluate and serve as the basis for formulating a Preferred Scenario; and

WHEREAS, the GPWG, on November 9, 2015, based on consultant and City staff recommendation, finalized and approved the General Plan Goals, Policies, and Actions for the Chapters *Nature and the Built Environment* and *Mobility, Transportation, and Connectivity*, with recommended modifications; and

Approved as to form:

By: *Shamuel Edmeyer for*
Claudia Quintana
City Attorney

WHEREAS, the GPWG and EVC, on January 11, 2016, based on consultant and City staff recommendation, finalized and approved the General Plan Goals, Policies, and Actions for the Chapters *Economy, Education, and Training* and *Community and People*, with recommended modifications; and

WHEREAS, the City Council, on March 1, 2016, based on community input, consultant and City staff recommendation, and recommendation by the GPWG, EVC, and Planning Commission, accepted a Preferred Scenario, with recommended modifications, to serve as the basis for the General Plan Land Use Map; and

WHEREAS, the GPWG, on March 7, 2016, based on consultant and City staff recommendation, and recommendation by the GPWG's Ad Hoc Committee for Arts and Culture, finalized and approved the General Plan Policies, and Actions for Arts and Culture, with recommended modifications; and

WHEREAS, the General Plan 2040, inclusive of the Land Use Map and Goals, Policies, and Actions, and the Environmental Impact Report (EIR), which describes potential environmental impacts and associated mitigation measures of the General Plan 2040, was released for public review and comment beginning July 25, 2016 and ending September 7, 2016; and

WHEREAS, the GPWG, on August 3, 2016, and the EVC, on August 16, 2016, based on consultant and City staff recommendation, accepted the General Plan 2040, with recommended technical modifications; and

WHEREAS, the Planning Commission, at a Study Session on August 30, 2016, reviewed and asked clarifying questions on the General Plan 2040; and

WHEREAS, the Planning Commission, on November 2, 2016, recommended adoption of California Environmental Quality Act (CEQA) Findings Concerning Infeasibility of Alternatives, Findings Concerning Significant Impacts and Mitigation Measures, Statement of Overriding Consideration, and Mitigation Monitoring and Reporting Program, and certification of the Final Environmental Impact Report (FEIR) for the General Plan 2040; and

WHEREAS, the Planning Commission, on November 2, 2016, recommended adoption of General Plan 2040 by the City Council, inclusive of modifications proposed by staff and the Planning Commission; and

WHEREAS, subsequent to the November 2, 2016 meeting, staff identified additional minor revisions not subject to CEQA, that should be made to the General Plan 2040; and

WHEREAS, the Planning Commission, on May 15, 2017, considered revisions to General Plan 2040, and continued the item to its June 19, 2017 meeting; and

WHEREAS, the Planning Commission, on June 19, 2017, recommended adoption of General Plan 2040 by the City Council, inclusive of modifications proposed by staff and the Planning Commission; and

WHEREAS, the City Council, on August 29, 2017, at a special meeting in the City Council Chambers of City Hall, 555 Santa Clara Street, held a duly noticed public hearing to consider certification of the FEIR and adoption of General Plan 2040; and

WHEREAS, all interested persons filed written comments with City staff at or before the hearing, all persons desiring to be heard were given an opportunity to be heard in this matter, and all such verbal and written testimony was considered by the City Council; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF VALLEJO HEREBY FINDS AND RESOLVES:

SECTION 1. The Planning Commission recommended certification of the Final Environmental Impact Report (FEIR) for General Plan 2040 on November 2, 2016 with minor revisions. The proposed revisions to General Plan 2040 do not materially change the environmental analysis and findings included in the FEIR, nor will the proposed revisions create any new significant impacts or worsen any significant impacts identified in the FEIR. No changes to the FEIR are required due to the minor revisions recommended by the Planning Commission with this action.

SECTION 2. The General Plan 2040 constitutes a comprehensive, long-term document capable of guiding the future development of the City.

SECTION 3. The General Plan 2040 meets all the requirements for such plans as contained in the Planning and Zoning Law (Government Code Sections 65300-65303.4) and other laws, and it was prepared and adopted in accordance with the requirements for such plans as contained in the Planning and Zoning Law (Government Code Sections 65350-65362).

SECTION 4. The General Plan 2040, together with the previously adopted 2015 Housing Element, contain all of the seven elements required by Section 65303 of the Government Code: land use, circulation, housing, conservation, open space, noise, and safety elements. Additionally, the General Plan 2040 includes nonobligatory elements for community health, arts and culture, historic resources, and economic development.

SECTION 5. The Goals, Policies, Actions and other relevant content contained in the General Plan 2040, pursuant to Government Code Section 65302.3(a), are consistent with and do not conflict with applicable land use compatibility policies and criteria.

BE IT FURTHER RESOLVED that the City Council hereby certifies the FEIR and adopts General Plan 2040, with recommended modifications as provided in Exhibits A and B attached to this resolution.

ADOPTED by the City Council of the City of Vallejo, State of California, at a special meeting on the 29th day of August 2017, by the following vote to-wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

BOB SAMPAYAN, MAYOR
City of Vallejo City Council

Attest:

DAWN G. ABRAHAMSON, CITY CLERK
City of Vallejo City Clerk

ATTACHMENT 2, EXHIBIT A
Revisions to General Plan 2040
August 29, 2017

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
Miscellaneous			
Global		Solano Public Health 8/30/16	<i>Use "Solano Public Health" rather than "Solano County Public Health Department" (excluding Acknowledgements - keep as Solano County Public Health)</i>
Cover through TOC			
Acknowledgements	City Council	Staff	Robert McConnell McConnell
Acknowledgements	Planning Commission	Staff	Diosdado "JR" Matulac
Acknowledgements	Economic Vitality Commission	Staff	Diana Dowling S.
Acknowledgements	Ad Hoc Arts Element Committee	T Adams, Staff	Thia Marson Markson T.J. Walku Walkup
Acknowledgements	Staff	Staff	Teri Kilgore Killgore Jill Mercurio, P.E., Assistant Public Works Director City Engineer <i>2nd listing of Jill Mercurio removed</i>
Chapter 1: Introduction			
1-3	Table 1-2: Sonoma Boulevard Specific Plan	Staff	Sonoma Boulevard Specific Plan (SBSP) - (SBSP) 2017 Draft 2016
1-3	Table 1-2: Downtown Specific Plan	Staff	YES: GPU does not propose any significant changes to DSP, and its policies would continue implementation of the Specific Plan, except for development standards, which will be removed from the Specific Plan and addressed by the City's Development Code.
1-3	Table 1-2: Mare Island Specific Plan	Staff	YES: GPU does not propose any changes to MISPP, and its policies would continue implementation of the Specific Plan, except for the Badge and Pass site at the corner of Wilson Avenue and Tennessee Street, which will be removed from the Specific Plan and incorporated into the City's General Plan, addressed by the City's General Plan and Development Code.

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
1-3	Table 1-2: Northgate Specific Plan	Staff	NOT APPLICABLE: Due to near buildout of the area, the Specific Plan has effectively been achieved; the land use designations have been incorporated into the land use map of the General Plan. <i>Period added to end of sentence.</i>
Chapter 2: Planning Framework			
2-1	Planning Area, First paragraph	Staff	The city encompasses an area of approximately 50 square miles, framed by San Pablo Bay and the Napa/Sonoma Marshes on the west, the Carquinez Strait to the south, and unincorporated Sonoma-Solano County open space land to the northeast (see Map PF-1). The General Plan considers land within the city limit as well as surrounding land the City may annex in the future, known as the Sphere of Influence (SOI). Determined in conjunction with the Solano County Local Agency Formation Commission (LAFCO), the SOI is an area of approximately 4.5 square miles that could be provided with City services in the future and can therefore be considered as a probable potential future boundary of Vallejo. In the future, a General Plan amendment would address these areas if and when the City considers annexing these areas. Together, the city limit, unincorporated County islands within the community, and the SOI comprise the Planning Area.
2-4	Fourth Paragraph, First Sentence	J Walker 8/30/16	Map PF-2 shows the general distribution of vacant residential and commercial properties (i.e. properties with no structures/improvements) in Vallejo, based on 2014 data from the Solano County Assessor.
2-5	Map PF-2	J Walker 8/30/16	Source: City of Vallejo, 2014; Solano County Assessor , 2014; ESRI, 2010; Placemarks, 2016
2-5	Second Paragraph	Staff	The City of Vallejo owns several large properties downtown, and on the waterfront, and on Mare Island , and new activity at these key locations can catalyze economic development and help strengthen sense of place and community identity. City-owned properties include the site of the former Pacific Gas & Electric (PG&E) Manufactured Gas plant on the southern waterfront between Curtola Parkway and the Ryder Street Wastewater Treatment Plant; the northern waterfront area at the western end of Tennessee Street south of the Mare Island Causeway; and North Mare Island east of L Azuar Street between Highway 37 and the Causeway.

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
2-9	Along the Water's Edge	J Scoggin 8/3/16, Staff	The General Plan envisions a continuous pathway along the waterfront, or as close to the shoreline as feasible, that extends from Maritime Academy and the Zampa Bridge in South Vallejo through the Downtown/Waterfront District north to River Park and White Slough.
2-12	South of Downtown	Staff	Along the waterfront, existing industrial uses with long-term leases could become commercial/light industry, subject to property changes prior to the expiration of the existing leaseholds, which could include a range of uses from research and development facilities and light manufacturing to hotels and tourist attractions, including along a waterfront pathway a pathway along the waterfront.
2-12, 2-13	Sonoma-Broadway	Staff	The General Plan encourages commercial/office development along the eastern side of Sonoma Boulevard between Redwood Street and State Route (SR) 37 and along the west side of Sonoma Boulevard between Solano Avenue and SR-37 , with some light industrial uses accommodated both east and west of the corridor north of White Slough. Infill development complements the existing retail uses along the corridor and takes advantage of the regional connectivity provided by Sonoma Boulevard (SR 29). In the Broadway Street corridor between SR-37 and Redwood Street and Sereno Drive , new mixed-use commercial and residential development complements existing major employers, including Kaiser Permanente and Soltrans. An enhanced Sereno Transit Center provides easy access for commuters to this employment center. North of Sereno Drive along the Broadway corridor, the General Plan encourages commercial/office development and some light industrial uses.
2-13	Corridors and Urban Villages Paragraph Three	Staff	Other potential activity nodes-urban villages include Mini Drive and Sonoma Boulevard; Lemon Street and Sonoma Boulevard; and Magazine Street and Sonoma Boulevard. Activity node replaced with urban village throughout the document

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
2-16	Gateways text	L Graden 8/30/16, Staff	Gateways are entry points into Vallejo located along major regional thoroughfares. They heighten sense of place and announce arrival into the community through building design and placement and site features such as landscaping, plazas, art, and signage. One such gateway includes I-80 at Tennessee Street, which provides direct access to Mare Island.
2-16	Urban Villages - New Bullet	J Scoggin 8/3/16, Staff	Urban Villages, located on mixed-use corridors, are walkable, bicycle-friendly, transit-oriented, mixed-use settings with shops and services catering to the daily needs of residents. Urban villages support transit use, incorporate civic spaces and facilities, and act as centers of community life and neighborhood focal points.
2-16	Bulleted Items	Staff	<i>New order of bullets: Districts, Corridors, Urban Villages, Gateways</i>
2-16	Primarily Single Family	Staff	Primarily Single-Family (R-SF). The R-SF designation applies to residential neighborhoods primarily characterized by detached single-family homes, although some older areas have attached dwellings and small stores. Dwellings typically have front and rear yards, as well as side setbacks. Permitted land uses include single-family homes, in some instances duplexes, triplexes, fourplexes, and small commercial spaces , and public facilities such as schools, religious institutions, parks, and other community facilities appropriate within a residential neighborhood. The maximum permitted residential density in the R-SF designation is nine dwelling units per acre; however, in single-family areas where accessory dwelling units are allowed, maximum permitted residential density is 12 dwelling units per acre.

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
2-19	Mix of Housing Types (R-MH).	Staff	<p>Mix of Housing Types/Medium Density (R-MH). The R-MH designation applies to residential neighborhoods largely characterized either by 1) single-family homes but with a mix of other housing types, including duplexes, triplexes, fourplexes, as well as some smaller scale apartment buildings, and small commercial spaces; or 2) primarily single-use, multi-family developments with common outdoor spaces. These residential neighborhoods with single-family and other housing types are typically located in the central and more historic parts of Vallejo. Dwellings typically have front and rear yards, as well as side setbacks. Zero side lots (zero lot lines) may be appropriate where they can be visually integrated into the existing neighborhood context. Permitted land uses include single-family homes; in some instances duplexes, triplexes, fourplexes, smaller scale apartment buildings, and small commercial spaces; and public facilities such as schools, religious institutions, parks, and other community facilities appropriate within a residential neighborhood. For primarily single-use, multi-family development, the R-MH designation applies to residential areas primarily characterized by parcels and buildings containing multiple residences, sometimes on several floors, and, in some instances, small commercial spaces. They are similar in character to those permitted in Primarily Multi-Family (R-MF), but with a lower residential density. The maximum permitted residential density in the R-MH designation is 25 dwelling units per acre.</p>
2-19	Primarily Multi-Family	Staff	<p>Primarily Multi-Family (R-MF). The R-MF designation applies to residential areas primarily characterized by parcels and buildings containing multiple residences, sometimes on several floors, and in some instances small commercial spaces. These multi-family developments tend to have common outdoor spaces but may also have individual yards for dwelling units. They may have common exterior entrances with covered or indoor hallways, or residences may have individual exterior entrances. The maximum permitted residential density in the R-MF designation is 40 dwelling units per acre.</p>
2-19	District - Downtown Waterfront	Staff	<p>District - Downtown/Waterfront (D-D/W)</p> <p><i>Space inserted on either side of dash</i></p>

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
2-19	District - Mare Island	Staff	<p>District – Mare Island (D-MI). The D-MI designation applies only to the portion of Mare Island subject to the Development Agreement with Lennar Mare Island, LLC. This designation is intended to facilitate implementation of the Mare Island Specific Plan, which seeks to revitalize this historic area of Vallejo and foster a vibrant civilian employment center alongside a balanced new residential neighborhood, subject to the Development Agreement previously executed. The Specific Plan calls for 1,400 new residential units. Land use density is set by the Specific Plan, with non-residential FAR to be determined on a project-specific basis.</p>
2-20	District - Solano 360	Staff	<p>District – Solano 360 (D-360). The D-360 designation applies only to the 149-acre County-owned fairgrounds property located in Vallejo. It is intended to facilitate implementation of the Solano360 Specific Plan and foster creation of an iconic, region serving public entertainment destination with private mixed-use development. Land use density and non-residential FAR for new eEntertainment-mMixed uUses set by the Specific Plan.</p>
2-20	District - North Gateway	Staff	<p>District – North Gateway (D-NG). The D-NG designation applies to the northern portion of the area north of Highway 37 between Sonoma Boulevard and Lincoln Highway-Broadway Street, a highly-visible area that serves as a gateway to Napa Valley from Highway 37 (heading north) and to Vallejo from American Canyon (heading south). It is intended to foster an integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. It also incorporates higher-density residential development that supports nearby services and activates the area. The maximum permitted FAR in the D-NG designation is 0.5-2.0, with a minimum residential density of 30 dwelling units per acre up to 50 dwelling units per acre.</p>

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
2-20	Central Corridor	Staff	<p>Central Corridor (CC). The CC designation applies only to the Sonoma Boulevard Specific Plan Area. The designation is intended to facilitate implementation of the Sonoma Boulevard Specific Plan and encourage the transformation of the corridor into an economically vibrant, visually attractive, functional, mixed-use, human-scaled, complete street, inclusive of Urban Villages. The Specific Plan identifies individual building types for different locations, instead of residential density or non-residential FAR. The maximum permitted FAR in the CC designation is 23.0. The residential density permitted is between 18 and 50 dwelling units per acre.</p>
2-20	Neighborhood Corridor	Staff	<p>Neighborhood Corridor (NC). The NC designation is intended to promote pedestrian-oriented neighborhood "main streets" with an emphasis on shops and services catering to the daily needs of local residents, particularly at mixed-use Urban Villages. Permitted uses in the NC designation include single-family homes, multifamily developments, retail, personal, and automotive services, professional offices, community facilities, and other uses conducted primarily inside buildings and compatible with an eclectic neighborhood-oriented mixed-use environment. The maximum permitted FAR in the NC designation is 0.52.0, with minimum residential density of 18 dwelling units per acre up to 30 dwelling units per acre.</p>
2-20	Retail/ Entertainment	Staff	<p>Retail/Entertainment (RE). The RE designation provides for general retail, services, and entertainment for local residents as well as consumers and visitors from the wider region. Permitted land uses include shopping centers, auto sales, amusement parks, hotels, restaurants, service stations, marine-related operations, offices, general retail, personal and business services, and similar commercial uses. The maximum permitted FAR in the RE designation is 1.0.1.5.</p>

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
2-20	Business/ Limited Residential	Staff	<p>Business/Limited Residential (B/LR). The B/LR designation is intended to facilitate high quality employment-based businesses, including professional office; health care and life sciences; research and development; production, distribution, and repair (PDR); and light industrial, manufacturing, and similar uses conducted primarily inside of buildings. A mix of lot sizes is encouraged to accommodate small businesses as well as larger campus-style uses. Restaurants, retail stores, automotive services, personal and business services, hotels, and recreational facilities that cater to the needs of businesses, employees, and residents of the surrounding area are also encouraged accommodated in the B/LR designation. Residential-only or mixed-use buildings projects containing a residential component of up to 30 percent of the allowable FAR are also provided are also accommodated, providing that findings of compatibility can be made. The maximum permitted FAR in the B/LR designation is 1.02.0, with minimum residential density of 3025 dwelling units per acre up to 50 dwelling units per acre.</p>
2-21	Business/Light Industrial	Staff	<p>Business/Light Industrial (B/LI). The B/LI designation is intended to facilitate light industrial activities, including light manufacturing, warehousing and logistics; assembly; automotive service and maintenance, including auto body and painting operations; research and development; and production, distribution and repair (PDR) uses. Professional office uses can also be accommodated in this designation. Secondary and accessory uses such as banks, cafes, printers, and office supply stores to serve the needs of employees and businesses are also encouraged. The maximum permitted FAR in the B/LI designation is 1.52.5.</p>
2-21	Industrial	Staff	<p>Industrial (I). The I designation is intended to facilitate industrial activities, including general industrial, heavy industrial, and manufacturing uses. This designation includes uses that may potentially generate more noise, hazards and truck traffic than do light industrial uses. Uses in this designation may also utilize rail and ships to transport materials and manufactured goods. Some industrial uses may require exterior storage areas. The maximum permitted FAR in the I designation is 0.52.0.</p>

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
2-21	Parks and Recreation; Open Space	Staff	<p>Parks, Recreation, and Open Space (P-OS). The P-OS designation applies to lands intended for recreational use and/or natural resource preservation. Parks, playgrounds, active and passive recreational facilities, golf courses, marinas, passive uses, such as trails, for conservation and natural resource protection, and other similar uses are permitted in the P-OS designation. There is no maximum permitted FAR in the P-OS designation.</p> <p><i>Parks and Recreation (P) and Open Space (OS) combined into one designation.</i></p>
2-21	Public Facilities and Institutions	Staff	<p>Public Facilities and Institutions (PF). The PF designation encompasses facilities serving the good of the community, including fire and police stations; government buildings; health and social service clinics; hospitals; libraries; schools; educational institutions; and transit stations, as well as churches, community centers and community-serving recreational facilities. In some cases, it includes excess public rights-of-way. Assisted living facilities and neighborhood-oriented retail are conditional uses in this designation requiring permits. Co-location of multiple public facilities on a single site is encouraged where it will increase access to community services while offering cost savings and other benefits to community service providers. The maximum permitted FAR in the PF designation is from 0.1 to 1.0, determined on a case-by-case basis in consideration of the neighborhood context.</p>

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
Chapter 3: Community and People			
3-3	Third paragraph	Solano Public Health 8/30/16	<p>While genetics, healthcare, and lifestyle choices affect health, so can land use patterns, transportation infrastructure, access to open space, economic success, and a variety of other factors, which in turn are guided and supported by the City and other partners, such as the Greater Vallejo Recreation District (GVRD), the Solano County Public Health Department (SCPHD), and local educational providers. The wide variety of programs supportive of public health, and their success, can be expanded through continued and enhanced community-wide collaboration with the Greater Vallejo Recreation District, Solano Public Health, other government agencies, foundations, non-profits, community groups, educational institutions, and the business and faith-based communities.</p>
3-3	Healthy Eating, paragraph 1	Solano Public Health 8/30/16	<p>Better access to healthy food can help directly address the leading cause of death in Vallejo, heart disease. Nutrition also influences success at school or work, as well as overall quality of life, and healthy eating leads to major co-benefits such as more active lifestyles and participation in family and community building events. Vallejo has an extensive network of healthy eating advocates that offer or support farmers markets, community gardens, food banks, and sustainable local agriculture.</p> <p>Nutrition influences the incidence of obesity, diabetes, and a variety of other diseases, as well as school achievement and quality of life generally. General plans can affect the eating habitats of a community by ensuring that all parts of the city are served by healthy retail food sources and promoting programs that support healthy eating. Fortunately, Vallejo can build on an extensive network of healthy eating advocates involved with farmers markets, community gardens, food banks, nutrition education, and other resources.</p> <p><i>Entire paragraph replaced with one above</i></p>

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
3-4	Action CP-1.1A	Solano Public Health 8/30/16	<p>Work with the Solano County Public Health Department, universities, and other partners to identify areas of Vallejo that are considered a “food desert” as defined by the United States Department of Agriculture that lack affordable healthy food retail options, including mapping the concentration of fast and convenience food outlets, and areas with disadvantaged communities and/or with limited transportation options.</p> <p>Work with Solano Public Health, universities, and other partners to identify areas of Vallejo that lack affordable healthy food retail options, using retail food indices and the USDA "food desert" designation, and including maps that illustrate factors such as concentration of fast food restaurants and convenience food outlets, areas that lack affordable healthy food, areas with limited transportation options, and areas of poverty.</p> <p><i>Entire paragraph replaced with one above</i></p>
3-4	Action CP-1.1B	Solano Public Health 8/30/16	Update City regulations and explore incentives to attract a full service grocery store to South Vallejo and to any other identified “food deserts;” encourage the conversion of fast and convenience food outlets to healthy formats"
3-4	Action CP-1.1D	Sonoma State University, Staff	Consider updating City regulations to limit the number of fast food outlets and mobile vendors serving primarily unhealthy food near schools and parks and in areas with existing fast food outlets.
3-4	Action CP-1.3A	Solano Public Health 8/30/16; P Gatz; Staff	Work with schools, the Solano County Public Health Department, local hospitals, community health professionals, and organizations active in urban farming, such as Loma Vista Farms , to develop a public education program highlighting the benefits of a low-fat whole foods , plant-based diet.
3-6	Action CP-1.6B	Solano Public Health 8/30/16	Support and expand Vallejo’s Safe Routes to Schools program in collaboration with the VCUSD, Vallejo Police Department, Solano Public Health , and Solano Transportation Authority (STA).
3-6	Policy CP-1.7 - New Action	Solano Public Health 8/30/16; Staff	<p>Seek funding to develop and implement an Urban Greening Plan that identifies needs, opportunities, projects, and potential funding, in collaboration with community partners.</p> <p><i>New action (first action under Policy CP-1.7)</i></p>

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
3-7	Social Factors Affecting Health	Solano State University, Staff	Success in education, and subsequently achieving good employment, are major contributors to individual well-being. The connections between a host of social factors, such as education and employment, and individual well-being are well established, and the strengthening of such factors is an important theme throughout the General Plan. One cornerstone of a healthy community is youth that successfully complete and even enjoy secondary education. Recognizing and growing partnerships between educators, employers, social service providers, the City, and community organizations will be critical to promoting community health by addressing intertwined social factors.
3-7	Tobacco and Alcohol, Paragraph 1	Solano Public Health 8/30/16	Tobacco use and alcohol abuse can have significant effects on the community, well beyond the harm they can cause directly to users. Reasonably controlling the effects and availability of these potentially harmful substances can greatly improve the quality of life citywide through policies and actions to reduce exposure to secondhand smoke and thirdhand smoke (residual nicotine and other chemicals left on indoor surfaces reacting with common indoor air pollutants) and regulate tobacco and alcohol sales. Vallejo has the benefit of a strong network of existing partners working on tobacco and alcohol related matters, including Solano County Public Health and non-profits in the community.
3-7	Policy CP-1.9	Solano Public Health 8/30/16	Secondhand Smoke. Limit exposure to secondhand smoke, including from electronic smoking devices e-cigarettes.
3-7	Action CP-1.9A	Solano Public Health 8/30/16, Staff	Work with GVRD and Solano County County Public Health Department to develop a "Safe and Healthy Parks" ordinance that reduces children's exposure to secondhand smoke to expand the City's existing ordinance prohibiting smoking in its parks to 1) include electronic smoking devices and 2) apply it to transit stops and other public outdoor spaces.
3-7	Policy CP-1.10	Staff	Tobacco Sales and Children. Protect children by restricting the location of tobacco sales. Period added to end of sentence.
3-7	Action CP-1.10B	Staff	Consider establishing an annual fee on tobacco retailers to fund a regular monitoring program to increase compliance with tobacco related laws.

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
3-7	Policy CP-11	Solano Public Health 8/30/16	Responsible Alcohol Consumption Sales. Promote responsible alcohol use sales through regulation and education.
3-8	Action CP-1.11A	Staff	Consider establishing an annual fee on alcohol retailers to fund a regular monitoring program to increase-compliance with alcohol sale laws.
3-8	Action CP-1.11B	Staff	Continue to offer support responsible beverage service training through the California Department of Alcoholic Beverage Control.
3-8	Policy CP-1.11 - New Action CP-1.11C	L Meitzenheimer, R Schussel 8/30/16, Solano State University, Staff	Consider amending City regulations to limit the number and density of convenience stores selling alcohol, including those within close proximity to one another and to schools and other youth-serving facilities. <i>New Action to address children and alcohol sales</i>
3-9	Policy CP-1.15 - New Policy	Staff; Response to State, Regional Regulations	Water Quality. Maintain and improve water quality in a way that provides public and environmental health benefits. <i>New Policy for Water Quality</i>
3-9	Policy CP-1.15 - New Action	Staff; Response to State, Regional Regulations	Require new development to incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City of Vallejo Municipal Ordinance. <i>New Action for Water Quality</i>
3-9	Policy CP-1.15 - New Action	Staff; Response to State, Regional Regulations	Encourage new development to incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater sources, reduce localized flooding, and reduce pollutants close to their source. <i>New Action for Water Quality</i>
3-9	Policy CP-1.15 - New Action	Staff; Response to State, Regional Regulations	Consult with appropriate regional, state, and federal agencies to monitor water quality and address local sources of groundwater and soil contamination, including possible underground storage tanks, septic tanks, and industrial uses, as necessary, to achieve state and federal water quality standards. <i>New Action for Water Quality</i>

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
3-9	Policy CP-1.15 - New Action	Staff; Response to State, Regional Regulations	<p>Require new development to connect to the Vallejo Sanitation and Flood Control District sewer system for treatment of wastewater rather than septic systems, which are not allowed.</p> <p><i>New Action for Water Quality</i></p>
3-23	Recreation and Culture, 2nd Paragraph	Staff	<p>There are three weekly farmers markets at different locations around town, and popular festivals, including the Northern California Pirates Festival, Pista San Sa Nayon, and Juneteenth Celebrations in June; Mad Hatter Holiday Festival in December; and Vallejo Waterfront Weekend in the fall.</p>
3-24	Action CP-3.7E	Staff	<p>Revive the Commission on Culture and the Arts to serve as the voice of the arts community and stimulate the visual and performing arts in Vallejo.</p> <p><i>Action CP-3.7E deleted - duplicate action with Action CP-3.7B</i></p>
3-24	Actions CP-3.7B, E and F	Staff	<p><i>CP-3.7F to CP-3.7E renumbered;</i> <i>Chapter 7 Arts and Culture revised accordingly</i></p>
3-27	Action CP-4.1B	P Gatz 8/3/16	<p>Support Provide regular opportunities for neighborhood and community organizations in to communicating local priorities and concerns to the City.</p> <p><i>Support neighborhood associations</i></p>
3-30	Policy CP-5.2 - New Action	L Graden 8/30/16, Sonoma State U, Staff	<p>Coordinate with local and regional agencies and organizations to address the welfare of children, through such means as trauma-informed care for children, youth, and families involved with child welfare.</p> <p><i>New Action for child welfare and "Trauma Informed Care"</i></p>
3-30	Policy CP-5.4 - New Action CP-5.4C	D Yen 9/7/16, Staff	<p>Encourage diversity in the hiring and training practices of local businesses, providing employment opportunities for people of all educational levels, vocational skills, and physical and mental abilities.</p> <p><i>New Action for Workforce Diversity</i></p>
3-31	Policy CP-5.5	L Graden 8/30/16, Staff	<p>Multicultural Access. Provide information in languages other than English, and offer Promote cultural competency by offering City services responsive to the needs of Vallejo's diverse cultural and ethnic communities.</p> <p><i>Emphasizes cultural competency</i></p>

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
3-31	Policy CP-5.5 - New Action	L Graden 8/30/16, Staff	Provide information in languages other than English. <i>New Action; CP-5.5A renumbered to CP-5.5B</i>
Chapter 4: Nature and the Built Environment			
4-3	Policy NBE-1.1	EIR Mitigation Measures	Natural Resources. Protect and enhance hillsides, waterways, wetlands, occurrences of special-status species and sensitive natural communities , and aquatic and important wildlife habitat through land use decisions that avoid and mitigate potential environmental impacts on these resources to the extent feasible.
4-3	Action NBE-1.1A	P Gatz 8/3/16; Staff	Cooperate with federal, State, and local regulatory and stewardship agencies to promote the restoration and long-term sustainability of local natural resources, including wetlands and wildlife habitat at River Park.
4-3	Policy NBE-1.1 - New Action	P Gatz 8/3/16; Staff	Evaluate, revise as needed, and implement the River Park Master Plan to restore, enhance, and preserve wetland and open space areas at River Park. <i>New Action</i>
4-3	Policy NBE-1.1 - New Action	EIR Mitigation Measures	Protect the remaining woodlands and native tree resources, and require replacement plantings where native trees must be removed. <i>New Action</i>
4-3	Policy NBE-1.1 - New Action	EIR Mitigation Measures	Require a biological assessment for new development proposed on sites that are determined to have some potential to contain sensitive biological and wetland resources. The assessment should be conducted by a qualified professional to determine the presence or absence of any sensitive resources, should evaluate potential adverse effects, and should define measures for protecting the resources in compliance with state and federal laws. Detailed surveys are not necessary in locations where past and existing development have eliminated natural habitat and the potential for presence of sensitive biological resources. <i>New Action; EIR Mitigation Measure</i>

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
4-3	Policy NBE-1.1 - New Action	EIR Mitigation Measures	<p>Avoid potential impacts on jurisdictional wetlands and other waters as part of new development to the maximum extent feasible. This should include streams and associated riparian habitat and coastal salt marsh habitat along the Vallejo shoreline. Where complete avoidance is not possible, require that appropriate authorizations be secured from State and federal jurisdictional agencies and that adequate replacement mitigation be provided to ensure there is no net loss in habitat acreage or values.</p> <p><i>New Action; EIR Mitigation Measure</i></p>
4-3	Action NBE-1.1C	Staff	<p>Pursue habitat enhancement at South White Slough and River Park through mitigation banking and/or similar mechanisms, whereby developers acquire and enhance property contribute to the preservation, enhancement, restoration, or creation of a wetland, stream, or habitat conservation areas, which could to offset environmental impacts on other sites before dedicating it to a sponsoring agency.</p>
4-3	Action NBE-1.1D	Staff, Patricia Gatz May 11, 2017	<p>Support the Greater Vallejo Recreation District (GVRD) in establishing a mitigation bank at River Park.</p> <p><i>Action deleted; covered with Action NBE-1.1C</i></p>
4-3	Policy NBE-1.2	EIR Mitigation Measures	<p>Sensitive Resources. Ensure that adverse impacts on sensitive biological resources, including special-status species, and sensitive natural communities, and wetlands are avoided and mitigated to the greatest extent feasible as development takes place.</p>
4-3	Policy NBE-1.2 - New Action	EIR Mitigation Measures	<p>Protect the nests of raptors and other birds when in active use, as required by State and federal regulations. As part of new development, avoid disturbance to and loss of bird nests in active use by scheduling vegetation removal and new construction during the non-nesting season (September through February) or by conducting a preconstruction survey by a qualified biologist to confirm nests are absent or to define appropriate buffers until any young have successfully fledged the nest.</p> <p><i>New Action; EIR Mitigation Measure</i></p>

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
4-3	Policy NBE-1.2 - New Action	EIR Mitigation Measures	<p>Continue to require environmental review of development applications pursuant to CEQA to assess the potential impacts on native species and habitat diversity. Require adequate mitigation measures for ensuring the protection of sensitive resources and achieving “no net loss” of sensitive habitat acreage, values and functions and encourage early consultation with all trustee agencies and agencies with review authority pursuant to CEQA for projects in areas supporting special-status species, sensitive natural communities or wetland that may be adversely affected by new development.</p> <p><i>New Action; EIR Mitigation Measure</i></p>
4-4	Scenic Resources; first paragraph, last sentence	Staff	<p>Additionally, the Highway 37 within Vallejo from Highway 29 west is designated eligible for designation as a State Scenic Highway.</p>
4-8	Cultural and Historic Resources; second paragraph, second sentence	Staff	<p>Vallejo boasts three historic districts listed on the National Register of Historic Places—Mare Island Naval Shipyard, comprised of approximately 500+ contributing properties; Vallejo Old City Historic District Architectural Heritage District, comprised of 372 properties; and the Saint Vincent's Hill Historic District, comprising 543 contributing properties.</p>
4-8	Cultural and Historic Resources; new last paragraph	Staff	<p>The shoreline and waterways of the City of Vallejo are also part of the Sacramento-San Joaquin Delta, a region where natural, cultural, historical, and recreational resources combine to form a cohesive landscape. The Delta and its resources reflect the region's diverse heritage.</p> <p><i>New text</i></p>
4-8	Policy NBE-1.9 Cultural Resources	Staff	<p>Support protection and formal designation of the Sacramento-San Joaquin Delta region.</p> <p><i>New Action NBE-1.9C</i></p>
4-17	Policy NBE-1.3 Catalyst Projects	Staff	<p>Study and enhance critical linkages connecting downtown and the waterfront, including Capitol Street, Georgia Street, and Santa Clara Street, focusing on the integration of public realm improvements, building character, and land uses.</p> <p><i>New Action NBE-1.3D; Old Action NBE-3.1D renumbered to Action NBE-3.1E</i></p>

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
4-28	Policy NBE-5.1, Action NBE-5.1A	Staff	Periodically update the City's Local Hazard Mitigation Plan as well as the Emergency Management Plan, including by ensuring consistency with the Solano County Emergency Operations Plan.
4-31	Policy NBE-5.8	Staff	Dam Safety. Ensure that City-operated dams are properly maintained through regular inspections, and take precautions necessary to protect Vallejo properties from related flood hazards in the event of dam failure.
4-34	Policy NBE-5.10	Staff	Dam Safety. Ensure that City-operated dams are properly- Site Safety. Ensure that affected soil, groundwater, or buildings will not have the potential to adversely affect the environment or the health and safety of site occupants.
4-35 through 4- 36	Noise policies	Staff	Policy NBE-5.1 and associated actions changed to NBE-5.13; Policy NBE-5.2 and associated actions to NBE-5.14; and Policy NBE-5.3 and associated actions to NBE-5.15.
Chapter 5: Economy, Education, and Training			
5-2	Economic Profile; First paragraph, second sentence	Staff	Total employment, which is at more than 27,000 31,000 jobs in 2016 , now exceeds the pre-recession peak level.
5-8 & 5-9	Policy EET-1.5	Staff	Policy EET-1.5 (with actions) renumbered to EET-1.4 and moved to end of "Building and Industry Clusters"; Policy EET-1.4 (with actions) renumbered to EET-1.5 (while retaining the "Arts and Entertainment" banner).
5-9	Action EET-1.6C	J Walker 8/30/16, Staff	Create marketing materials and online tools to promote Vallejo's key industry concentrations, including manufacturing and related industries; tourism; healthcare and life sciences; and higher education. To address recommendation for economic development website
5-13	Action EET-2.3A	L Graden 8/30/16, JR Matulac 8/30/16, Staff	Continuously improve the efficiency, timeliness, and transparency of the City's permitting process to assist business in expanding or locating in Vallejo , while providing certainty in fee calculations and regulatory requirements. To address streamlining of entitlement process

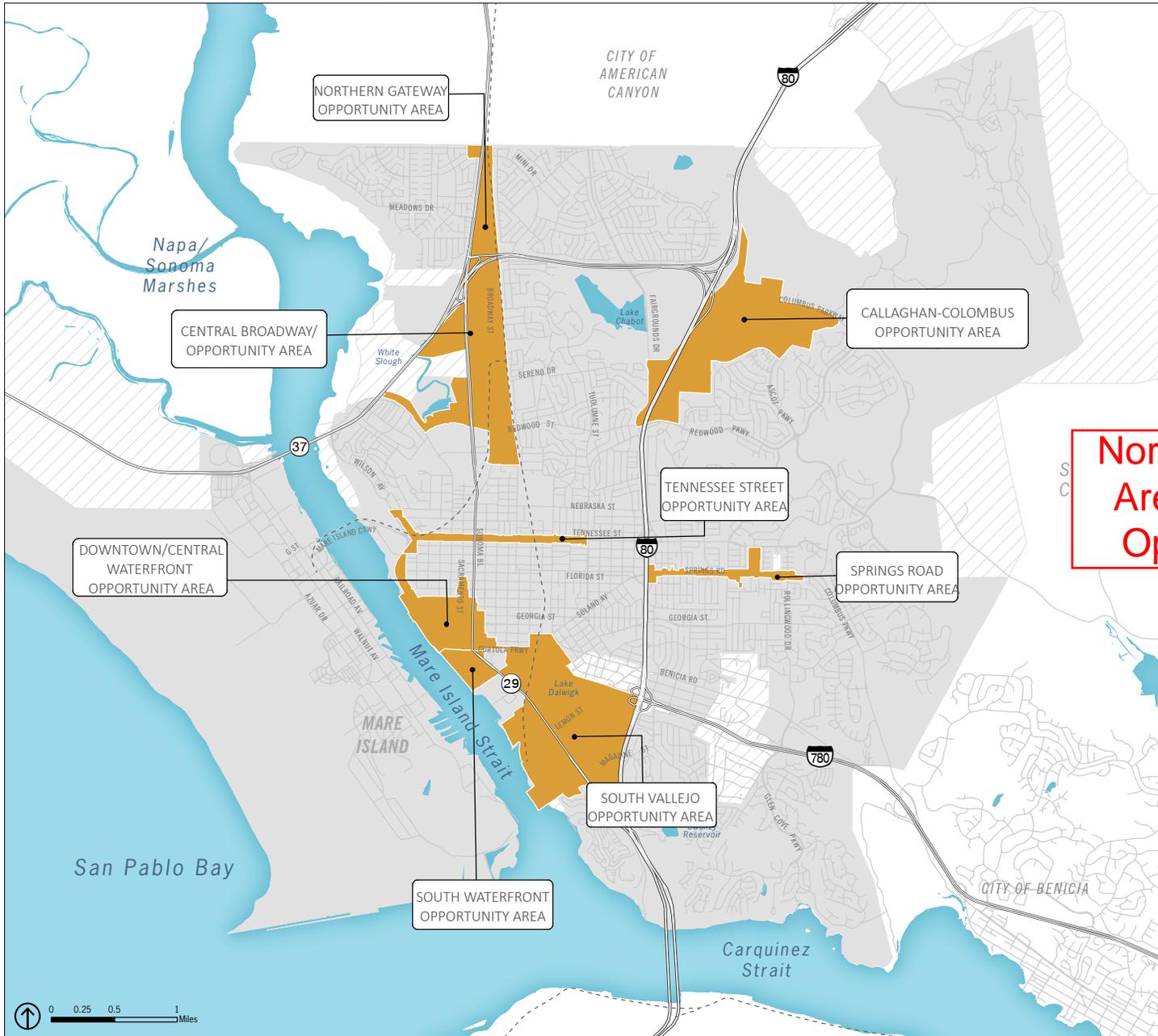
Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
5-13	Action EET-2.3B	J Walker 8/30/16, Staff	Explore establishing local economic incentives to retain and attract investment, such as Community Revitalization and Investment Districts and other financing tools."
5-18	Action EET-3.5B	Planning Commission 11/2/16	Incorporate telecommunications conduit in all public infrastructure projects, where appropriate and feasible, affording connections to local area networks, including the City's Fiber Optic Network. <i>New Action</i>
5-18	Action EET-3.5C	Planning Commission 11/2/16	Require new development to incorporate telecommunications conduit, where appropriate and feasible, affording connections to local area networks, including the City's Fiber Optic Network. <i>New Action</i>
Chapter 6: Mobility, Transportation, and Connectivity			
6-4	MTC-1.2	J Walker 8/30/16	<i>Duplicates deleted</i>
6-7	Regional Trails	Staff, M Gaffney - ABAG	The San Francisco Bay Trail is envisioned as a 500-mile trail that will link the shoreline of all nine Bay Area counties once- complete and connect with the Napa Valley Vine Trail , Bay Area Ridge Trail, and San Francisco Bay Area Water Trail . Some segments of the Bay Trail are completed in Vallejo.
6-7	Regional Trails	Staff, M Gaffney - ABAG	The San Francisco Bay Area Water Trail is a network of non-motorized, human-powered boat launch and landing sites throughout the region. Three sites are proposed in Vallejo: Vallejo Marina, south of the Ferry Terminal, and that envisions two boat sites in Vallejo, one near California Maritime Academy. and one near the Vallejo Ferry Terminal. Neither None are yet of the sites is yet a designated Water Trail Sites, although there are though public boat launch facilities exist . There are also two nearby designated Water Trail Sites in Suisun City, two sites and in Napa, and one in Benicia.
6-16	Photo, Bottom Right	Staff	<i>Replace photo with photo-montage from Sonoma Blvd Specific Plan</i>
6-22	Action MTC-3.1A	Staff	<i>Formatting corrected.</i>
6-28	Policy MTC-3.10	Staff	Commercial -Boating. Support recreational boating in Vallejo and foster development of commercial boating activities in in Mare Island Strait and the Napa River , including dinner cruises and water taxis.

Page #	Section	Source	General Plan 2040: Revised Text - August 29, 2017 <i>With Notes as Needed</i>
6-28	Action MTC-3.10A	Staff	Operate the Municipal Marina as in a financially viable facility open to the public manner.
6-28	Policy MTC-3.10; New Action MTC-3.10C	Staff	Explore the interest of potential dinner cruise and water taxis operators in providing services on Mare Island Strait and the Napa River. <i>New Action</i>

GENERAL PLAN 2040: REVISED MAPS AND TABLES

MAP PF-4 Opportunity Areas

- Opportunity Area
- Vallejo City Limit
- Sphere of Influence (SOI)
- Railroad



**Northern Waterfront
Area Removed as
Opportunity Area**

Source: City of Vallejo, 2016; ABAG, 2016; PlaceWorks, 2016.

New Gateway Symbol added at Tennessee St and I-80

adding shopping and employment near housing-rich areas and preserving and expanding housing in close proximity to commercial areas.

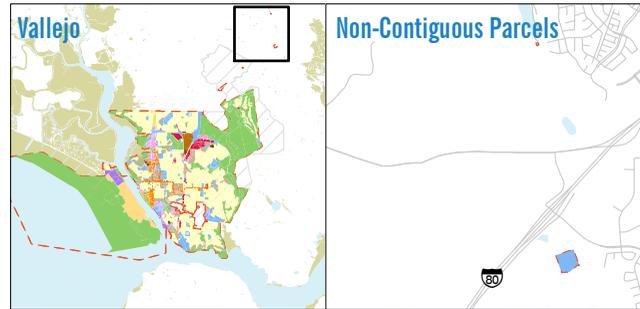
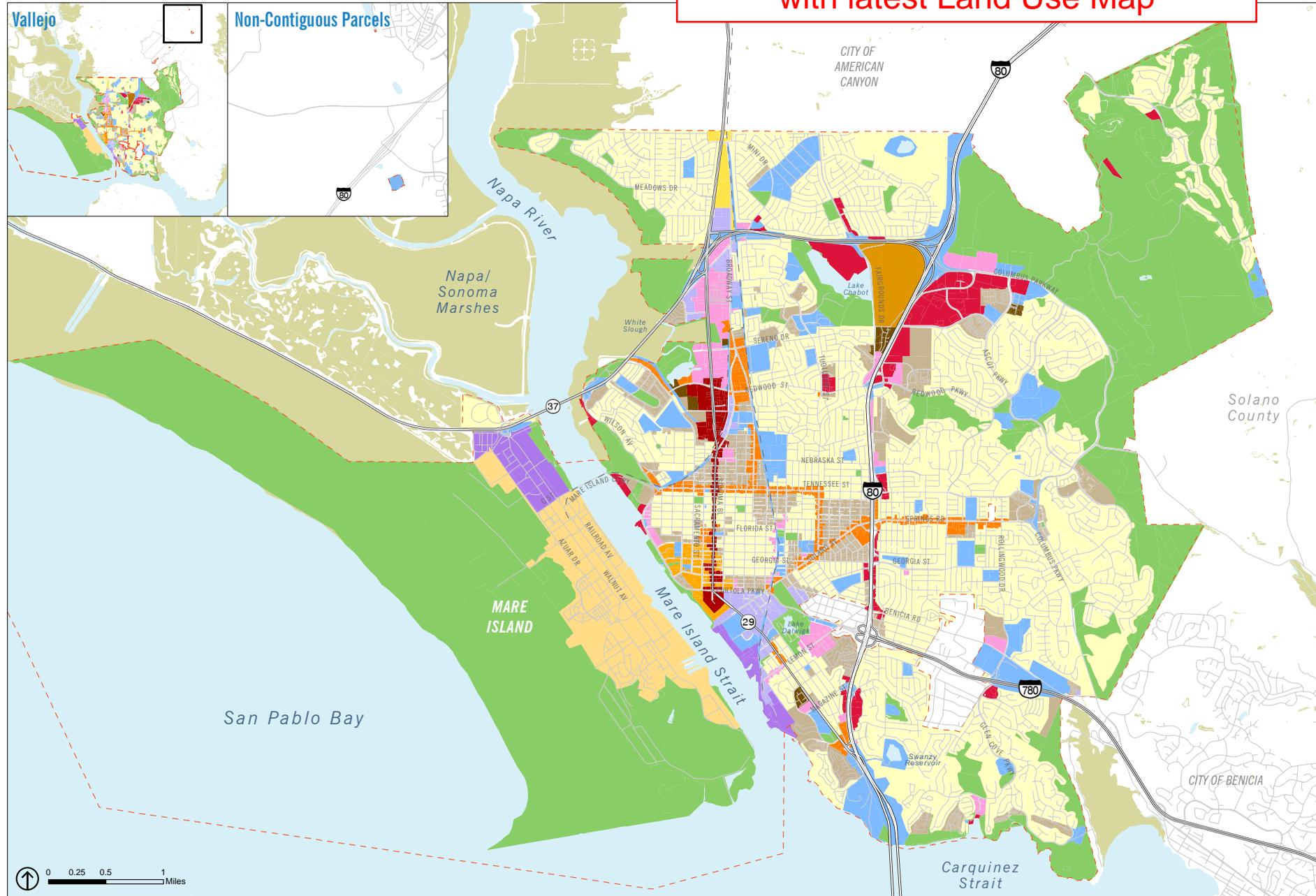
- **Residential neighborhoods** form the basic fabric of the community. These are areas of the city characterized primarily by housing, parks, and community facilities. Neighborhood boundaries are based on the historic development pattern, subdivision boundaries, and local tradition. Each neighborhood in Vallejo has its own distinct character, defined by the buildings, streets, and public places, as well as by the people who live there. The older residential neighborhoods closest to downtown, typically built before 1940, tend to have a more walkable grid street pattern with a broader mix of housing types and some small storefronts occupied by local businesses. Newer residential neighborhoods outside the historic core tend to have more auto-oriented, curvilinear street patterns with detached, single family homes.
- **Employment centers** are areas of the city with significant concentrations of businesses and jobs. They tend to be well-served by public transit and transportation infrastructure, providing employees with a range of commute options. While the primary focus of activity in these areas is employment, they also provide public open spaces, plus cafes and daily services catering to the lunchtime and after-work needs of employees:
 - South of Downtown – Expand the already successful employment between Sonoma Boulevard and Curtola Parkway.
 - Mare Island – Add to the growing mix of industrial, office, and retail uses, as called for in the Mare Island Specific Plan.
 - Sonoma-Broadway – Complement major medical and transportation enterprises with support services.

MAP PF-5 CITY ELEMENTS



General Plan Land Use Map replaced with latest Land Use Map

MAP PF-6 Land Use Map



- Residential**
 - Primarily Single Family
 - Mix of Housing Types
 - Primarily Multi-Family
- Mixed Use**
 - District - Downtown/Waterfront
 - District - Mare Island
 - District - Solano360
 - District - North Gateway
 - Central Corridor
 - Neighborhood Corridor
- Business and Industry**
 - Retail/Entertainment
 - Business/Limited Residential
 - Business/Light Industrial
 - Industrial
- Community**
 - Parks, Recreation and Open Space
 - Public Facilities and Institutions
- Wetland
- Railroad
- Vallejo City Limit
- Sphere of Influence (SOI)

8/29/2017

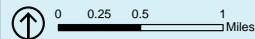


TABLE PF-1 General Plan Relationship to Development Code

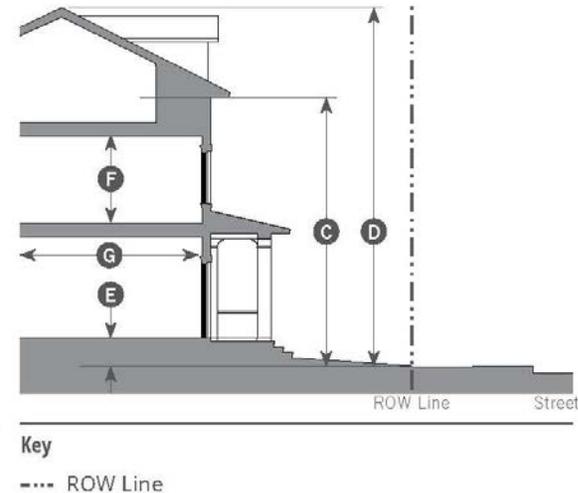
The General Plan establishes a broad vision and framework for land use in Vallejo, and provides policies and actions to manage development through 2040. The Development Code (previously titled Zoning Code) implements the Plan with specific standards that regulate development today. The two must be internally consistent. The functions of these two planning tools are presented below.

General Plan

- Identifies the community’s land use, circulation, environmental, economic, and social goals and policies as they relate to the future growth and development.
- Defines and locates general land use throughout the city.
- Describes the intent and direction of Vallejo’s growth.
- Informs citizens, developers, decision-makers, and other cities and counties of the City’s Vision that guides development and provides a basis for decision making in Vallejo.
- Provides citizens with an opportunity to participate in the planning process.

Development Code (Previously titled Zoning Code)

- Specifies permitted and conditionally permitted uses within the zoning districts.
- Establishes development standards for land use throughout the city.
- Regulates density (dwelling units per acre) and intensity (floor area ratio) of development.
- Specifies standards for site design including open space, building orientation, massing, setbacks and relationship to the street and adjacent properties, and parking requirements.
- Provides incentives for affordable housing, transit-oriented development and other types of development.



Source: Map PF-6, General Plan Land Use Map

Source: Vallejo Development Code, 2016.

TABLE PF-2 Development Pattern and Corresponding Development Code

Neighborhoods in Vallejo include those developed with a traditional street-grid pattern, such as Downtown and its surroundings, as well as other areas that reflect a curvilinear pattern, such as eastern Vallejo. The City's Development Code incorporates both Form-Based and Conventional zoning districts and regulations that accommodate both types of land use patterns.

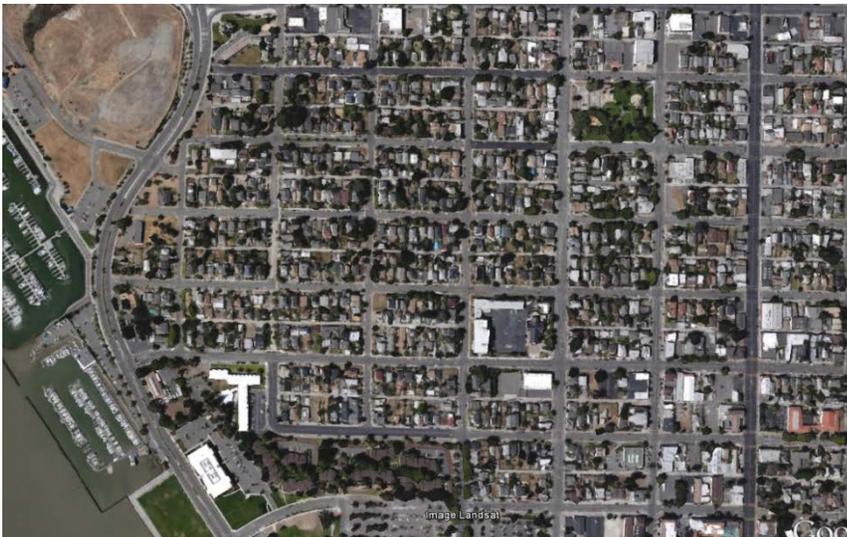
Traditional Development Pattern (Form-Based Zoning)

- Applies to mixed-use districts or neighborhoods characterized by a compact, pedestrian-oriented street pattern and a variety of complementary uses, housing types, and civic spaces, often built at higher densities. This pattern is typically found in districts or neighborhoods built pre-World War II. In these areas, the form and character of development is emphasized rather than land use by applying a Form-Based Code (FBC).
- Characteristics of a traditional development pattern include:
- Parks, schools, civic buildings, and commercial establishments located within walking distance of homes.
- Residences with narrower front setbacks, front porches, and detached rear garages or alley-loaded parking.
- Network of streets and paths suitable for pedestrians, bicyclists, and vehicles.
- Narrower streets with crosswalks, streetscaping, and other traffic-calming measures.
- In-scale development that fits the local context.
- Buildings oriented to the street with parking behind.

Suburban Development Pattern (Conventional Zoning)

- Applies to auto-oriented districts or neighborhoods with relatively low densities. Typically built post-World War II, they are characterized by dispersed, auto-orientated projects with similar uses or housing types. In these areas, land use is emphasized rather than the form and character of development by applying a Conventional Development Code.
- Characteristics of a suburban development pattern include:
- Parks, schools, civic buildings, and commercial establishments located within driving distance of homes rather than by foot.
- Residences with large front setbacks and attached garages which often dominate the streetscape.
- Network of streets and paths more suitable for automobiles rather than pedestrians or bicyclists.
- Wider streets with fewer crosswalks, minimal streetscaping, and fewer traffic-calming measures.
- Buildings not oriented to the street and with parking in the front.

Downtown Vallejo



Northeast Vallejo

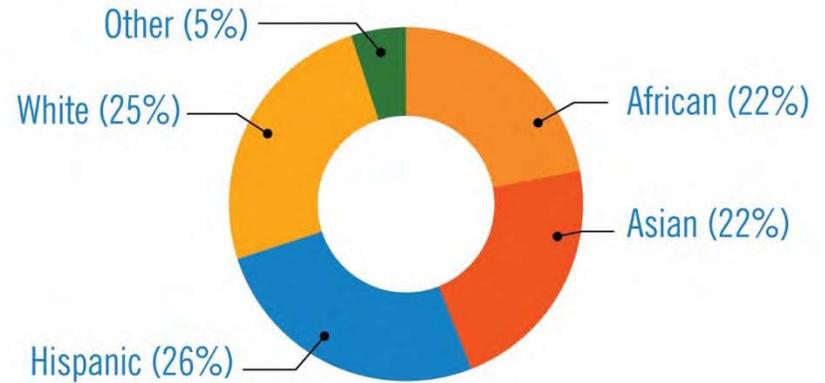


Table CP-1, Chart CP-1, and Chart CP-2 to be Updated with Latest Demographic Info

DEMOGRAPHIC PROFILE

Vallejo is a culturally and ethnically diverse community. Nearly one in three residents was born outside of the US, and the population has a nearly equal share of Hispanic, White, African American, and Asian (largely Filipino) residents, as shown in Chart CP-1. As noted in Table CP-1 and Chart CP-2, Vallejo also has a growing young adult population, with the proportion of residents between the ages of 18 and 35 increasing much faster than the Bay Area as a whole since 2000, and the level of educational attainment, while lower than the Bay Area average, is improving. These factors represent strengths on which to build. With lower household incomes than households in the County and region, a challenge for community building in Vallejo will be to empower all community members so that they can share more equally in regional prosperity in the future.

CHART CP-1 VALLEJO'S ETHNIC COMPOSITION

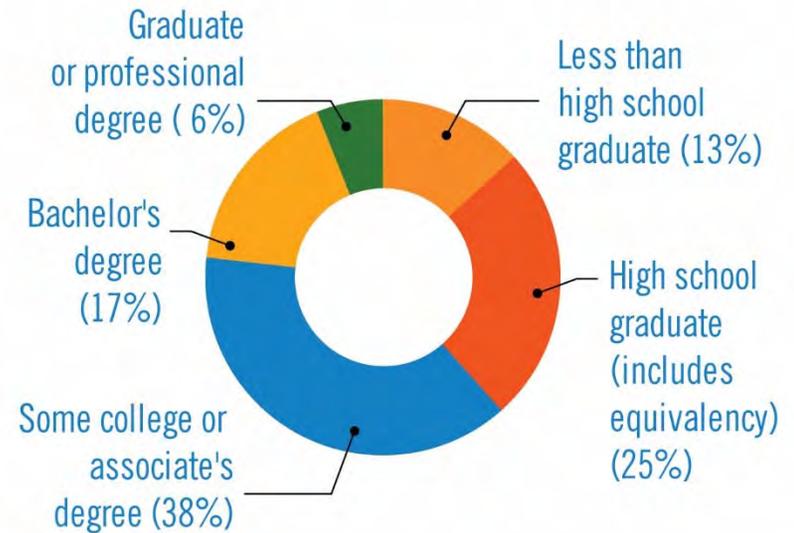


Source: US Census, 2000, 2010; American Community Survey, 2012; BAE, 2014.

TABLE CP-1 Age Distribution: Vallejo and the San Francisco Bay Area, 2000-2012

	Vallejo (2000)	Vallejo (2012)	% Change (2000-2012)	Bay Area (2000)	Bay Area (2012)	% Change (2000-2012)
Under 18	32,219	25,677	-20%	1,601,858	1,597,771	0%
18-34	26,357	29,690	13%	1,716,092	1,741,642	1%
35-44	18,625	14,385	-23%	1,172,570	1,071,975	-9%
45-54	17,066	15,427	-10%	964,638	1,073,010	11%
55-64	9,378	17,199	83%	571,095	906,169	59%
65 +	13,115	15,436	18%	757,507	954,128	26%
Total	116,760	117,814		6,783,760	7,344,695	

CHART CP-2 EDUCATIONAL ATTAINMENT IN VALLEJO



Source: US Census, 2000, 2010; American Community Survey, 2012; BAE, 2014.

**Revisions to Map CP-2 Parks and Schools - and -
Revisions to Table CP-2 Parks and Sports Facilities
August 29, 2017**

Source	Revisions
Map CP-2 and Table CP-2	
Staff; GPWG 8/3/16	<i>Titles of "Neighborhood Parks" and "Community Parks" revised to convey approximate acreages (e.g. Neighborhood Parks (approx. 4-10 Acres))</i>
Staff	<ul style="list-style-type: none"> - Festival Green reclassified from Neighborhood Park to Planned Park; - Independence Park reclassified from Neighborhood Park to Community Park; - Promenade Park reclassified from Neighborhood Park to Planned Park; - Wetland Park reclassified from Neighborhood Park to Planned Park; - Crest Park reclassified from Community Park to Neighborhood Park; - North Vallejo Park reclassified from Community Park to Neighborhood Park; - Wilson Park reclassified from Community Park to Neighborhood Park - Amador Tennis Park added to Special Use Parks - Children's Wonderland added to Special Use Parks
Kay Flavell 8/30/16	<i>"Mare Island Regional Park" revised to "Mare Island Shoreline Heritage Preserve"</i>
Map CP-2 only	
Mitchell Romano 8/8/16	<i>"Vallejo High School 9th Grade Academy" revised to "Vallejo High School/Independent Study Academy"</i>
Staff	<i>Vallejo Education Academy added to map and list</i>
Table CP-2 only	
Staff	Mare Island Shoreline Heritage Preserve - Operated by TBD City of Vallejo

For Revisions, see Summary Table before Map CP-2

MAP CP-2 Parks and Schools

- Parks
- Schools
- Planned Parks
- Vallejo City Limit
- Sphere of Influence (SOI)
- Railroad

Mini Parks (<1 Acre)

1. Coventry Way
2. Crescent Park
3. Garthe Estates
4. Glen Cove Marina
5. Knights Circle
6. Martin Luther King Jr. Unity Plaza
7. Reflections Park

Neighborhood Parks (approx. 4-10 Acres)

8. Alden Park
9. Bennington Park
10. Beverly Hills Park
11. Borges Ranch Park
12. Carquinez Park
13. Castlewood Park
14. Chapel Park
15. City Park
16. Crest Ranch
17. Delta Meadows Park
18. Fairmont Park
19. Glen Cove Park
20. Grant Mahoney Park
21. Henry Ranch Park
22. Hiddenbrooke Park
23. Highlands Park
24. North Vallejo Park
25. Northgate Neighborhood Park
26. Richardson Park
27. Service Club Park
28. Setterquist Park
29. Sheveland Park
30. Terrace Park
31. Washington Park
32. Wilson Park

Community Parks (approx. 10-70 Acres)

33. Blue Rock Springs Park
34. Dan Foley Park
35. Glen Cove Nature Area
36. Hanns Memorial Park
37. Independence Park
38. Lake Dalwigk Park
39. Wardlaw Park

Special Use Parks

40. Amador Tennis Park
41. Children's Wonderland
42. McIntyre Ranch
43. Wardlaw Skate/BMX Park

Linear Parks

44. Blue Rock Springs Trail

Natural Open Space

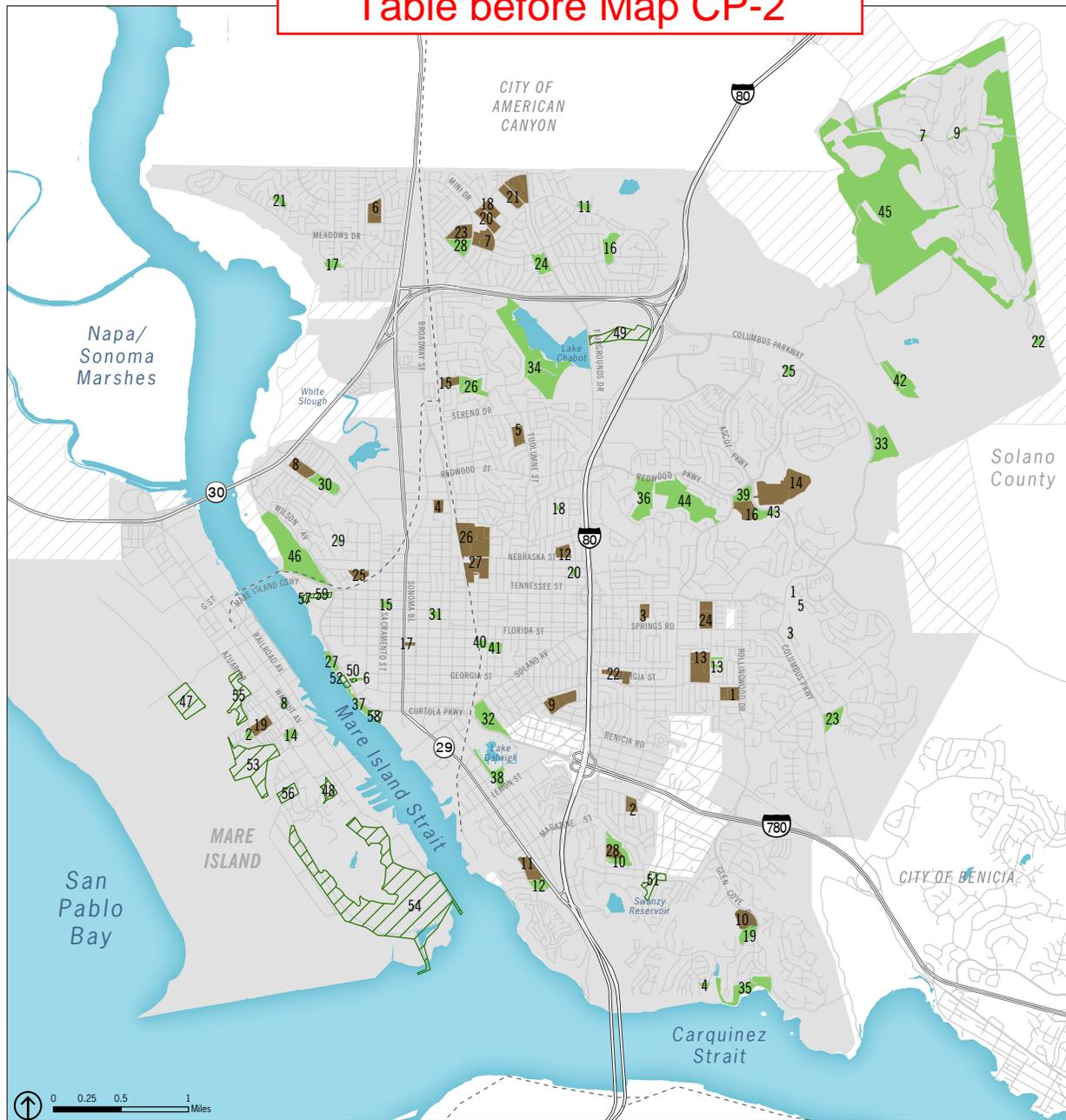
45. Hiddenbrooke Open Space
46. River Park

Planned Parks

47. City Park - Mare Island
48. Club Drive Park
49. Creek Park
50. Festival Ground

Schools

1. Annie Pennycook Elementary
2. Beverly Hills Elementary
3. Cave Language Academy
4. Caliber Charter School (Planned)
5. Cooper Elementary
6. Dan Mini Elementary
7. Elsa Widenmann Elementary
8. Federal Terrace Elementary
9. Franklin Middle School
10. Glen Cove Elementary
11. Grace Patterson Elementary
12. Highland Elementary
13. Hogan Middle School
14. Jesse M. Bethel High School
15. John Finney High School/Peoples (Continuation School)
16. Joseph H. Wardlaw Elementary
17. Lincoln Elementary School
18. Loma Vista Environmental Science Academy
19. Mare Island Health & Fitness Academy
20. Mare Island Technological Academy
21. Solano Middle School
22. Steffan Manor Elementary
23. Vallejo Adult Transition/Everest
24. Vallejo Charter School
25. Vallejo Education Academy
26. Vallejo High School
27. Vallejo High School/ Independent Study Academy
28. Vallejo Regional Education Center



For Revisions, see Summary
Table before Map CP-2

TABLE CP-2 Vallejo Parks and Sports Facilities

Park Name	Size (Acres)	Amenities	Operated By
Mini Parks (App. <1 Acre)			
Coventry Way	.25	Walking path, park benches	City of Vallejo
Crescent Park	1.96	Benches, trash receptacles, landscaping and irrigation	City of Vallejo
Garthe Estates	.75	Play structure, basketball hoop, walking path	City of Vallejo
Glen Cove Marina	.75	Walking trail, benches	City of Vallejo
Knights Circle	.25	Walking path, park benches	City of Vallejo
Martin Luther King Jr. Unity Plaza	.6	Benches	City of Vallejo
Reflections	1.5	Walking trails, gazebo	City of Vallejo
<i>Subtotal</i>	<i>6.06</i>		
Neighborhood Parks (App. 4-10 Acres)			
Alden	5	Landscaped ceremonial area, bandstand, flagpole, informal area with landscaped walking paths	City of Vallejo
Bennington	2.5	Walking path, tot lot, park benches	City of Vallejo
Beverly Hills	11.7	Playground with play structure, turfing play areas, walking trail	Greater Vallejo Recreation District
Borges Ranch	3.4	Drinking fountain, multi-use field, picnic tables, playground with play structure	Greater Vallejo Recreation District
Carquinez	6.3	Turfed hill with picnic tables, Carquinez Bridge trailhead, off street parking	Greater Vallejo Recreation District
Castlewood	4.6	Community building, elementary play area, restroom, swimming pool, unlighted tennis courts, off-street parking	Greater Vallejo Recreation District
Chapel Park	3	St. Peter's Chapel, site furnishings, landscaping, and irrigation	City of Vallejo
City Park	3	Drinking fountain, horseshoe pits, picnic tables, elementary play area, tot lot, restroom	Greater Vallejo Recreation District
Crest Ranch	10.3	Ballfield, basketball court, handicapped parking, horseshoe pits, multi-use field, picnic areas, elementary play area, tot lot, restroom, soccer field, walking/jogging trail, off-street parking	Greater Vallejo Recreation District
Delta Meadows	4	Basketball courts, elementary play area, tot lot, rustic nature area, walking/jogging trail	Greater Vallejo Recreation District
Fairmont	1	Picnic tables, elementary play area, tot lot	Greater Vallejo Recreation District

For Revisions, see Summary
Table before Map CP-2

TABLE CP-2 Vallejo Parks and Sports Facilities

Park Name	Size (Acres)	Amenities	Operated By
Glen Cove	6.8	Drinking fountain, multi-use field, picnic tables, elementary play area, tot lot, restrooms, soccer field, unlighted tennis court, handicapped parking, off-street parking	Greater Vallejo Recreation District
Grant Mahoney	1.5	Multi-use field, picnic tables, elementary play area, ping pong tables, rose garden, handicapped parking, off-street parking	Greater Vallejo Recreation District
Henry Ranch	3.4	Elementary play area, tot lot, off-street parking	Greater Vallejo Recreation District
Hiddenbrooke	2.05	½ basketball court, restrooms, water play, tot lot, elementary play area, bocce court, shaded picnic tables. Future plans include equestrian access, off-street parking	Greater Vallejo Recreation District
Highlands	9.3	Basketball court, covered picnic areas, elementary play area/multi-purpose field, bocce ball court, off-street parking	Greater Vallejo Recreation District
Northgate	4	Two playgrounds, walking path, benches, BBQ area	Greater Vallejo Recreation District
North Vallejo	8.9	Community Center, playground, basketball court, lighted baseball field, multi-purpose field, restrooms, off-street parking	Greater Vallejo Recreation District
Richardson	13.3	Ballfield, multi-use field, elementary play area, tot lot	Greater Vallejo Recreation District
Service Club	4.2	Landscaping, lighting, festival grounds, pedestrian waterfront promenade	City of Vallejo
Setterquist	8.9	Ballfield, community building, drinking fountain, elementary play area, tot lot, unlighted tennis courts, daycare building	Greater Vallejo Recreation District
Sheveland	1	Picnic table, elementary play area, tot lot, off-street parking	Greater Vallejo Recreation District
Terrace	11	Ballfield, drinking fountain, picnic area, picnic tables, elementary play area, tot lot, handicapped parking, off-street parking	Greater Vallejo Recreation District
Washington	2.5	Lighted ballfield, multi-use field, elementary play area, tot lot	Greater Vallejo Recreation District
Wilson	17.8	Ballfields (skinned and skinned & lighted), drinking fountain, multi-use field, picnic area, elementary play area, tot lot, restroom, soccer field, handicapped parking off-street parking	Greater Vallejo Recreation District
<i>Subtotal</i>	<i>149.45</i>		
Community Parks (App. 10-70 acres)			
Blue Rock Springs	24.5	Barbeques, drinking fountains, lake/river access, picnic areas (medium and large), picnic tables, elementary play area, tot lot, reservable areas, restrooms, rustic nature area, walking/jogging trails, trailhead to open space, restrooms, handicapped parking, off-street parking	Greater Vallejo Recreation District

For Revisions, see Summary
Table before Map CP-2

TABLE CP-2 Vallejo Parks and Sports Facilities

Park Name	Size (Acres)	Amenities	Operated By
Dan Foley	68.2	Ballfields: grass, skinned & lighted, basketball court, community building, lake/river access, multi-use field, picnic areas (medium and large), picnic tables, elementary play area, tot lot, restroom, rustic nature area, Olympic size artificial turf soccer/softball field, community center, handicapped parking, off-street parking	Greater Vallejo Recreation District
Glen Cove Nature Area	15	Natural and undeveloped park with trail connections to the San Francisco Bay Trail, picnic tables, off-street parking	Greater Vallejo Recreation District
Hanns Memorial	22.6	Creekside trails, lake/river access, large picnic area, picnic tables, restroom, off-street parking stage area	Greater Vallejo Recreation District
Independence	1	Mare Island Naval Shipyard memorabilia, sand area, restrooms; to be expanded	Greater Vallejo Recreation District
Lake Dalwigk	8.9	Basketball court, picnic area, elementary play area, tot lot, turf area	Greater Vallejo Recreation District
Wardlaw	13	Three soccer fields, two baseball backstops	Greater Vallejo Recreation District
<i>Subtotal</i>	<i>153.20</i>		
Linear Parks			
Blue Rock Springs Corridor	44	Hiking trail providing access to the ridge of Sulfur Springs Mountain with views of Vallejo and the Napa River	Greater Vallejo Recreation District
<i>Subtotal</i>	<i>44</i>		
Natural Open Space			
Hiddenbrooke Open Space	481	Natural areas interspersed throughout Hiddenbrooke residential development	Greater Vallejo Recreation District
River Park	54	Undeveloped parkland and wetland, trails, off-street parking	Greater Vallejo Recreation District
<i>Subtotal</i>	<i>535</i>		
Special Use Parks			
Amador Tennis	5	Four tennis courts	Greater Vallejo Recreation District
Children's Wonderland	3	Fully-fenced park with play areas, reservable picnic areas, outdoor theater, restrooms, off-street parking	Greater Vallejo Recreation District
McIntyre Ranch	24	Ranch house, swimming pool, cottage, historic tack house, barn, paddocks, well, pasture land, horse boarding, campground, yurt	Greater Vallejo Recreation District
Wardlaw Skate/BMX and Dog Park	1.46	Concrete bowl and modular equipment in separately fenced areas for beginners and intermediate users; Dog park, large and small areas	Greater Vallejo Recreation District

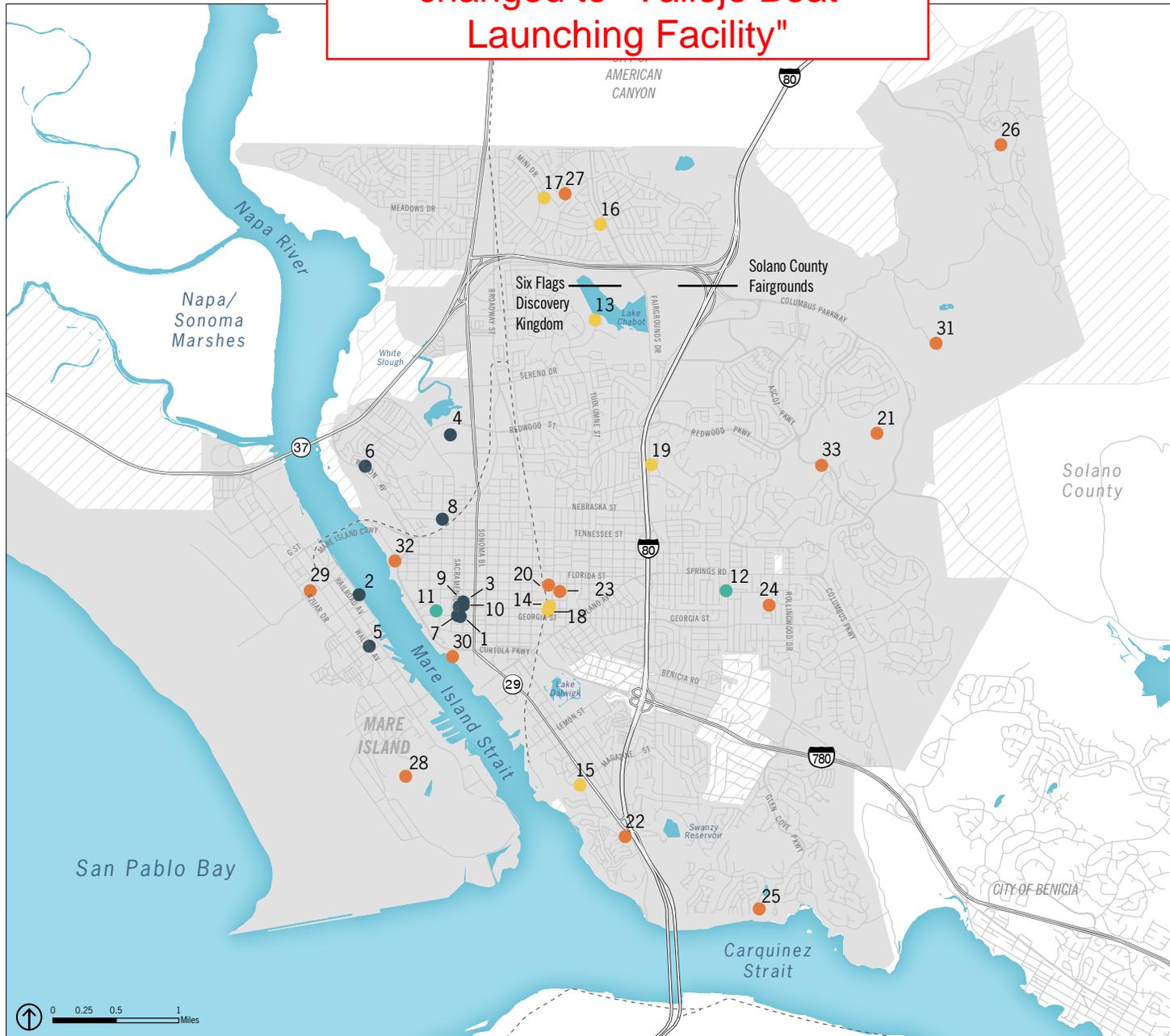
For Revisions, see Summary
Table before Map CP-2

TABLE CP-2 Vallejo Parks and Sports Facilities

Park Name	Size (Acres)	Amenities	Operated By
<i>Subtotal</i>	<i>33.46</i>		
Total Acreage - Existing	921.17		
Planned Parks			
City Park – Mare Island	32	Recreational open space	City of Vallejo
Club Drive Park	5	Passive recreation	City of Vallejo
Creek Park	6	Water feature, recreational open space	City of Vallejo
Festival Green	2.7	Passive recreation area	City of Vallejo
High Glen Park	5	Planned new neighborhood park	Greater Vallejo Recreation District
Independence (extension)	3.7	Picnic tables, other passive recreational uses	City of Vallejo
Mare Island Community Park	26	Playing fields, hiking trails, winter storm-water detention area, scenic outlooks	Greater Vallejo Recreation District
Morton Field	6	Lighted playing fields, recreational open space	Greater Vallejo Recreation District
Parade Grounds	4	Recreational open space, playing fields	City of Vallejo
Promenade	4	Walking and biking path	City of Vallejo
Mare Island Shoreline Heritage Preserve	176	Walking, cycling and equestrian trails, habitat conservation, other passive recreational uses	TBD
Southern Waterfront	10.9	Picnic tables, other passive recreational uses	City of Vallejo
Wetland	4	Passive recreation area	City of Vallejo
Total Acreage - Planned	285.30		

**"Mare Island Strait Boat Ramp"
changed to "Vallejo Boat
Launching Facility"**

**MAP CP-4
Cultural and
Recreational
Facilities**

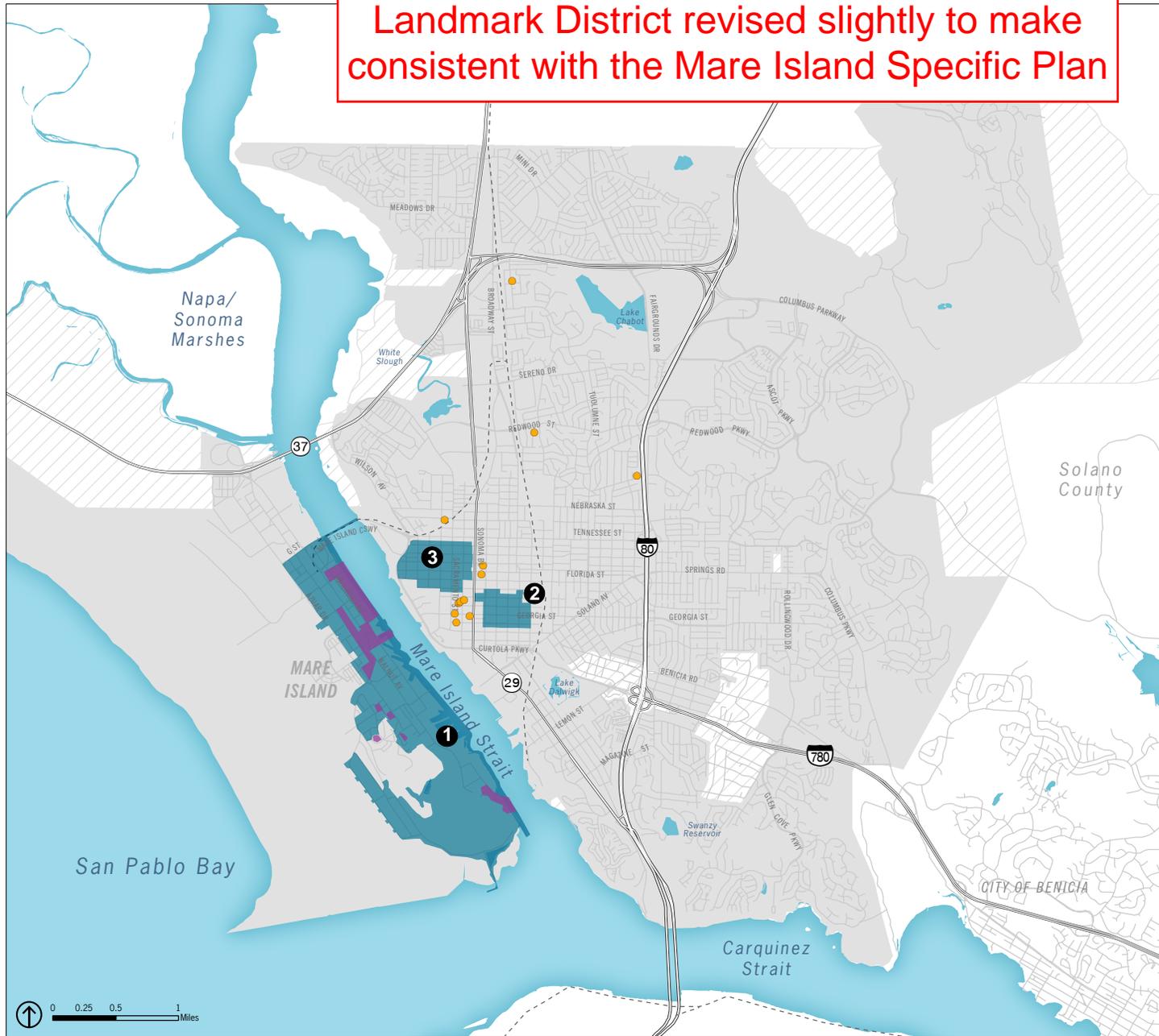


- **Museums and Art Facilities**
 1. Artisen Cultural Art Center
 2. Coal Shed Studios Building
 3. Empress Theatre
 4. Fetterly Playhouse
 5. Mare Island Museum
 6. Mira Community Cultural Center
 7. The Hub
 8. Vallejo Architecture Heritage Foundation
 9. Vallejo Naval & Historical Museum
 10. Vallejo Symphony
 - **Library**
 11. John F. Kennedy Library
 12. Springstowne Library
 - **Cultural & Community Centers**
 13. Dan Foley Cultural Center
 14. Florence Douglas Senior Center
 15. Norman C. King Community Center
 16. North Vallejo Community Center
 17. Omega Boys and Girls Club
 18. Vallejo Community Center
 19. Vallejo Veterans Memorial Building
 - **Sports & Recreation Facilities**
 20. Amador Tennis Courts/Recreation Center
 21. Blue Rock Springs Golf Course
 22. CSU Phys Ed and Aquatics Center
 23. Children's Wonderland
 24. Cunningham Aquatic Center
 25. Glen Cove Marina
 26. Hiddenbrooke Golf Club
 27. Loma Vista Farm
 28. Mare Island Golf Club
 29. Mare Island Sports Complex
 30. Vallejo Boat Launching Facility
 31. McIntyre Ranch
 32. Vallejo Municipal Marina
 33. Wardlaw Skate/BMX Park and Dog Park
- Vallejo City Limit
 Sphere of Influence (SOI)
 Railroad

Source: City of Vallejo, 2014; Solano County, 2014; ESRI, 2010; PlaceWorks, 2016.

Border of Mare Island National Historic Landmark District revised slightly to make consistent with the Mare Island Specific Plan

**MAP NBE-2
Historic
Resources**



- National Register Historic Districts
 1. Mare Island
 2. Architectural Heritage District
 3. Saint Vincent's Hill
- Mare Island National Historic Landmark District
- Historic Resources Outside of Districts
- Railroad
- Sphere of Influence (SOI)
- Vallejo City Limit

Source: City of Vallejo, 2014; ESRI 2010; PlaceWorks, 2016.

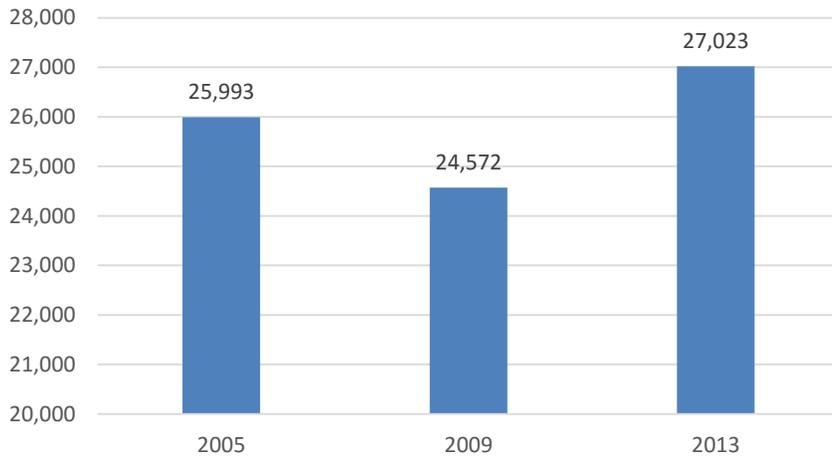
Tables EET-2 and EET-3 Updated with 2016 Data

ECONOMIC PROFILE

Vallejo’s economy has been steadily improving since the Great Recession, and Tables EET-1 through EET-4 illustrate this trend. Total employment, which is at more than 27,000 jobs, now exceeds the pre-recession peak level. Jobs are most plentiful in the health care, retail trade, government, accommodation and food services, and arts, entertainment, and recreation sectors. These industry sectors are also reflected in Vallejo’s top employers, which are led by the Kaiser Permanente Medical Center.

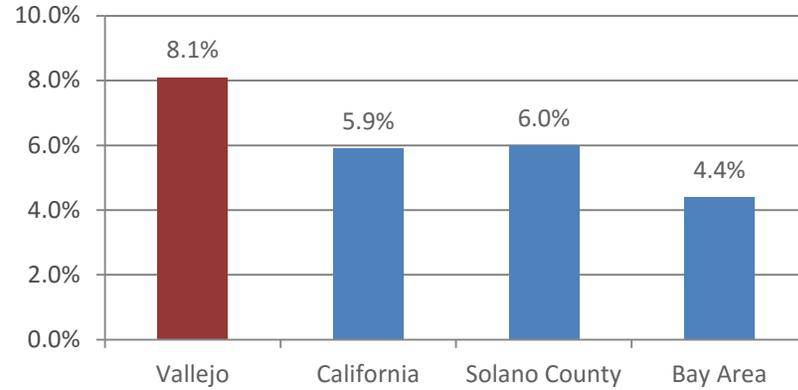
However, Vallejo’s unemployment rate has remained high compared to Solano County, the Bay Area, and California. To address this, a focus on increasing educational and training opportunities for local residents and on helping existing local businesses grow is needed. In turn, a strengthened local employment pool and growing business community will attract new employers and bring more opportunity, helping to ensure that all Vallejoans have the capacity and opportunity to secure meaningful and gainful employment. Table EET-5 highlights the key actors helping achieve this goal in Vallejo.

TABLE EET-1 Vallejo Jobs Trends



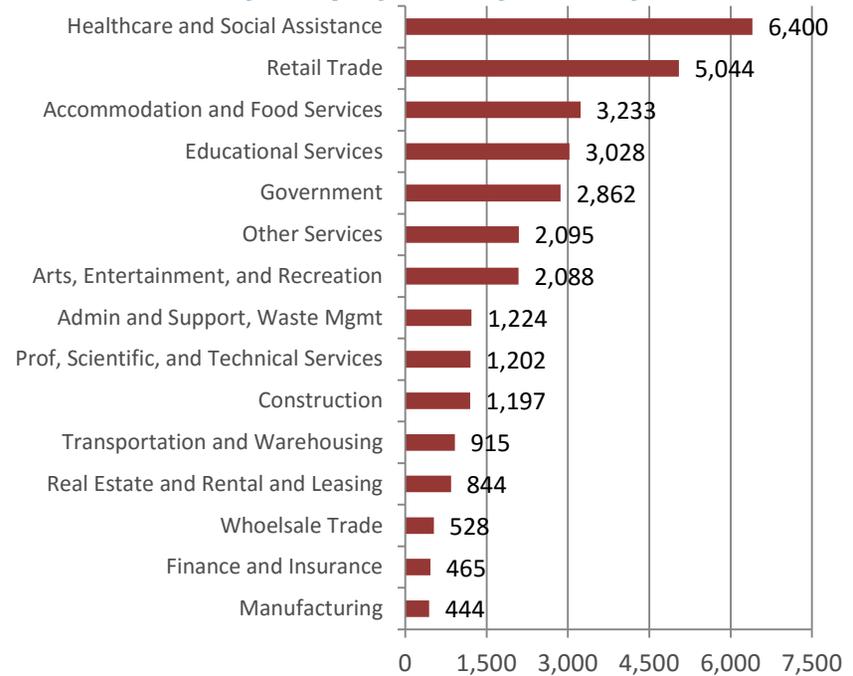
Source: BAE Urban Economics, Economic and Market Trends Report, January 2015.

TABLE EET-2 Unemployment Rates 2016



Source: California Economic Development Department, July 2016.

TABLE EET-3 Vallejo Employment by Industry Sector



Source: Info USA, May 2016.

REGIONAL TRANSIT

Vallejoans have access to a wealth of regional transit options, including ferry service, express bus service, and links to commuter rail. San Francisco Bay Ferry provides ferry service to San Francisco, complemented by express bus service to San Francisco by Soltrans, the local transit agency serving Vallejo and Benicia. In addition, Soltrans provides express bus connections to BART stations in Contra Costa County, while Amtrak provides bus service connecting Vallejo to the Martinez Amtrak station and Napa VINE provides bus connections with Napa County destinations. The Vallejo Station intermodal transit complex unites these options at a single facility in downtown Vallejo. Park-and-ride facilities and connecting transit, bikeways, and pedestrian facilities are provided to facilitate transit.

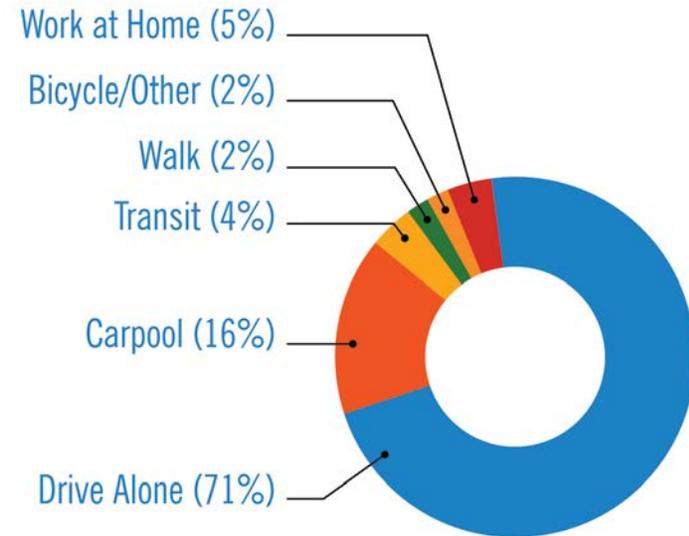
Transit is a critical component of the regional transportation system because it reduces traffic congestion and air pollution, while also providing mobility for community members who do not own or choose to use cars. Vallejo's transit options and location position it well to serve as a transit hub for the region. With more than 70 percent of residents in Vallejo and Solano County reporting that they drive alone to work, there is a significant opportunity to work with regional transit providers to enhance service and increase ridership while producing environmental benefits and decreasing congestion.

POLICY MTC-1.1 Regional Transit Connections. Enhance regional transit service for residents, employees, and visitors.

Action MTC-1.1A Work with regional transportation agencies to coordinate regional transit planning activities, including increased frequency of bus, ferry, and rail service, timed connections, and tourism support.

Chart MTC-1 Added

CHART MTC-1 COMMUTE MODES



Source: American Community Survey, 2014.

Chart Provided

- Action MTC-1.1B* Collaborate with transit agencies to study the feasibility of regional bus rapid transit.
- Action MTC-1.1C* Coordinate with private investors and regional transportation agencies to investigate the feasibility of water transport connecting downtown Vallejo/Vallejo Ferry Terminal with Napa.
- Action MTC-1.1D* Study the feasibility of a visitor rail connection between the Vallejo Ferry Terminal and the Napa Valley in coordination with private investors.

**Revisions to Map MTC-2 Regional Trail Network
August 29, 2017**

Source	Revisions
GPWG, Staff	<ul style="list-style-type: none"> - <i>Trail at Hiddenbrooke revised;</i> - <i>Trail on hillside north of Columbus Parkway/Blue Rocks Spring Park revised;</i> - <i>Trails at northwest corner of Vallejo revised;</i> - <i>Water access point added at River Park</i> - <i>Symbol for Highway 29 moved south so that it does not cover both dashed lines;</i> - <i>Legend modified to "Bay Trail (Planned/Proposed)"</i>
Staff	<p>Note Revised: The Great California Delta Trail (proposed) includes the following trail segment in Vallejo: Glen Cove-Waterfront Park where the San Francisco Bay Trail and the Great California Delta Trail meet along the Carquinez Strait, and the Carquinez Start Scenic Loop Trail co-locate with the Bay Trail and Ridge Trail in southern Vallejo along the Carquinez Strait."</p> <p>New Note: "The depiction of the Bay Trail (planned) in South Vallejo is for illustrative purposes. The trail should be located along the waterfront or as close to the waterfront as feasible (Action MTC-1.5A)."</p>

For Revisions, see Summary Table on Previous Page

MAP MTC-2 Regional Trail Network

- Bay Trail (Existing)
- ⋯ Bay Trail (Planned/Proposed)
- Vine Trail (Existing)
- ⋯ Vine Trail (Planned/Proposed)
- ⋯ Bay and Vine Trail (Planned/Proposed)
- Blue Rock Springs Corridor Trail (Existing)
- Ridge Trail (Existing)
- ⋯ Ridge Trail (Planned/Proposed)
- ⋯ Bay and Ridge Trail (Planned/Proposed)
- Rollye Wiskerson Trail (Existing)
- Other Trails
- Water Trail Access Points (Planned/Proposed)
- Railroad
- Sphere of Influence (SOI)
- Vallejo City Limit

Revised 5/15/2017

Notes:

- 1** The Great California Delta Trail (proposed) and the Carquinez Strait Scenic Loop Trail co-locate with the Bay Trail and Ridge Trail in southern Vallejo along the Carquinez Strait.
- 2** The depiction of the Bay Trail (planned) is for illustrative purposes. The trail should be located along the waterfront or as close to the waterfront as feasible. (Action MTC-1.5A)



Source: City of Vallejo, 2014; Solano County, 2014; SF Bay Water Trail, 2014, Bay Area Open Space Council, 2014; Metropolitan Transportation Commission 2014; Delta Protection Council, 2016; USGS, 2014; ESRI 2010; PlaceWorks, 2016.



**Revisions to Map MTC-5 Bicycle Network
August 29, 2017**

Source	Revisions
Staff	<ul style="list-style-type: none">- <i>Bikeways refined to accurately reflect existing vs. planned/proposed</i>- <i>Bikeways refined to accurately reflect Class 1, 2, and 3 designations</i>- <i>New bikeways added on Sacramento between Georgia and Curtola; at Austin Creek; and along I-80 near Hiddenbrooke</i>- <i>New Note added: Bicycle network to be Revised per Action MTC-2.1A</i>

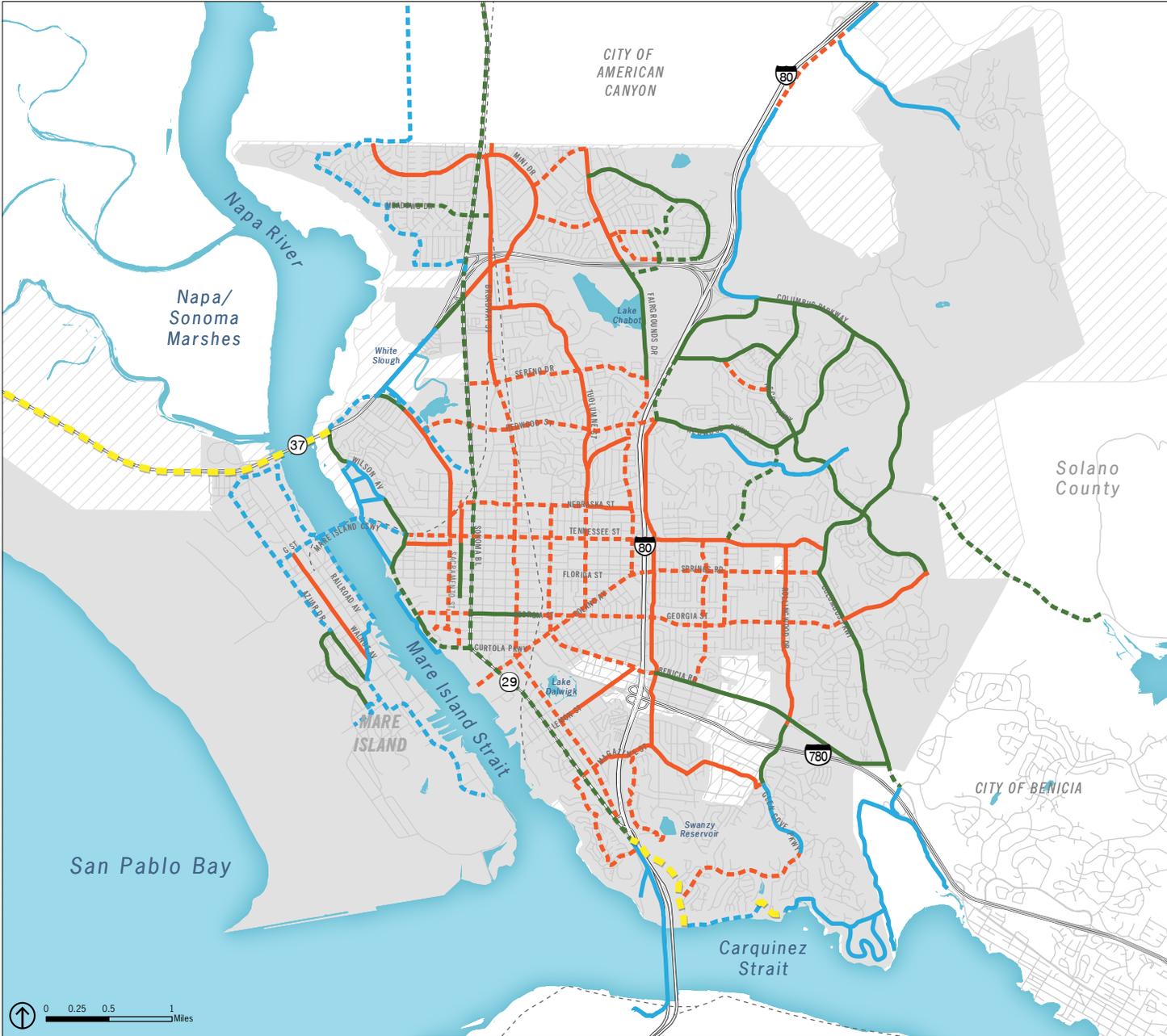
For Revisions, see Summary Table on Previous Page

MAP MTC-5 Bicycle Network

- Class 1 Bicycle Facility (Existing)
- - - Class 1 Bicycle Facility (Planned/Proposed)
- Class 2 Bicycle Facility (Existing)
- - - Class 2 Bicycle Facility (Planned/Proposed)
- Class 3 Bicycle Facility (Existing)
- - - Class 3 Bicycle Facility (Planned/Proposed)
- - - Planned Bay Trail Extension

- Vallejo City Limit
- Sphere of Influence (SOI)
- Railroad

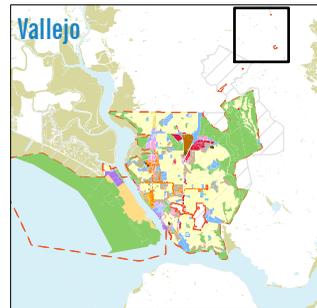
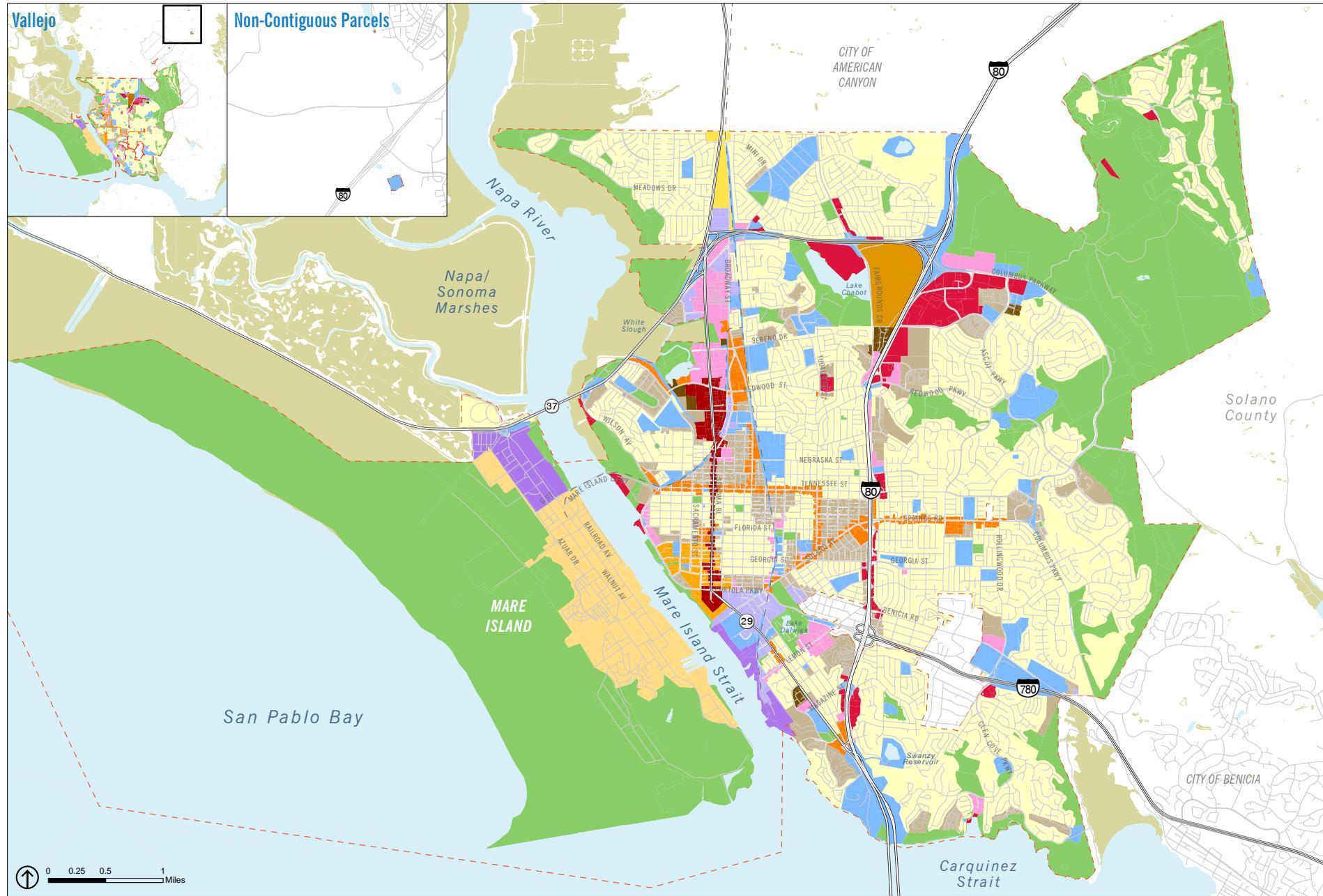
Revised 08/16/2017



Note: Bicycle Network to be Revised per Action MTC-2.1A

Source: Field survey by Fehr & Peers, November 2014; Solano Countywide Bicycle Transportation Plan (2012); San Francisco Bay Trail website (www.baytrail.org); Vallejo Trails Master Plan (1988); Sonoma Blvd Specific Plan (2017); Solano Yolo Bike Links Map (2014); Mare Island Specific Plan (2008).

ATTACHMENT 2, EXHIBIT B: GENERAL PLAN 2040 LAND USE MAP



MAP PF-6 Land Use Map

- Residential**
- Primarily Single Family
- Mix of Housing Types
- Primarily Multi-Family
- Mixed Use**
- District - Downtown/Waterfront
- District - Mare Island
- District - Solano360
- District - North Gateway
- Central Corridor
- Neighborhood Corridor
- Business and Industry**
- Retail/Entertainment
- Business/Limited Residential
- Business/Light Industrial
- Industrial
- Community**
- Parks, Recreation and Open Space
- Public Facilities and Institutions
- Wetland
- Railroad
- Vallejo City Limit
- Sphere of Influence (SOI)

8/29/2017



ATTACHMENT 3

General Plan 2040 Land Use Map –
Presentation Size for City Council

Under Separate Cover

ATTACHMENT 4

General Plan 2040 Land Use Designations – *DRAFT*

August 29, 2017

Primarily Single-Family (R-SF)

The R-SF designation applies to residential neighborhoods primarily characterized by detached single-family homes, although some older areas have attached dwellings and small stores. Dwellings typically have front and rear yards, as well as side setbacks. Permitted land uses include single-family homes, in some instances duplexes, triplexes, fourplexes, and small commercial spaces, and public facilities such as schools, religious institutions, parks, and other community facilities appropriate within a residential neighborhood. The maximum permitted residential density in the R-SF designation is nine dwelling units per acre; however, in single-family areas where accessory dwelling units are allowed, maximum permitted residential density is 12 dwelling units per acre.

Mix of Housing Types/Medium Density (R-MH)

The R-MH designation applies to residential neighborhoods largely characterized either by 1) single-family homes but with a mix of other housing types, including duplexes, triplexes, fourplexes, some smaller scale apartment buildings and small commercial spaces; or 2) primarily single-use, multi-family developments with common outdoor spaces. The residential neighborhoods with single-family and other housing types are typically located in the central and more historic parts of Vallejo. Dwellings typically have front and rear yards, as well as side setbacks. Zero side lots (zero lot lines) may be appropriate where they can be visually integrated into the existing neighborhood context. Permitted land uses include single-family homes; in some instances duplexes, triplexes, fourplexes, smaller scale apartment buildings, and small commercial spaces; and public facilities such as schools, religious institutions, parks, and other community facilities appropriate within a residential neighborhood. For primarily single-use, multi-family development, the R-MH designation applies to residential areas primarily characterized by parcels and buildings containing multiple residences, sometimes on several floors, and, in some instances, small commercial spaces. They are similar in character to those permitted in Primarily Multi-Family (R-MF), but with a lower residential density. The maximum permitted residential density in the R-MH designation is 25 dwelling units per acre.

Primarily Multi-Family (R-MF)

The R-MF designation applies to residential areas primarily characterized by parcels and buildings containing multiple residences, sometimes on several floors, and in some instances small commercial spaces. These multi-family developments tend to have common outdoor spaces but may also have individual yards for dwelling units. They may have common exterior entrances with covered or indoor hallways, or residences may have individual exterior entrances. The maximum permitted residential density in the R-MF designation is 40 dwelling units per acre.

District - Downtown/Waterfront (D-D/W)

The D-D/W designation applies to the downtown area, consistent with the Downtown Specific Plan; the adjacent Central Waterfront, subject to the Waterfront Planned Development Master Plan; and the Southern Waterfront. It is intended to promote a vibrant, pedestrian-oriented place that seamlessly integrates downtown with the waterfront. Layering compatible land uses and public amenities, together at various scales and intensities, the D-D/W designation allows for multiple functions within the same building or adjacent to one another in the same general vicinity to foster a mix of uses that encourages people to live, work, play, and shop in close proximity. The D-D/W designation is also intended to create a vibrant destination for people from other parts of the city and the region. The maximum permitted FAR in the D-D/W designation is 6.0, with a minimum residential density of 30 dwelling units per acre up to 90 dwelling units per acre.

District – Mare Island (D-MI)

The D-MI designation applies only to the portion of Mare Island subject to the Development Agreement with Lennar Mare Island, LLC. This designation is intended to facilitate implementation of the Mare Island Specific Plan, which seeks to revitalize this historic area of Vallejo and foster a vibrant civilian employment center alongside a balanced new residential neighborhood, subject to the Development Agreement previously executed. Land use density is set by the Specific Plan, with non-residential FAR determined on a project-specific basis.

District – Solano 360 (D-360)

The D-360 designation applies only to the 149-acre County-owned fairgrounds property located in Vallejo. It is intended to facilitate implementation of the Solano360 Specific Plan and foster creation of an iconic, region serving public entertainment destination with private mixed-use development. Land use density and non-residential FAR for new Entertainment-Mixed Uses set by the Specific Plan.

District – North Gateway (D-NG)

The D-NG designation applies to the northern portion of the area north of Highway 37 between Sonoma Boulevard and Broadway Street, a highly-visible area that serves as a gateway to Napa Valley from Highway 37 (heading north) and to Vallejo from American Canyon (heading south). It is intended to foster an integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. It also incorporates higher-density residential development that supports nearby services and activates the area. The maximum permitted FAR in the D-NG designation is 2.0, with a minimum residential density of 30 dwelling units per acre up to 50 dwelling units per acre.

Central Corridor (CC)

The CC designation applies only to the Sonoma Boulevard Specific Plan Area. The designation is intended to facilitate implementation of the Sonoma Boulevard Specific Plan and encourage the transformation of the corridor into an economically vibrant, visually attractive, functional, mixed-use, human-scaled, complete street, inclusive of Urban Villages. The Specific Plan identifies individual building types for different locations, instead of residential density or non-residential FAR. The maximum permitted FAR in the CC designation is 3.0. The residential density permitted is between 18 and 50 dwelling units per acre.

Neighborhood Corridor (NC)

The NC designation is intended to promote pedestrian-oriented neighborhood "main streets" with an emphasis on shops and services catering to the daily needs of local residents, particularly at mixed-use Urban Villages. Permitted uses in the NC designation include multifamily developments, retail, personal and automotive services, professional offices, community facilities, and other uses conducted primarily inside of buildings and compatible with an eclectic neighborhood-oriented mixed-use environment. The maximum permitted FAR in the NC designation is 2.0, with minimum residential density of 18 dwelling units per acre up to 30 dwelling units per acre.

Retail/Entertainment (RE)

The RE designation provides for general retail, services, and entertainment for local residents as well as consumers and visitors from the wider region. Permitted land uses include shopping centers, auto sales, amusement parks, hotels, restaurants, service stations, marine-related operations, offices, general retail, personal and business services, and similar commercial uses. The maximum permitted FAR in the RE designation is 1.5.

Business/Limited Residential (B/LR)

The B/LR designation is intended to facilitate high quality employment-based businesses, including professional office; health care and life sciences; research and development; production, distribution, and repair (PDR); and light industrial, manufacturing and similar uses conducted primarily inside of buildings. A mix of lot sizes is encouraged to accommodate small businesses as well as larger campus-style uses. Restaurants, retail stores, automotive services, personal and business services, hotels, and recreational facilities that cater to the needs of businesses, employees, and residents of the surrounding area are accommodated in the B/LR designation. Residential-only or mixed-use projects containing a residential component are also accommodated, providing that findings of compatibility can be made. The maximum permitted FAR in the B/LR designation is 2.0, with minimum residential density of 25 dwelling units per acre up to 50 dwelling units per acre.

Business/Light Industrial (B/LI)

The B/LI designation is intended to facilitate light industrial activities, including light manufacturing, warehousing and logistics; automotive service and maintenance, including auto body and painting operations; assembly; research and development; and production, distribution and repair (PDR) uses. Some light industrial and similar uses may include exterior storage areas. Professional office uses can also be accommodated in this designation. Secondary and accessory uses such as banks, cafes, printers, and office supply stores to serve the needs of employees and businesses are also encouraged. The maximum permitted FAR in the B/LI designation is 2.5.

Industrial (I)

The I designation is intended to facilitate industrial activities, including general industrial, heavy industrial, and manufacturing uses. This designation includes uses that may potentially generate more noise, hazards and truck traffic than do light industrial uses. Uses in this designation may also utilize rail and ships to transport materials and manufactured goods. Some industrial uses may require exterior storage areas. The maximum permitted FAR in the I designation is 2.0.

Parks, Recreation, and Open Space (P-OS)

The P-OS designation applies to lands intended for recreational use and/or natural resource preservation. Parks, playgrounds, active and passive recreational facilities, golf courses, marinas, passive uses, such as trails, for conservation and natural resource protection, and other similar uses are permitted in the P-OS designation. There is no maximum permitted FAR in the P-OS designation.

Public Facilities and Institutions (PF)

The PF designation encompasses facilities serving the good of the community, including fire and police stations; government buildings; health and social service clinics; hospitals; libraries; schools; educational institutions; and transit stations, as well as churches, community centers and community-serving recreational facilities. In some cases, it includes excess public rights-of-way. Assisted living facilities and neighborhood-oriented retail are conditional uses in this designation requiring permits. Co-location of multiple public facilities on a single site is encouraged where it will increase access to community services while offering cost savings and other benefits to community service providers. The maximum permitted FAR in the PF designation is from 0.1 to 1.0, determined on a case-by-case basis in consideration of the neighborhood context.

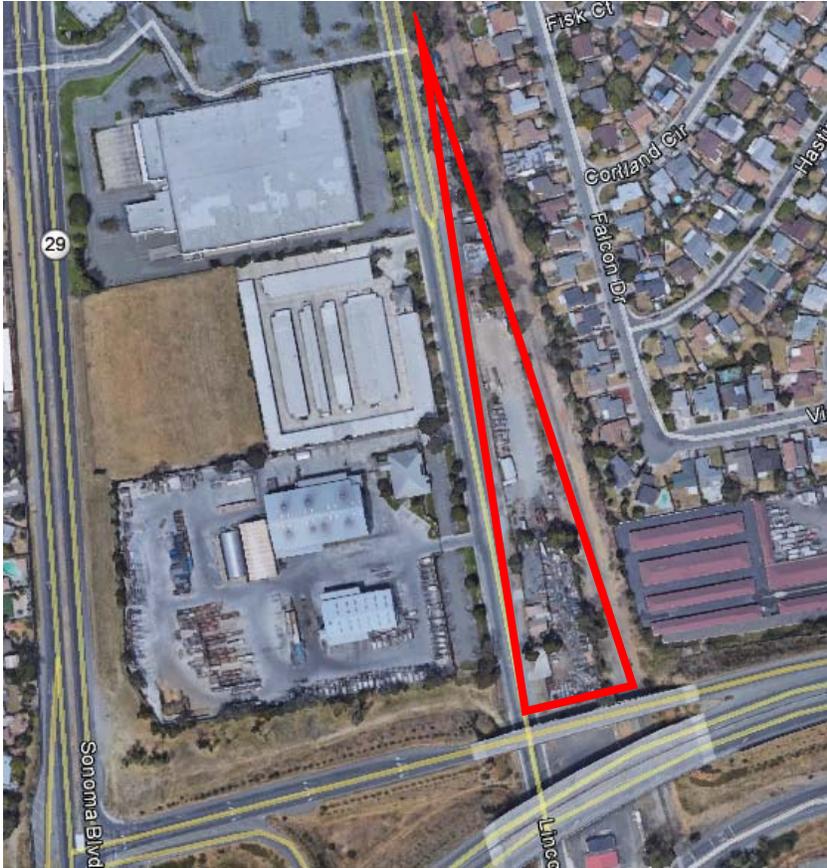
ATTACHMENT 5

Proposed General Plan 2040 Land Use Map Revisions For Planning Commission Consideration August 29, 2017

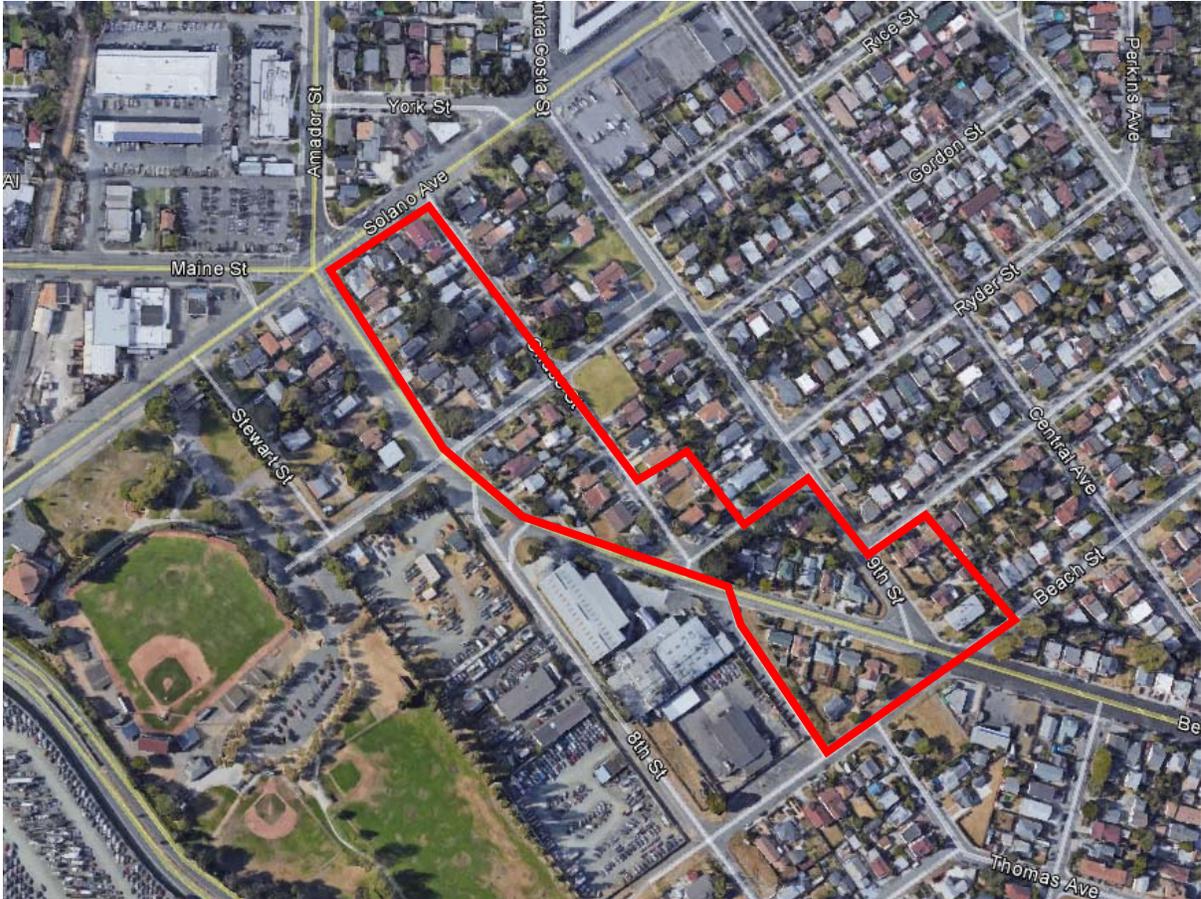
- 1. Sacramento Street near Frisbie Street: Revise from Mix of Housing Types to Business/Limited Residential, consistent with existing uses.**



2. Triangle area bounded by Highway 37, Broadway Street, and Railroad Tracks: Revise from District – North Gateway to Business/Light Industrial, consistent with uses across Broadway Street.



3. Area generally bounded by Benicia Street, Solano Avenue, Chase Street, and 9th Street:
Revise from Mix of Housing Types to Primarily Single Family, consistent with existing uses and the adjacent neighborhood to the northeast.



CITY OF VALLEJO CITY COUNCIL

RESOLUTION NO. < >

A RESOLUTION OF THE CITY COUNCIL TO ADOPT THE SONOMA BOULEVARD SPECIFIC PLAN, WITH REVISIONS

BE IT RESOLVED by the City Council of the City of Vallejo as follows,

WHEREAS, the City of Vallejo has been preparing the Sonoma Boulevard Specific Plan (the Specific Plan), a long-range plan for the revitalization of Sonoma Boulevard between Curtola Parkway and Redwood Street, based on the 2013 Sonoma Boulevard Corridor Design Plan, for the horizon period ending 2040; and

WHEREAS, the City of Vallejo created a General Plan Working Group (GPWG), consisting of fifteen (15) members, including three Planning Commissioners, to advise staff and to develop and provide recommendations to the Planning Commission and City Council on the comprehensive update of the General Plan and the Specific Plan; and

WHEREAS, the GPWG created the Specific Plan Working Group (SPWG), an ad hoc committee consisting of five GPWG members, including one Planning Commissioner, to advise staff and to develop and provide recommendations to the GPWG and, ultimately, the Planning Commission and City Council on the Specific Plan; and

WHEREAS, the SPWG, on December 9, 2015, based on stakeholder interviews, two community charrettes, six SPWG meetings, and consultant and staff recommendation, accepted the Specific Plan for consideration by the GPWG; and

WHEREAS, the GPWG, on July 13, 2016, based on SPWG, consultant, and staff recommendation, accepted the Specific Plan for consideration by the Planning Commission; and

WHEREAS, the Specific Plan and associated Environmental Impact Report (EIR), which describes potential environmental impacts and associated mitigation measures of General Plan 2040 and the Specific Plan, were released for public review and comment beginning July 25, 2016 and ending September 7, 2016; and

WHEREAS, the Planning Commission, at a Study Session on August 30, 2016, reviewed and asked clarifying questions on the Specific Plan; and

Approved as to form:

By: *Shamail Edmeyer for*
Claudia Quintana
City Attorney

WHEREAS, the Planning Commission, on November 2, 2016, recommended adoption of California Environmental Quality Act (CEQA) Findings of Fact, adoption of a Statement of Overriding Consideration, adoption of a Mitigation Monitoring Plan, and certification of the Final Environmental Impact Report (FEIR) for General Plan 2040 and the Specific Plan; and

WHEREAS, the Planning Commission, on November 2, 2016, recommended adoption of the Specific Plan by the City Council, inclusive of modifications proposed by staff; and

WHEREAS, the City Council, on August 29, 2017, at a special meeting in the City Council Chambers of City Hall, 555 Santa Clara Street, held a duly noticed public hearing to consider certification of the FEIR and adoption of the Specific Plan; and

WHEREAS, all interested persons filed written comments with City staff at or before the hearing, all persons desiring to be heard were given an opportunity to be heard in this matter, and all such verbal and written testimony was considered by the City Council; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF VALLEJO HEREBY FINDS AND RESOLVES:

SECTION 1. The Specific Plan is consistent with General Plan 2040 of the city of Vallejo.

SECTION 2. The Specific Plan meets the requirements of Chapter 16.104 of the Vallejo Municipal Code in that it includes, but is not limited to, texts or plans setting forth: the distribution, location, extent, and density of land uses, including open spaces, within the specific planning area; the proposed distribution, location, extent and intensity of public and private infrastructure (transportation, sewage, water, drainage, disposal, energy, etc.) to be located within the specific planning area and needed to support the land uses described in the plan; standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable; a program of implementation measures including regulations, programs, public improvements and works, and financing necessary to carry out the development described in the plan; and a statement of the relationship of the specific plan to each and every relevant provision of the Vallejo General Plan.

SECTION 3. The Specific Plan has been analyzed in accordance with the California Environmental Quality Act, and there is a concurrent resolution recommending certification of the FEIR.

BE IT FUTHER RESOLVED that the City Council hereby certifies the FEIR and adopts the Sonoma Boulevard Specific Plan, with recommended modifications as provided in Exhibit A attached to this Resolution, concurrently with the adoption of General Plan 2040.

ADOPTED by the City Council of the City of Vallejo, State of California, at a special meeting on the 29th day of August 2017, by the following vote to-wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

BOB SAMPAYAN, MAYOR
City of Vallejo City Council

Attest:

DAWN G. ABRAHAMSON, CITY CLERK
City of Vallejo City Clerk

ATTACHMENT 6, EXHIBIT A REVISIONS TO SONOMA BLVD SPECIFIC PLAN

2.2.3 Existing Walkability Conditions

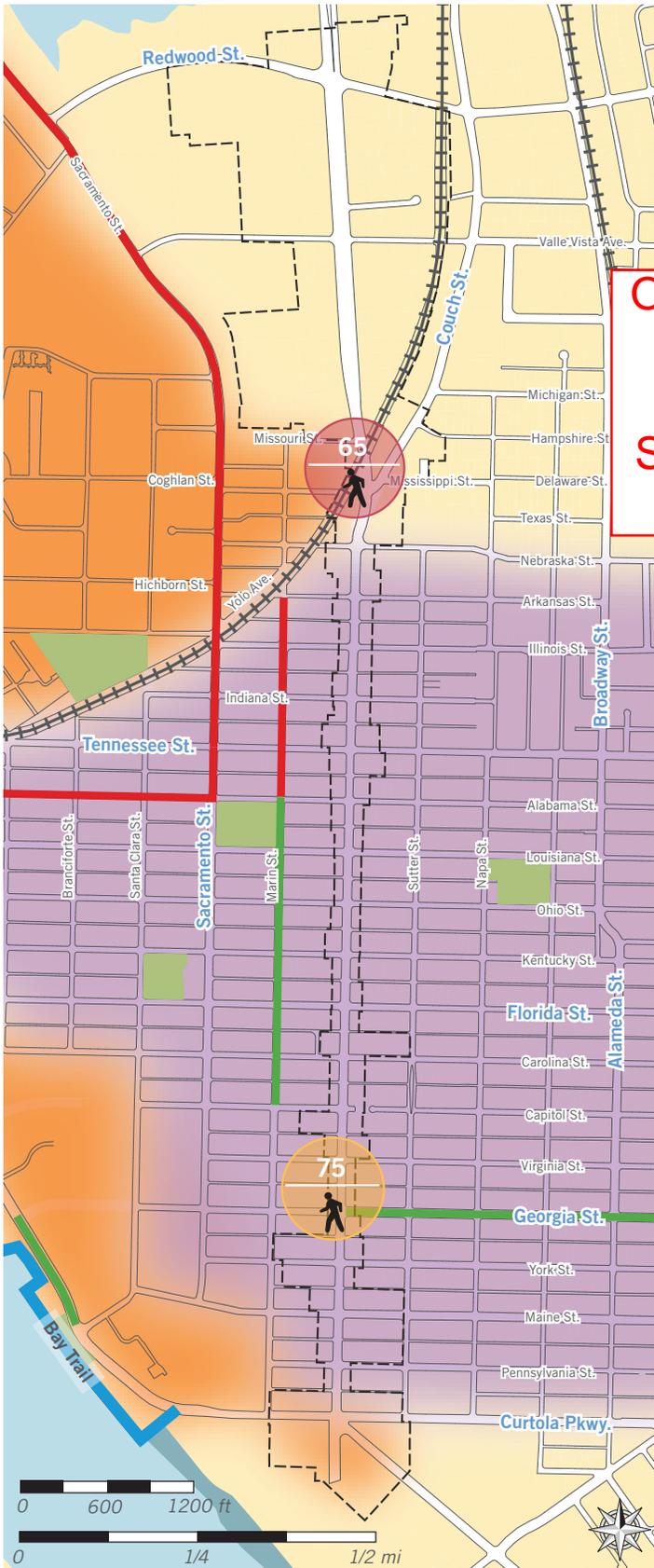


Figure 2.2.3 Existing bike/pedestrian facilities and walkability

Bike and Pedestrian Facilities

See Appendix 5.1



A Walk Score is a number measuring the walkability of environment, ranging from 0, 'car dependent' to 100, a 'walker's paradise' where daily errands do not require a car. Walk Scores in

On Figure, Tennessee St bike facility removed because it's planned, not existing; For text, "Auto-Oriented Suburban" language (below) revised for clarity

most people cross at Georgia St. and Virginia St. Problematic and few places to cross north of Couch St. Sidewalks range from 7 to 10 feet wide.

Bike Facilities

No current bicycle facilities on Sonoma Blvd. Nearest bike facility is the Class II bicycle lane on 6 blocks of Marin St. Limited connections to regional Bay-Vine Trail.



¹walkscore.com ²Walking the Walk, CEOs for Cities, 2009

Walkable vs. Auto-Oriented

See Appendix 4

Identification of areas in the three categories is one of several planning tools used to understand an area and its walkable features, or lack thereof. Walkability is a product of several factors including not only the presence but the quality and extent of bike/pedestrian facilities and proximity to everyday amenities.

- “Walkable Urban”** refers to areas pedestrian-oriented in nature and that contain services, retail, or restaurants within a short walking distance, i.e. historic neighborhoods, Downtown.
- “Transitional”** This pattern has many of the characteristics of the Walkable Urban pattern but lacks key characteristics such as retail or services within a short walking distance. These areas can be transformed into Walkable Urban by adding these key characteristics or they can transform to Auto-Oriented Suburban.
- “Auto-Oriented Suburban”** refers to areas more auto-dependent in nature and layout where automobiles are usually required for day-to-day functions. Walking and cycling do occur in these areas, but is generally for recreational rather than destination purposes.

Key

- | | |
|--|---|
| Walkable Urban | Class I Bike Trail |
| Transitional | Class II Bike Lane |
| Auto-Oriented Suburban | Class III Bike Facility |

On figure, Neighborhood labels revised for clarity

2.2.4 Existing Physical Character and Land Use

Physical Character & Land Use

See Appendix 4.5

<p>Along Corridor:</p> <p>A South Boundary to Maine St.: Primarily automotive repair, sales, and light industrial</p> <p>B Maine St. to Carolina St.: Downtown, mixed-use, restaurants, entertainment</p> <p>C Carolina St. to Tennessee St.: Combination of vacant lots, civic buildings, strip retail</p> <p>D Tennessee St. to Couch St.: Low intensity strip commercial, small parking areas, residential</p> <p>E Couch St. to Redwood St.: Suburban retail, restaurants, large parking areas, buildings set back from street.</p>	<p>Surrounding Corridor:</p> <p>To East and West: Low to medium intensity residential, historic districts</p> <p>To North: Primarily suburban commercial with large parking areas</p> <p>To South: Light to heavy industrial along Southern waterfront</p> <p><i>*Note: The primary block configuration of lots with long-grain end facing Sonoma Blvd. results in shallow lot depths, measuring less than 75 feet, and a longer, Sonoma Blvd. facing frontage. This configuration can be difficult in site planning, thus dissuading potential developers.</i></p>
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Market Conditions

See Appendix 5.3

 45,550 du¹ Residential <i>Citywide Existing</i>	 4,350 du Residential <i>Citywide Demand³</i>
 1.4M sf Office/Retail <i>Citywide Existing²</i>	 3.5M sf Office/Retail <i>Citywide Demand³</i>

Based on the large supply of vacant or underutilized land, demand and feasibility for new development is very low.

Customers in the trade area represent 3,070 with college degrees, 2,725 working in creative class jobs, and 1,305 households earning over \$100,000.

¹American Community Survey, 2013
²Average price at \$0.85 to \$1.04 per sq ft
³Association of Bay Area of Governments (ABAG) 2040 projections

Key

- Historic Districts
- Neighborhood General Locations

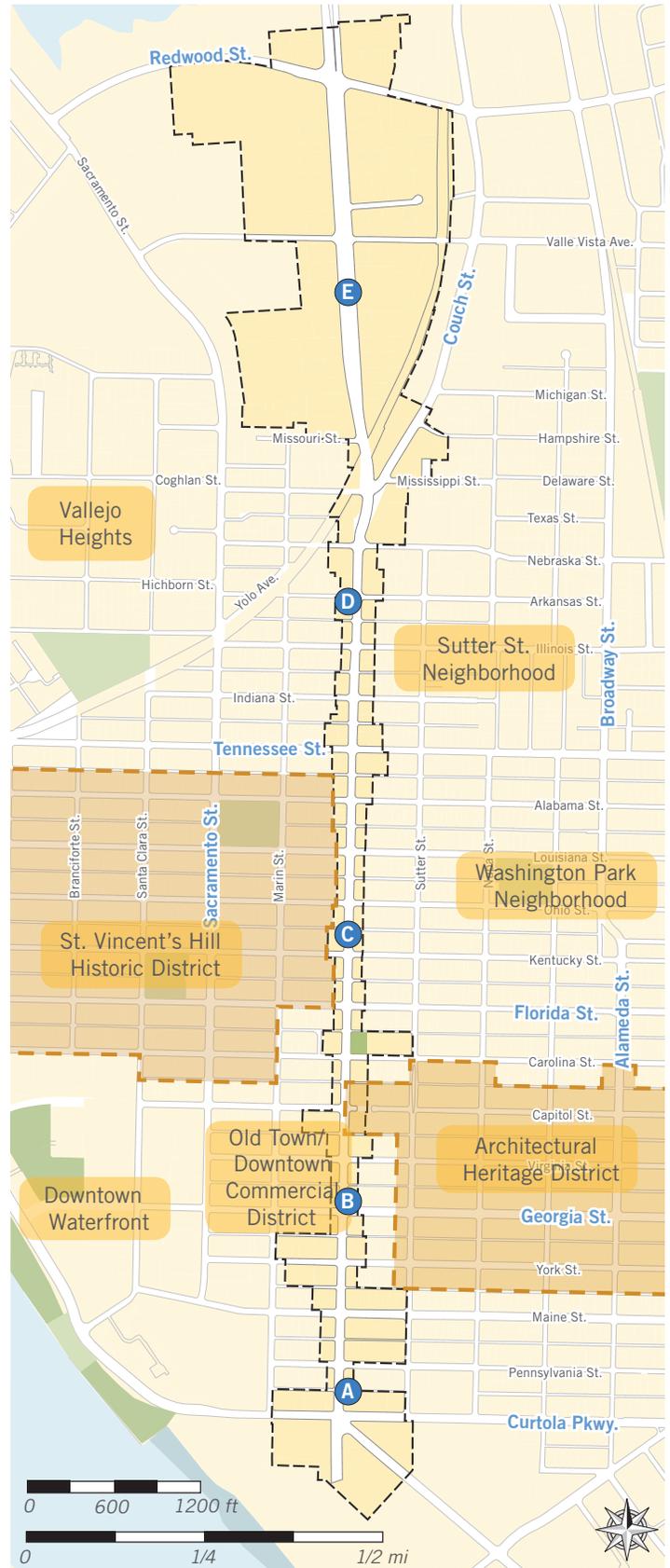


Figure 2.2.4 Existing Land use and market conditions

Figure Replaced to Reflect Current Couch St Alignment

3.2 Plan Area Vision



Sonoma Blvd. becomes a series of distinct, appealing and memorable places for residents and visitors that connects revitalized neighborhoods and districts on both sides of the corridor with new amenities. Among the many improvements and changes along the corridor, the following are key features of the vision:

- A** **Five urban villages organize the 1.8 miles of Sonoma Blvd.** Community-serving urban villages at Georgia St. and Couch St. and neighborhood-serving urban villages at Curtola Pkwy., Indiana St., and Valle Vista Ave. are created:
- B** **Neighborhood-serving urban village at Curtola Pkwy.** The five-point intersection of Curtola Pkwy. and Sonoma Blvd. is improved to a four-point intersection to accommodate regional and local traffic while making a memorable place anchored by neighborhood-serving retail, restaurants, office and housing around a new civic space.
- C** **Downtown extends out along Sonoma Blvd.** The Downtown address extends out to Sonoma Blvd. by extending Downtown's pedestrian-oriented character, with retail, restaurants and lively sidewalk activity out along Sonoma Blvd.
- D** **Neighborhood-serving urban village at Indiana St.** This intersection and the immediate blocks north and south are transformed into an appealing set of renovated and new buildings and civic spaces with active ground floor uses, becoming an amenity within walking distance of adjacent neighborhoods.
- E** **Community-serving urban village at Couch St.** A variety of housing choices served by transit, providing the option to not always need a car; concentrated retail, restaurants and services appeal to residents within a short walking distance.
- F** **Transformation of large parking lots into neighborhood-serving urban village at Valle Vista Ave.** In the long-term, code improvements incentivize owners and tenants of existing retail, restaurants and office to become part of new residential neighborhoods that provide customers for nearby businesses and walkable services for residents.
- G** **Slowed vehicular traffic makes the street appealing for outdoor dining, pedestrians and cyclists.** From Curtola Pkwy. to Nebraska St., the 4-lane street is reconfigured to a 2-lane main street with widened sidewalks, street trees, and bike lanes, significantly improving this stretch of Sonoma Blvd., making it a desirable business address.

Pedestrian Sheds & Urban Villages

A 'ped shed' is based on the distance the average person can comfortably walk from the urban village, an area of retail and services, to its edge in about 5 minutes. **Community serving (A)** and **Neighborhood serving (A)** urban villages and ped sheds are noted on map to left. See Figure 3.1.2 and pages 3-4 and 3-5 for full explanation.

Vision by Sub-Area

The following section illustrates and describes the vision for the Plan area. The Plan area is divided into three sub-areas – Downtown, Central, and North – based on physical character and location.

Figure 3.2.1: Illustrative Plan of the Vision

Figure Replaced to Reflect Current Couch St Alignment

Plan Area Detail – South

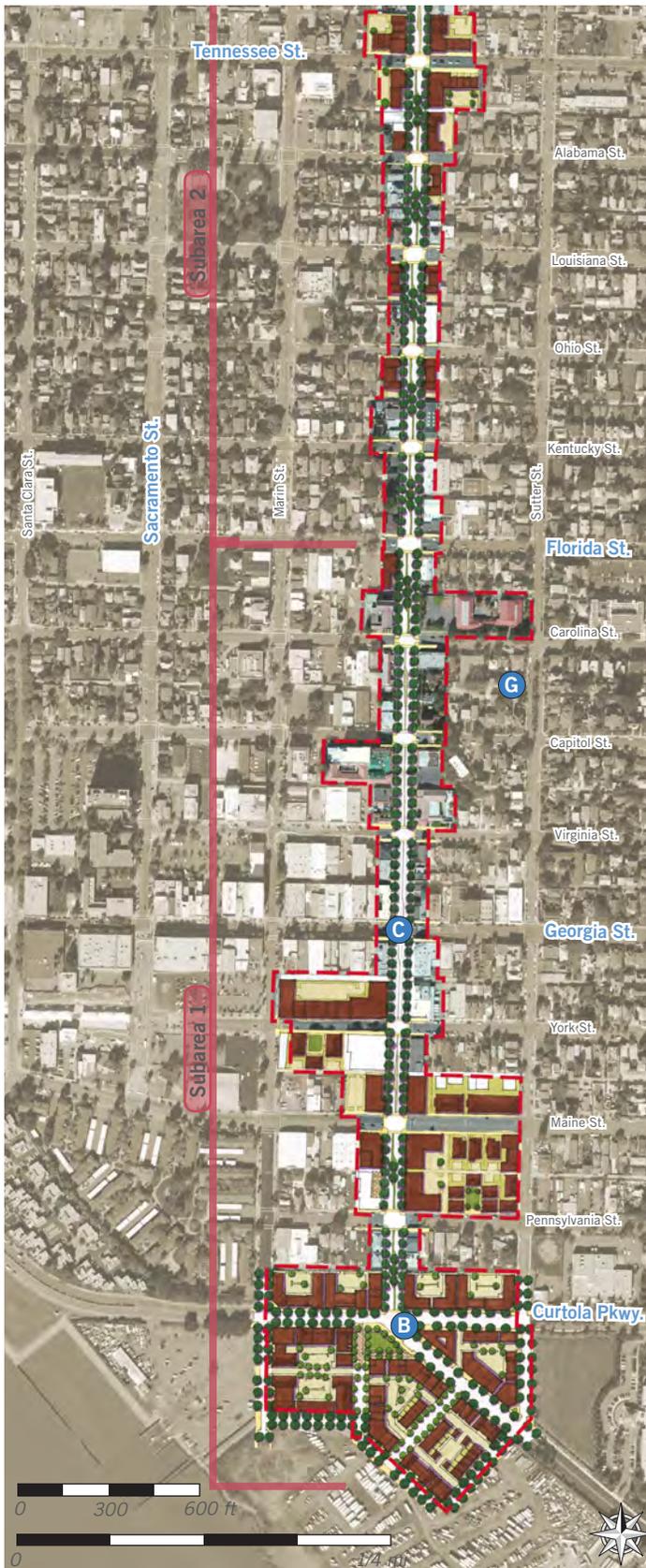


Figure 3.2.2: South Plan area detail map

Plan Area Detail – North



Figure 3.2.3: North Plan area detail map

Item G Revised to Clarify Roundabout Option

Illustrative Plan Detail – Sub-Area I: Downtown

- A Reconfigure Sonoma Blvd.** From Curtola Pkwy. to Florida St., Sonoma Blvd. is reconfigured with one lane of travel in each direction, widened sidewalks with lighting, seating and street trees, on-street parallel parking, Class II bike lanes, and left-hand turn lanes at intersections. South of Curtola Pkwy., Sonoma Blvd. maintains four lanes and a planted median provides a left turn lane at said intersections.
- B Renovate Existing Buildings.** Buildings with high potential already populate Sonoma Blvd. Simple renovations can start by improving building frontage, where the building meets the sidewalk.
- C Large Opportunity Site.** At York St. and Sonoma Blvd., a current city parking lot is an opportunity to enliven the Downtown. A large commercial ground floor could attract a grocery store or pharmacy with residential above; topography would allow for a two-level parking garage without any excavation for a subterranean garage.
- D Green Alleys.** Alleys provide more than just utility by being transformed into unique pedestrian mews; green infrastructure captures stormwater runoff.
- E Bicycle Connectivity.** Sacramento St. is a planned Class III bike route. Stretching from the San Francisco Bay Trail and the White Slough in the north to the San Francisco Bay Trail in the south, Sacramento St. offers an alternate route to Sonoma Blvd. increasing bicycle ridership in Vallejo.
- F Midblock Shared Parking.** Parking is provided in the interior of blocks, behind buildings that are oriented to the streets. In the short-term, parking will be provided in temporary surface lots. In the future, these surface lots could be replaced by structured parking to allow for more intense development.
- G Gateway into Downtown.** An improved 4-point intersection at Curtola Pkwy. serves as a gateway into Vallejo and offers a highly visible civic space for activities and art installations. A roundabout was explored at Curtola, consistent with the Corridor Design Plan; however, this option was deemed impractical because a minimum of two lanes in each direction required significant land adjacent to roundabout to function properly.
- H Terminate Axis.** Prominent buildings with vertical elements align with Sonoma Blvd. and terminate Sonoma Blvd. in two locations: the southern terminus fronted by a plaza and at the northwest terminus of Sonoma Blvd. and Curtola Pkwy. Seen from Downtown and beyond, thanks to the City’s diverse topography, these prominent buildings and the civic space make an important visual statement and generate a memorable identity for those entering or leaving the Downtown.

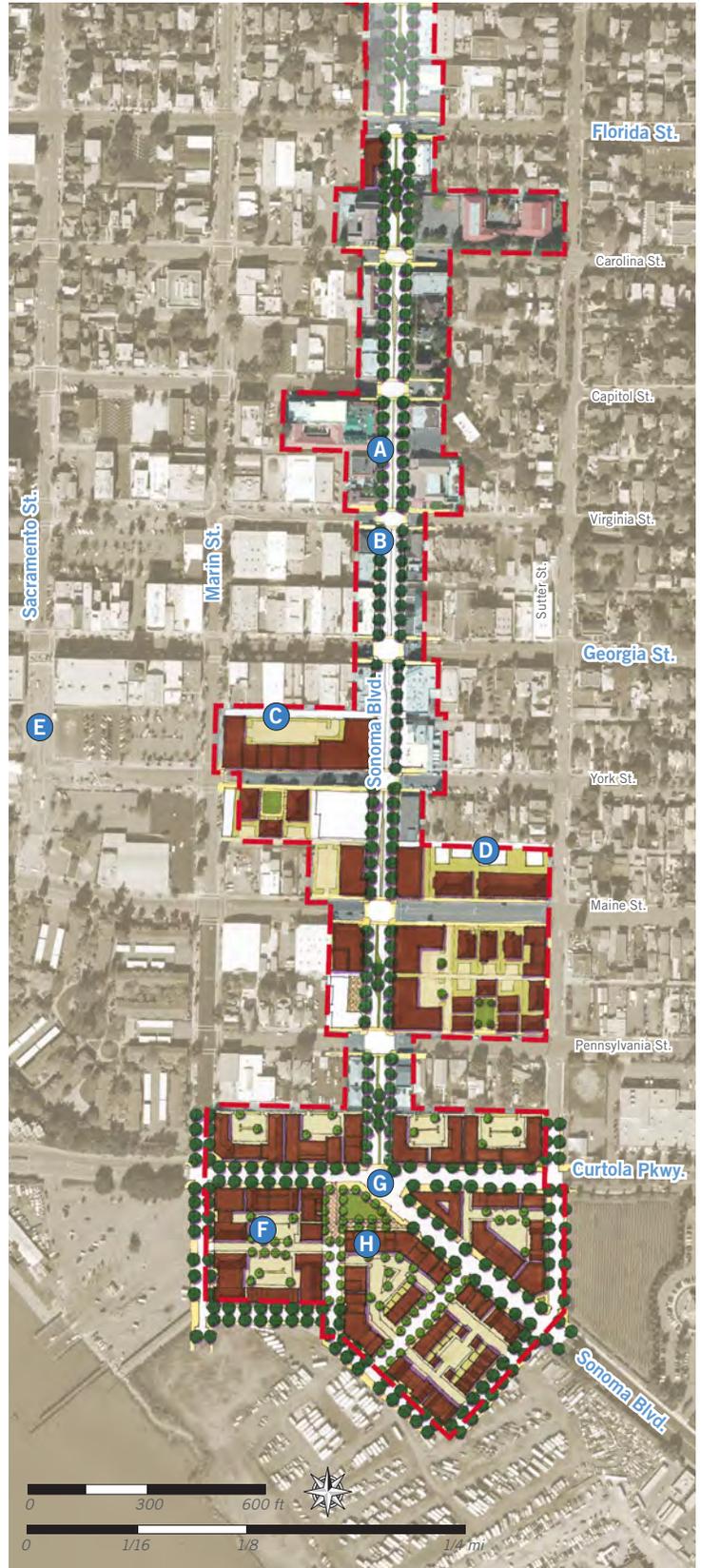


Figure 3.2.5: Downtown is extended along Sonoma Blvd.; the waterfront begins to develop as a neighborhood south of Curtola Pkwy.

Text Revised to Emphasize Current Couch St Alignment

Sub-Area III: North



Figure 3.2.8: Bird's eye view of a long-term option for reconfiguring Couch St. to make a large site in support of a Bus Rapid Transit stop or potential transit station. In this option, robust transit-oriented development anchors the urban village at Couch St. Without the expanded site a station can still occur with neighborhood main street development anchoring the urban village, catalyzing transformation of surrounding parcels into complete neighborhoods of house- and block-scale buildings.



3.2.4 Sub-Area III: North (Couch St. to Redwood St.)

Sonoma Blvd. from Couch St. to Redwood St. is transformed around two urban villages, one at Couch with a BRT or small transit station and one at Valle Vista with conversion of the surrounding land into complete neighborhoods, providing a mix of uses and housing choices. As an option, Couch Street is realigned to create a larger site supporting a BRT stop or potential transit station and more intense transit-oriented development. Further north, large parcels permit larger-format infill that promotes an urban, pedestrian-friendly environment by extending the existing street grid, placing parking at the center of blocks, and improving and adding sidewalks and pedestrian facilities. The intended character is enhanced with a potential open space linking these neighborhoods to Austin Creek and to the White Slough further north.

Caption of top picture revised for clarity

Examples of Intended Character



Transit-oriented development incorporates a civic space, providing neighborhood-serving amenities at a mixed use urban village.



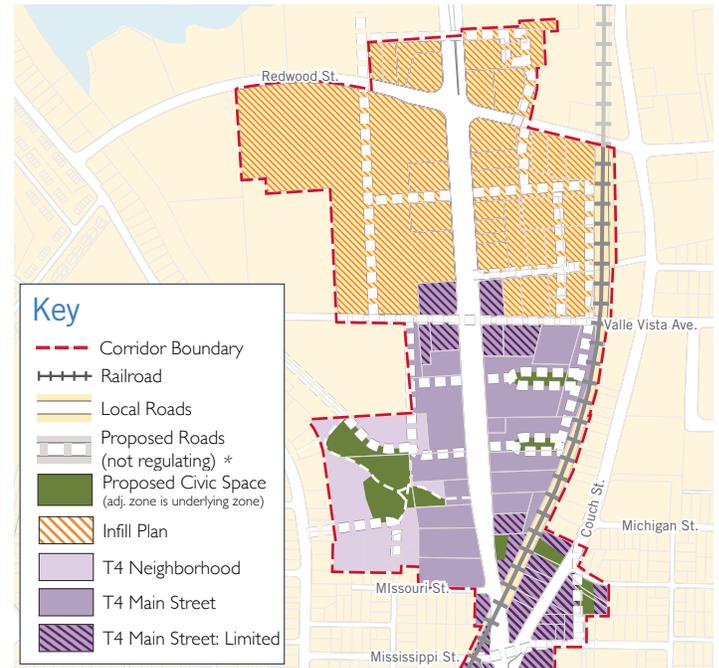
Multi-way boulevard with center lanes for through traffic and frontage streets for slower, local traffic.



Block-form buildings with stoop, dooryard, and shopfront frontages at the sidewalk help to frame and define civic spaces and streets.

**Note: The location of proposed roads recommends but does not require the actual alignment and location. The Zoning Code will provide the standards and procedures*

The Transect Translated



Sub-Area III

Development Program

Residential	up to 470 units
Commercial - Retail	up to 100,000 sf
Commercial - Office	up to 12,500 sf

Intended Building Form

Attached and detached; block scale and house scale buildings
 Buildings at or near sidewalk; Up to 4 ½ stories south of Valle Vista Ave.; up to 5 stories north of Valle Vista Ave.

Intended Streetscape

Multi-way boulevard, primarily; Four-lane Avenue, at south
 Mix of commercial frontages; residential frontages on side streets
 Signage is pedestrian-oriented with larger signs on buildings nearest Sonoma Blvd.

Signage Characteristics

Building Signs: Directory, Wall, Projecting, Awning
 Ground Signs: Landscape Wall

General Use

T4MS(L) (and T5MS if applied): Non-residential ground floor on Sonoma and portions of side streets; residential on side streets and upper floors of Sonoma Blvd; T4MS: primarily non-residential ground floor; T4N: primarily residential ground floor;

Infill Plan: retains current zoning. Current development pattern is primarily auto-oriented suburban commercial and residential. This area has potential to transform into a mix of transect designations if future market demands allow.

Figure Replaced to Reflect Current Couch St Alignment

Illustrative Plan Detail – Sub-Area III: North



Note: The development pattern shown at left is illustrative and suggests a development pattern that could exist if and when the neighborhood is developed into a walkable, mixed-use neighborhood.

Figure 3.2.9: A BRT/tranist stop at Couch St. and Sonoma Blvd. would sit as a hinge between two activity segments: a neighborhood- serving Couch St. and a regional- serving multiway boulevard along Sonoma Blvd.



Figure 3.2.10: In the long-term, Couch St. could be realigned to create a larger transit-oriented development site. However, the Specific Plan accommodates and supports retaining Couch St. in its existing alignment.



Figure 3.2.11: Beyond 2040: Over time, the parking lots can become full, urban neighborhoods.

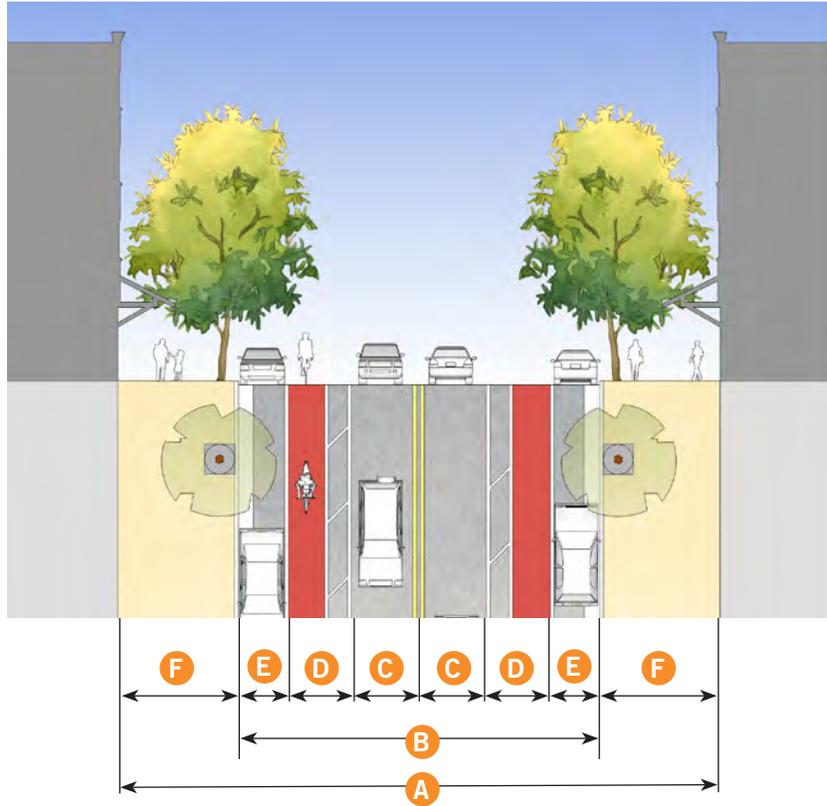
- A Boulevard Street Section.** The 140-foot ROW is reconfigured into a multiway boulevard: local traffic on flanking frontage streets at slow speeds near pedestrians and a wide tree-lined median between center lanes for higher speed through-traffic.
- B Midblock Parking.** Parking is provided in the interior of the block, behind buildings. In the short-term, parking is provided in surface lots. In the future, these surface lots could be replaced by structured parking to allow for more intense development.
- C Mixed-Uses along Sonoma Blvd.** Mixed-use building types create complete, walkable neighborhoods. Commercial ground floors with upper story residential activates Sonoma Blvd., while Missing Middle house-form types line side streets.
- D Variety of Commercial Space.** Large footprint, block-scale buildings provide ground-floor commercial spaces for existing large-footprint uses such as car dealerships.
- E Community Greens.** Neighborhoods are organized around pedestrian-oriented greens with housing along their perimeter.
- F Enhanced Austin Creek Park.** Austin Creek has the potential to be a great open space asset providing a bicycle and pedestrian connection along Austin Creek north to White Slough and the Bay Trail. This concept requires agreement and collaboration with the Vallejo Sanitation and Flood Control District (VSFCD), the property owner, including agreement on financing of capital, maintenance, and operation costs. A further option to expand the park is to daylight the creek to south of Couch St. for further trail and recreation access.
- G Trailhead Connection at Sonoma Blvd.** A trailhead or small plaza here or at the end of a new street to the north connects Sonoma Blvd with the open space amenity/trail at Austin Creek.
- H Midblock Crossings.** In addition to constructing new streets to break down the large existing blocks, the plan encourages mid-block crossings, using medians as pedestrian refuges.
- I Variety of Housing Options.** A variety of housing types that appeal to market-rate and workforce residents, including frequently overlooked types such as fourplexes, cottage courts, and courtyard apartments, provide creative, affordable housing options.
- J Transit Station.** The 2013 Corridor Design Plan envisioned a station at the intersection of Sonoma Blvd. and Couch St.; Whether a BRT or rail station, this location is important to a potential transit corridor in western Vallejo.
- K Realign Couch St. Option.** Couch St. is shifted east to create a new block framework for a transit-oriented neighborhood.
- L Retain Couch St.** The feasibility of a station is uncertain. Figure 3.2.10 shows the Sonoma, Missouri and Couch intersection with neighborhood main street development and housing.
- M New Neighborhoods.** The development pattern north of Valle Vista suggests a development pattern that could exist if and when the area is redeveloped as a walkable neighborhood.
- N Urban Villages.** Two mixed-use, urban villages include shops and services supporting the daily needs of residents and serve as neighborhood focal points.

Minor Revisions to Lane Assembly dimensions - bike and parking lanes

1

Thoroughfare

Curtola Pkwy. to Nebraska St. Widened sidewalks, on-street parking, left-turn lane at key intersections, bike lanes



The design provides 11-foot travel lanes, buffered bike lanes and widened sidewalks. This design includes left-turn lanes at eight intersections between Curtola Pkwy. and Couch St. (Curtola Pkwy., Pennsylvania St., Maine St., Georgia St., Florida St., Ohio St., Tennessee St, and Illinois St.) by transitioning the travel lanes outward and ending the parking lane in advance of the intersection. Because of the road diet, most cross-streets would benefit from left-turn pocket lanes enhancing capacity and reducing queues. (Some cross-streets already have left turn pockets.)



Application	
Design Speed	25 mph
Overall Widths	
Right-of-Way ¹	80' typ. A
Pavement	53' typ. B
¹ Variations in width may occur	
Lane Assembly	
Traffic Lanes	2@11' C
Bicycle Lanes	2@5' w/ 3' buffer D
Parking Lanes	2@7' E
Central Median/Turn Pocket	-
Public Frontage Assembly	
Planter Type	Planters in sidewalk
Landscape Type	Trees @ 30' o.c. avg.
Walkway Type	13.5' sidewalk F

Potential BRT Stops added to Figure

3.3.2 Traffic Volumes and Roadway Capacity

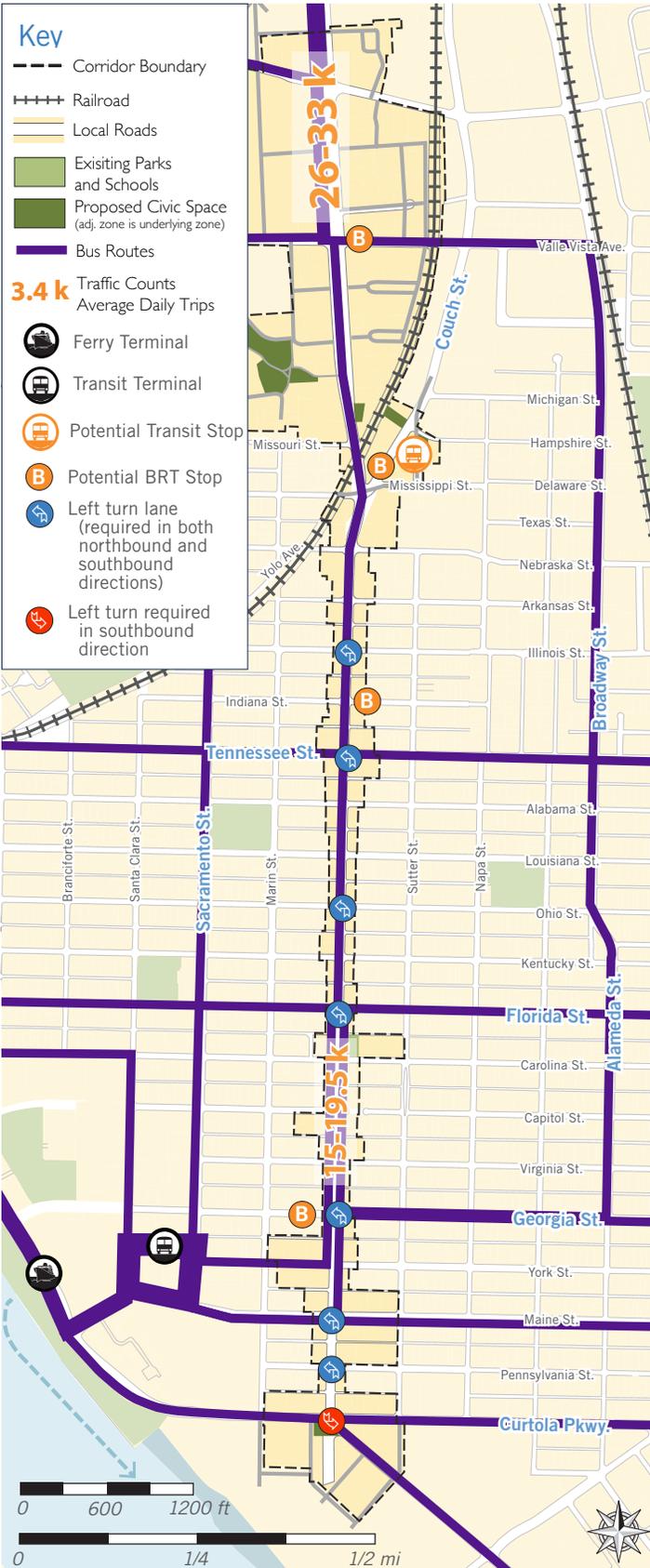


Figure 3.3.6 Future street and transit networks

Sonoma Blvd. varies in width from 80 feet wide at Curtola Pkwy. to 140 feet wide north of Couch St. Daily traffic volumes also increase from south to north, from about 12,500 daily vehicles at Curtola Pkwy. to about 18,000 daily vehicles at Redwood St. The varied right-of-way (ROW) width and traffic volumes present challenges to comprehensive corridor planning but also add to the potential change in character along the 1.8 mile long Plan area. The corridor naturally lends itself to be developed in ‘segments’, each having unique characteristics of place. The narrower widths can more easily support a main-street character, while the expansive width in the north can become a beautiful multi-way boulevard.

As a State Route, Sonoma Blvd. is a truck route and carries about one to two percent trucks as a proportion of total daily traffic volume. With the traffic growth projected by the Specific Plan and an estimated ten percent additional regional traffic growth, Sonoma Blvd. will serve about 15,000 vehicles per day north of Curtola Pkwy. and 22,000 vehicles per day south of Redwood St. Even with the forecasted volumes, Sonoma Blvd. is wider than necessary. This contributes to higher vehicular speeds, an unfriendly environment for pedestrians and bicyclists, and less inviting residential neighborhoods and retail destinations.

Analysis shows that a road diet, or a reconfiguration of the existing right-of-way to one through lane in each direction and left-turn pockets at intersections with higher left-turn volumes, is possible between Nebraska St. and Curtola Pkwy., with a widened configuration at the Tennessee St. intersection to manage the traffic demand at that location. Intersections requiring left turn lanes in both the northbound and southbound directions include: Pennsylvania St, Maine St, Georgia St, Florida St, Ohio St, Tennessee St, and Illinois St (see Figure 3.3.6 at left).

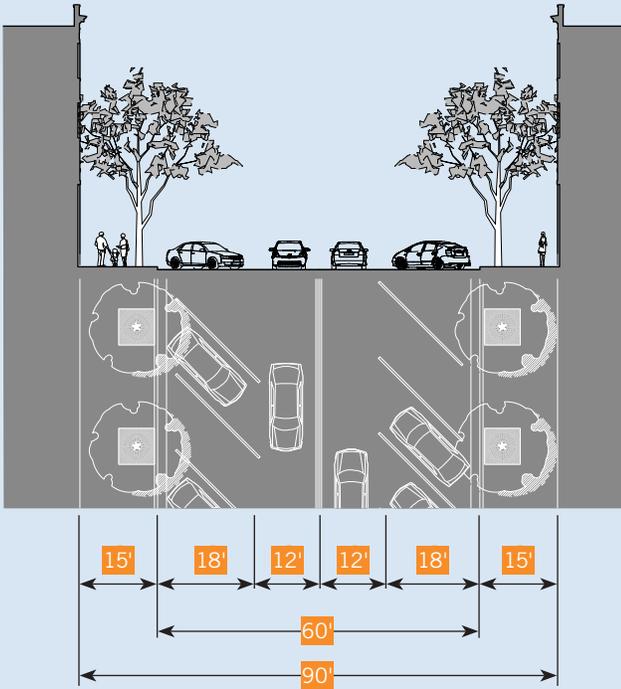
In this “road diet” corridor, traffic service levels would remain at Level of Service (LOS) D or better even with the forecasted traffic growth; peak hour vehicle queues would remain within the available lane storage, block to block. The pedestrian and bicycle environment would significantly improve due to shorter crossings, wider sidewalks, slower vehicle speeds, and a designated lane for bicyclists along all of the road diet section except at intersections with left turn lanes. Buses would be accommodated because traffic flow is projected to remain at or above LOS D.

From Nebraska St. to Redwood St., the higher volumes require maintaining four through lanes. But the third southbound through lane that exists between Redwood St. and Couch St. is not needed and the available right-of-way north of Couch St. allows a substantially transformed street with four central through lanes, a median, bike lanes, buffered one-way access lanes on each side of the roadway, and on-street parking. Between the 3200 block of Sonoma Blvd. and

Minor Revisions to Thoroughfare Dimensions

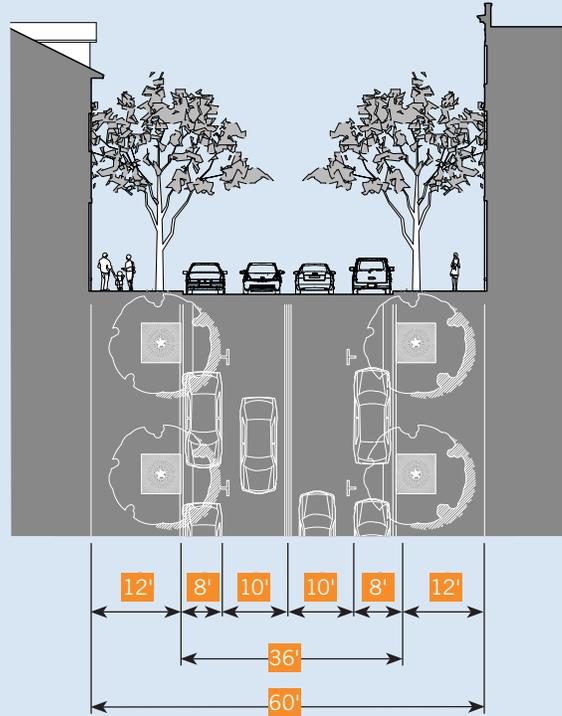
4 Thoroughfare Type IV: MS 90-60

2-lane main street w/ back-in angled or front-in parking



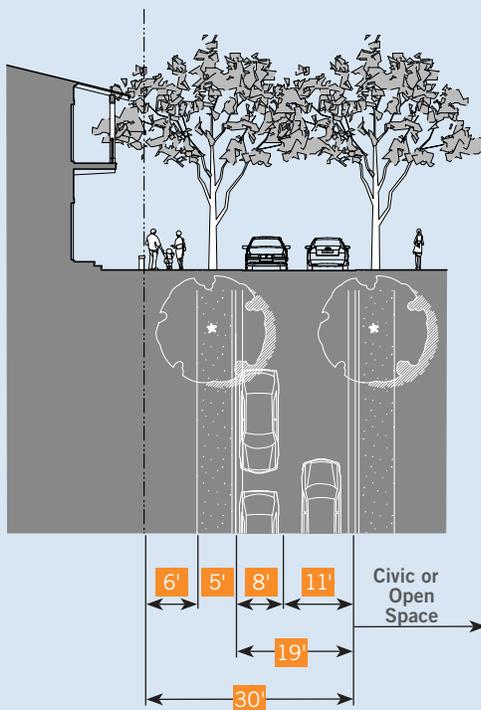
5 Thoroughfare Type V: ST 60-36

2-lane street w/ parallel parking



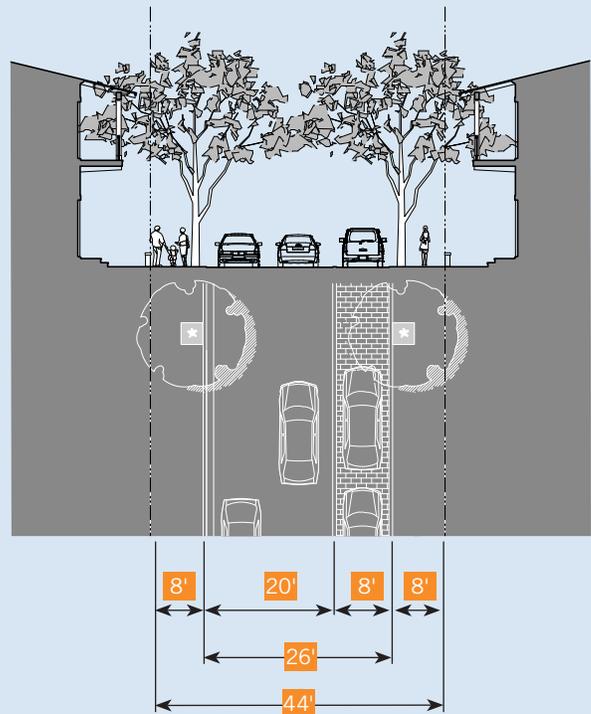
6 Thoroughfare Type VI: DR 30-19

1-lane drive w/ parallel parking & buildings set back



7 Thoroughfare Type VII: ST 42-26

Street w/parallel parking one side, permeable surface



Bikeway facilities (existing vs. proposed/ planned) revised and aligned with General Plan 2040.

3.3.4 Bicycle and Pedestrian Facilities

Building on the 2013 Corridor Design Plan, the vision is to transform Sonoma Blvd. into a multi-modal corridor. Improved bicycle and pedestrian facilities promote health benefits for the community at large; increase accessibility to the amenities along the Corridor; and encourage a range of socioeconomic backgrounds to enjoy Sonoma Blvd.'s amenities and sense of place.

Bicycle Facility Improvements

At the design charrettes in June and July of 2014, the community was vocal about improving the bicycle facilities in Vallejo and supported adding Class II bicycle lanes along Sonoma Blvd. The lanes would supplement the already planned Class III bicycle route along Sacramento St. The proposed reconfiguration of Sonoma Blvd. provides for Class II buffered bike lanes along the entire corridor and a parallel Class III shared lane on the outside lanes from the 3200 block of Sonoma Blvd. to Redwood St. The proposed bike lanes along Sonoma Blvd. and Sacramento St. connect to the regional Bay Trail - Vine Trail.

The California legislature recently passed a law requiring motorists to give bicyclists a minimum of three feet of space when passing. In addition, bike boxes provide a dedicated space for cyclists to wait at an intersection in front of queued vehicles. Bike boxes require approval from the Federal Highway Administration (FHWA) and the California Traffic Control Devices Committee (CTCDC) for experimental use in this area. The bicycle lanes and potential bike box treatments will be supplemented by bicycle-supportive facilities, such as bike racks and lockers, that will be encouraged as part of new development.

Enhancing the Pedestrian Experience

The pedestrian experience along Sonoma Blvd. is intended to be improved through both the reconfiguration of the right-of-way and a variety of streetscape improvements (see pages 3-32 to 3-35). These public improvements are expected to encourage property owners to improve their frontages and increase ground floor retail activity. Ground floor retail will help to activate the corridor through increased pedestrian activity. Increased foot traffic can be mutually beneficial with improved visibility promoting expanded business activity and enhanced safety.

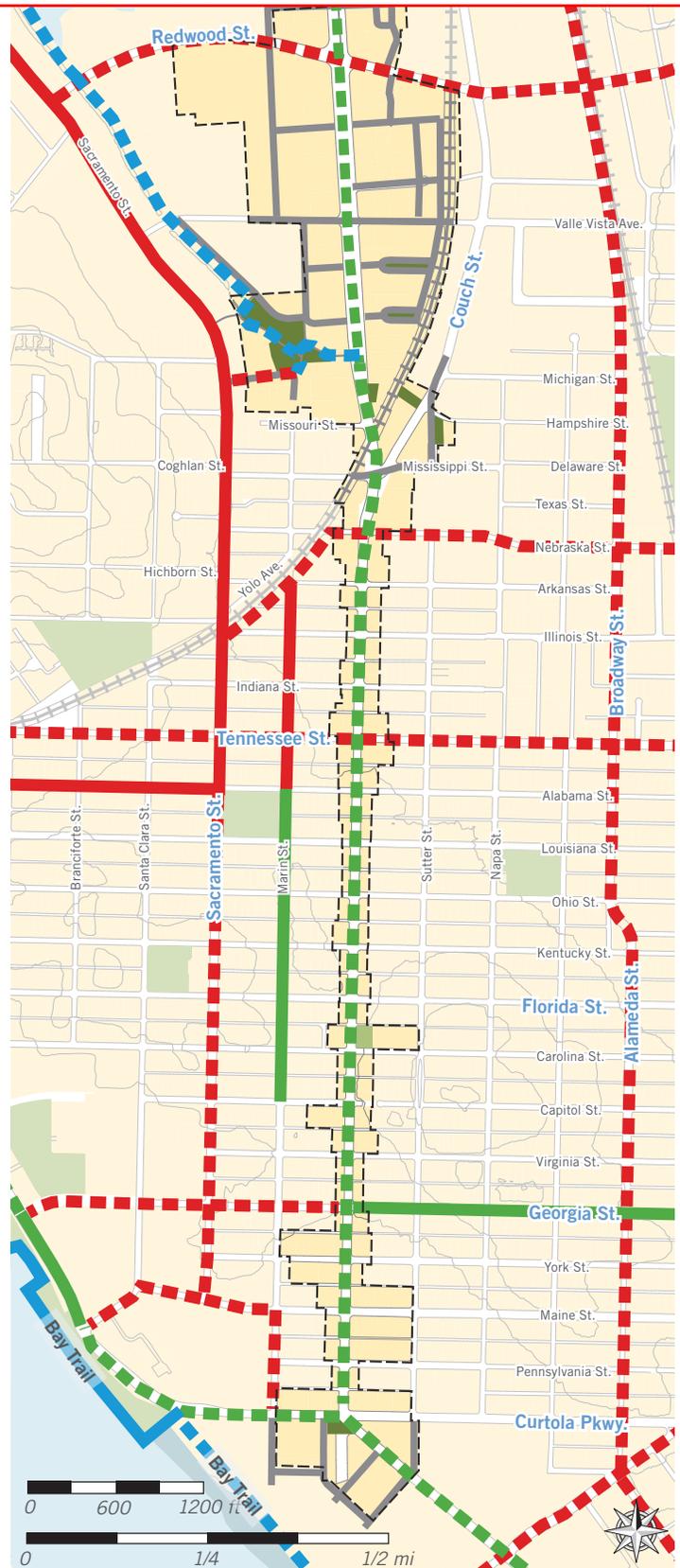
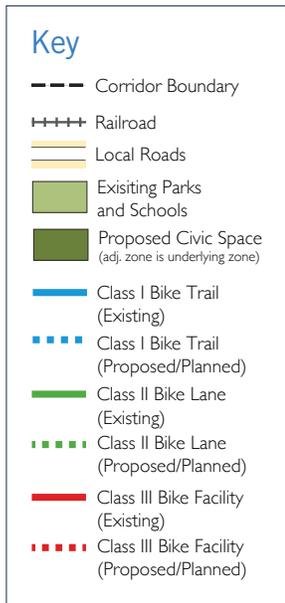


Figure 3.3.8 Multimodal Access and Connectivity Framework

Figure Revised to Reflect Smaller Near-term (by 2025) Improvements

4.2 Phasing

By 2025

North

4.2.1 Overview

This section discusses how the total amount of development and improvements are generally expected to unfold by 2040. Because this plan will respond to the economy and to the individual schedules of numerous property and business owners, this plan’s potential is characterized in two scenarios: what is generally expected by 2025 and what is generally expected by 2040. For informational purposes, a third scenario is illustrated to show the plan’s potential beyond the 2040 planning horizon.

4.2.2 Vision by 2025

Logic behind the projections:

- **South:** Due to the gateway nature of this area and its proximity to the waterfront, near-term development is expected in this area with an emphasis on housing.
- **Downtown:** This area of Sonoma Blvd. is expected to see the most development by 2025 due to its proximity to the Downtown core which itself is expected to realize approximately 1,000 dwellings by 2025.
- **Central:** While there are medium-sized sites in this area, site remediation of gas stations and other such sites will delay their implementation. Likely development will be in the form of single-story retail/office buildings with simple, attached housing at Couch St.
- **North:** Significant improvements are needed to transform parking lots into new blocks of mixed-use development and the reconfiguration of north Sonoma. Property values will need more time to increase, and justify such transformation.

Table 4.1.1: Expected Development by 2025 (approx)

	Residential	Commercial
South of Curtola Pkwy.	110 du	35,000 sf
Downtown	155 du	76,000 sf
Central	15 du	36,000 sf
North	90 du	25,000 sf
Total	370 du	172,000 sf

2025 projections not intended as a limitation should the economy or other conditions warrant more development than discussed in this section.

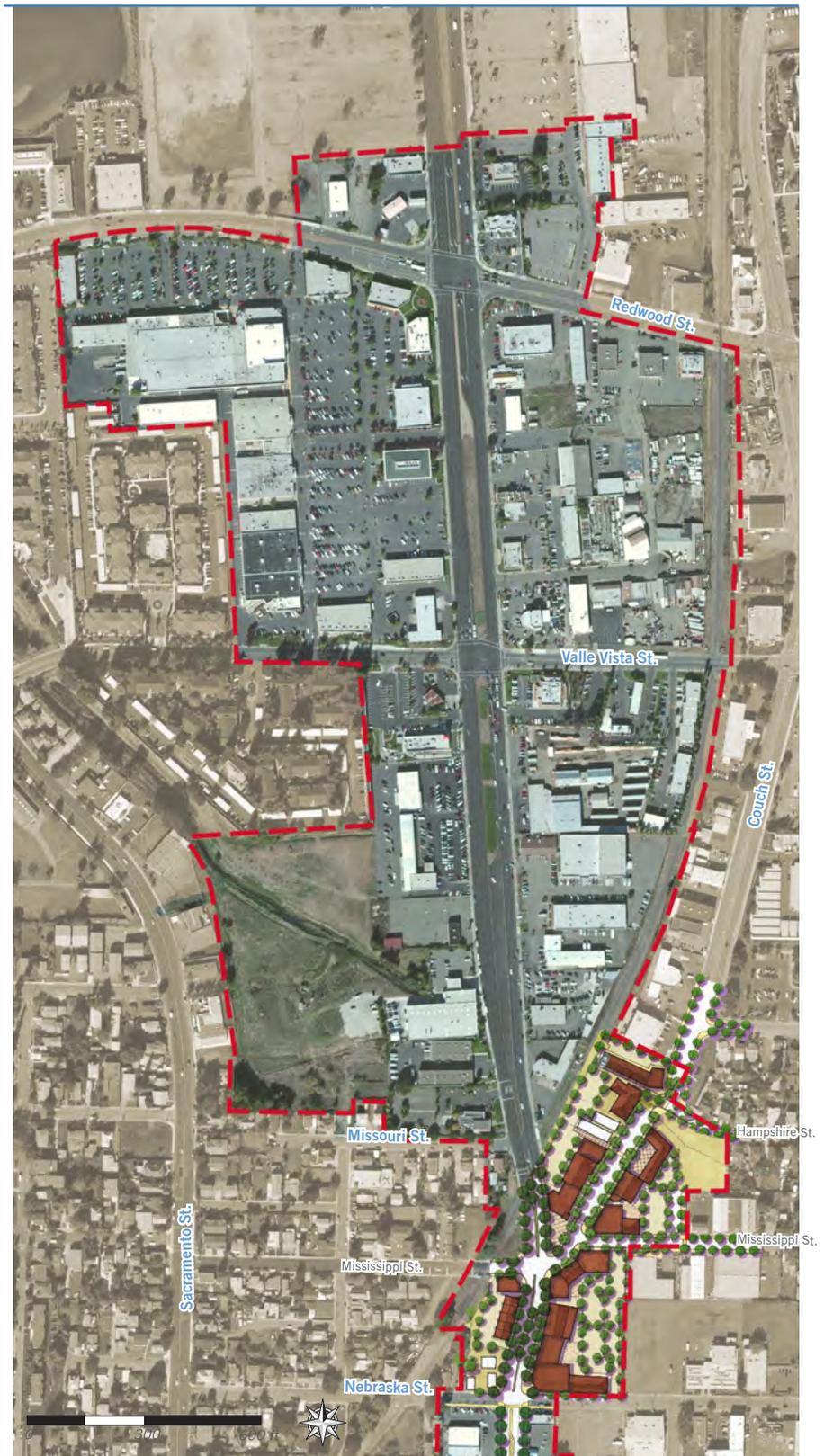


Figure 4.2.1: Northern sub-area.

Figure (Central) Revised to Reflect Current Couch St Alignment



Figure 4.2.2: Central sub-area

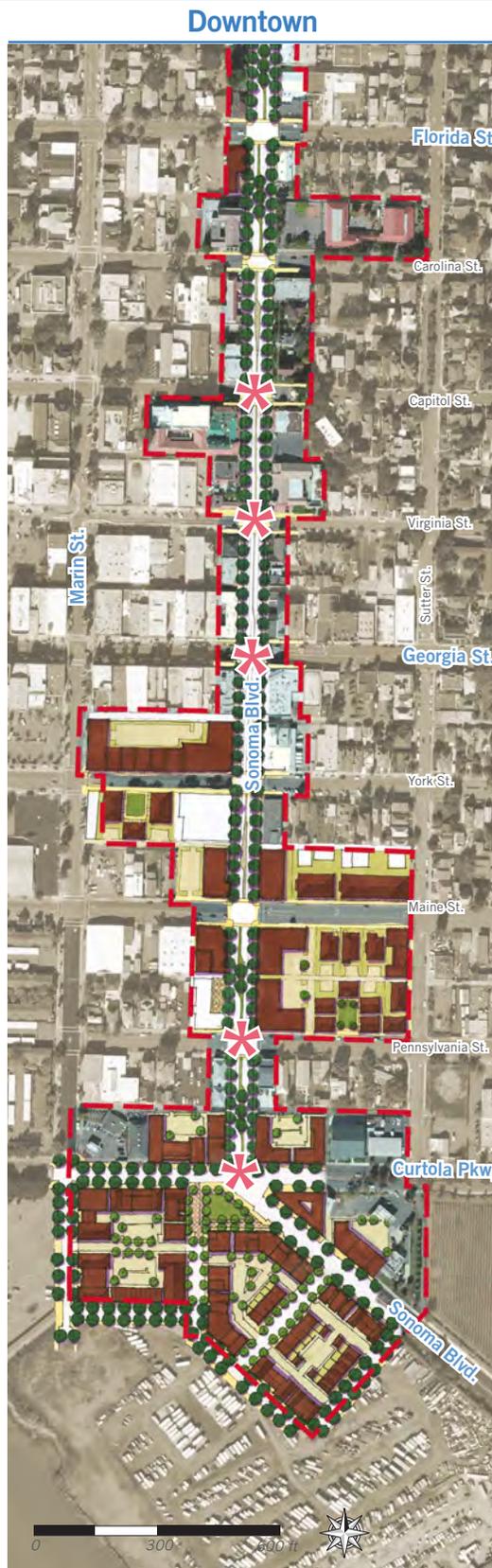


Figure 4.2.3: Downtown and Southern sub-area

Streetscape

- Reconfigure the Curtola Pkwy. intersection as the south gateway to Downtown
- Streetscape improvements including sidewalk widening, lighting and landscaping from Curtola Pkwy. to Nebraska St.
- Implement 2-lane main street from Curtola Pkwy. to Nebraska St.

Walkability

- Widened sidewalks from Curtola Pkwy. to Nebraska St.
- 11 of 24 intersections between Curtola Pkwy. and Mississippi St. are improved, including pedestrian crossings *
- Improve connections to waterfront and waterfront sites

Transit

- Add transit stops and shelters at Georgia St. and Indiana St.
- Headways improve to 25 minutes

Market Demand

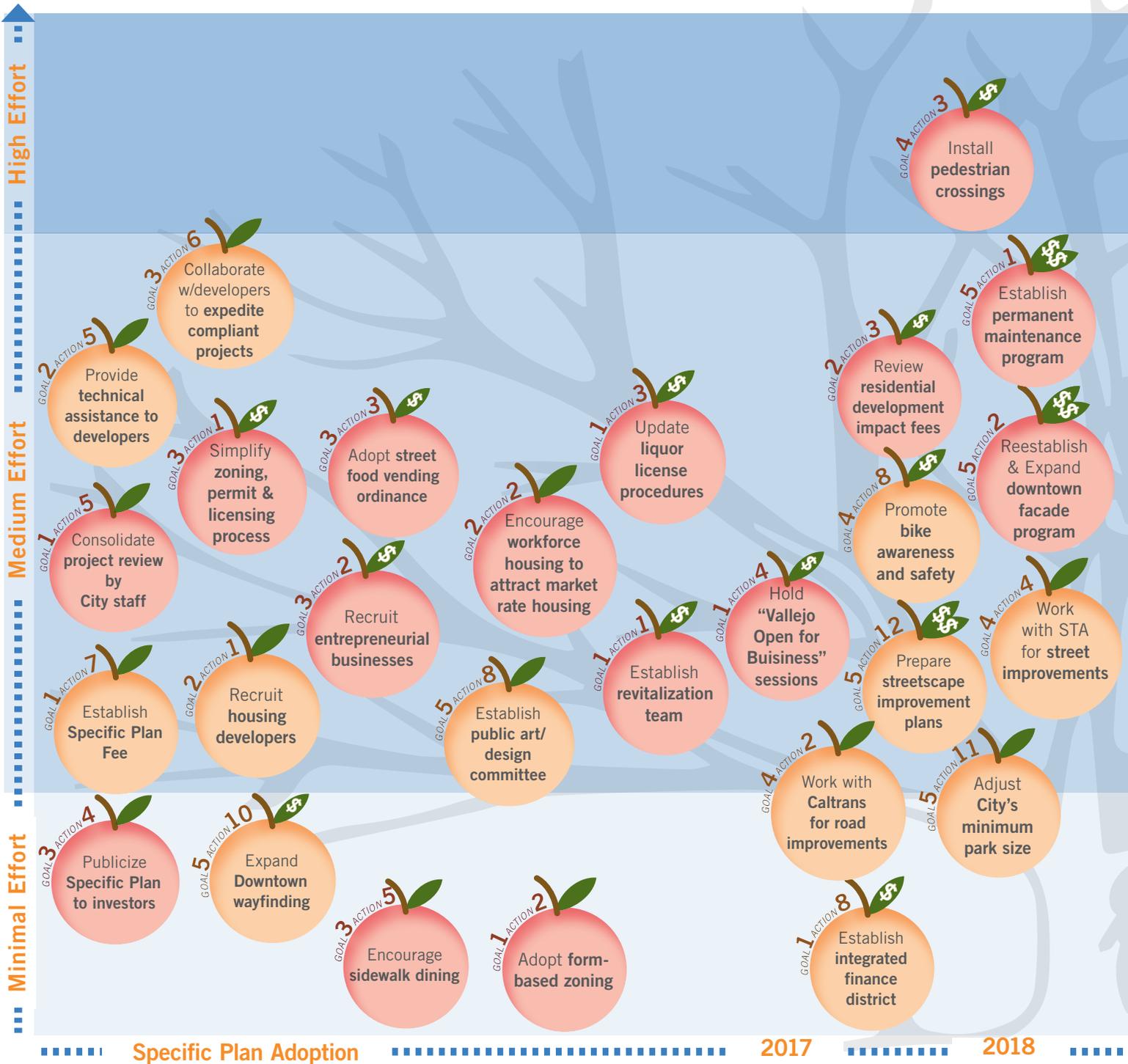
- Priority is placed on infilling with housing, retail and office from southern boundary to Florida St.
- Gas station sites and similar sites are remediated for development late in Phase one or early in Phase two

4.3 Roadmap for Implementation

Overall, there are total of 40 implementation actions to carry out the direction of this Specific Plan. Thirteen of those actions are from the 2013 Corridor Design Plan and are included with updated language to reflect information learned through the process of preparing this Specific Plan. This section identifies and prioritizes those implementation actions that will both put Sonoma Blvd. in a 'ready' position for reinvestment and that will catalyze reinvestment

Goal 5 Action 2 "apple" related to facade program revised for clarity; Action "apple" related to Marin bikeway removed because not part of Sonoma Blvd.

remaining are addressed next (see pages 4-14 to 4-18).



Goals 4 Action 5 "apple" related to Curtola Intersection revised

Implementation Graphic Explained

The graphic below illustrates what each of the 37 implementation actions needs in terms of effort and cost. This is organized over the life of this plan to help the community put all of these actions into perspective. The actions lower on the graph therefore require less effort and cost - the 'low-hanging fruit' - while the actions higher on the graph require more effort and cost to complete.

Key

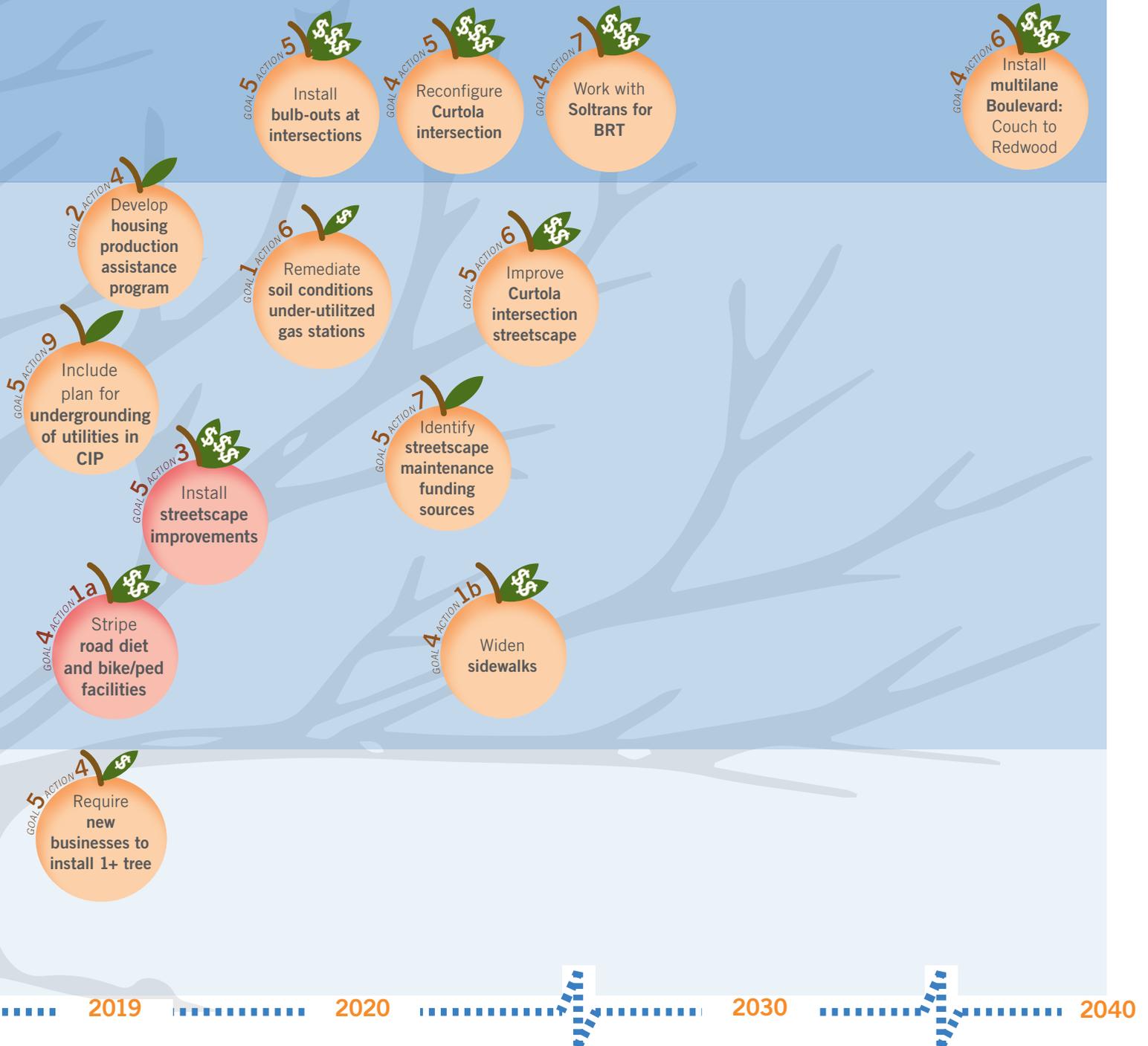
Goals/Actions:
Reference the following pages

Funding Required:

- None 
- Low - 
- Medium - 
- High - 

Action:

-  Priority
-  Non-priority



Action 4.5 revised

Goal 4: Mobility Choices

The streetscape is a coordinated, functional and beautiful environment accommodating all users, providing a comfortable and safe environment with the necessary amenities. Improved mobility and more choices enable residents to more easily access local jobs and provide the option of not needing to use their car.

Expected Outcomes

- Sonoma Blvd. is reconfigured from a regional arterial to a main street that connects five walkable, mixed use urban villages between Curtola Pkwy. and Valle Vista Ave.
- The reconfiguration of Sonoma Blvd. with changing character at urban villages generates a greater pedestrian-oriented character from Curtola Pkwy. to Nebraska St. North of Nebraska St., the reconfiguration is to a 4-lane avenue, and at Missouri St. to a multi-lane boulevard featuring frontage streets in addition to the main roadway.
- The physical character and activity of downtown give the motorist, bicyclist, and pedestrian the visual understanding that they have entered Vallejo’s Downtown.
- Between Curtola Pkwy. and Nebraska St., traffic speeds are slowed to 25 miles per hour to increase safety, the appeal of real estate along Sonoma Blvd., and promote a sense of place at urban villages. North of Nebraska St., traffic speeds are higher with lower speeds on frontage streets parallel to Sonoma Blvd. north of Couch St. with new buildings. On-street parking and bicycle lanes bring new customers to Sonoma Blvd.
- From Curtola Pkwy. to Nebraska St., Sonoma Blvd. narrows from four to two travel lanes, accommodating existing and future traffic with enhanced transit amenities, widened sidewalks, improved crossings, dedicated bike lanes, on-street parking, left-turn lanes at Curtola Pkwy., Pennsylvania St., Maine St., Georgia St., Florida St., Ohio St., Tennessee St., Illinois St., and Nebraska St.
- Transit service is improved to provide 15-minute headways, becoming an amenity for residents and employees.
- Parking-needs and costs are addressed through TDM programs, shared parking, and other alternatives to standard parking req’ts.
- Recreational access is provided for residents and visitors by connecting Sonoma Blvd. to the Bay and Vine Trails.

Implementing Actions	Timeframe*	Cost	Funding	Responsible Party
4.1 (a) Stripe for 2-lane main street with bicycle lanes from Curtola Pkwy. to Arkansas St. (b) Widen sidewalks in phases: Pennsylvania St. to Capitol St.; Capitol St. to Indiana St.; and Indiana St. to Nebraska St.	(a) by 2019 (b) 2021 to 2025	\$200K	MTC Active Transpo. Program Grant ¹	Public Works Dept.
4.2 Apply for an encroachment permit from Caltrans. Work closely with Caltrans to develop improvement plans that implement this Specific Plan and address Caltrans’ needs.	by 2018	none	n.a.	Public Works Dept.
4.3 Install pedestrian crossings at all intersections (CDP T2, 3) with the initial installations at Curtola Pkwy., Pennsylvania St., York St., Georgia St., Virginia St., Carolina St., Florida St., Kentucky St., Alabama St., Tennessee St., and Indiana St.	by 2018	\$15K	MTC Active Transpo. Program Grant ¹	Public Works Dept.
4.4 Work with Solano Transit Authority (STA) to incorporate street and streetscape improvements into STA’s funding cycles for possible grant funds	by 2018 & ongoing	none	n.a.	Public Works Dept.
4.5 Reconfigure the Curtola Pkwy. intersection north to Pennsylvania St. per the vision to improve its function and to accommodate the 2040 plan.	2021 - 2031	\$1.54M	Transpo. Impact Fee	Public Works Dept.
4.6 Install multi-lane Boulevard per the vision from Couch St. to Redwood St.	2030 - 2040	\$5M	Targeted Assessment District	Public Works Dept.
4.7 Work with SolTrans to install a BRT route along Sonoma Boulevard that provides 15-minute headways.	2023 - 2040	\$6M	Add’l sources TBD	Public Works Dept.
4.8 Strengthen relationships with local bike organizations and develop a program to promote bike awareness and safety. (CDP PA-8).	by 2018 & ongoing	none	n.a.	Public Works Dept.

Key: *within stated range of time after Plan Adoption ¹City Development Excise Tax

Action 5.2 revised

Goal 5: Improved Public Realm

Streetscapes are most enhanced at urban villages, incorporating the unique character of each area and promoting identity for the many different areas along Sonoma Blvd. Streetscapes along corridor segments are enhanced to visually relate to the adjacent urban village. Streetscapes and public spaces are inclusive of the whole community, reflecting Vallejo’s rich culture through site furnishings, street lamps, trees, public art and improved sidewalks that make walking along and being on Sonoma Blvd. appealing again.

Expected Outcomes

- Sonoma Blvd.’s physical connections are improved in all directions, especially for visitors entering from the south and north, providing a positive ‘First Impression’.
- New development and streetscape improvement projects install utilities underground, as feasible.
- Sonoma Blvd.’s physical character—building facades and frontages, roadways, sidewalks, transit facilities and bikeways—is coordinated with each of the three sub-areas identified in the vision generating identity and visual interest.
- Functional and locally relevant streetscape improvements including landscape planters, solar equipment, and street trees, as well as parklets establish appeal, promote safety, and environmental stewardship.
- Vallejo’s rich culture is exposed through temporary and permanent public art coordinated with each of the three sub-areas.

Implementing Actions	Timeframe*	Cost	Funding	Responsible Party
5.1 Establish a permanent maintenance program initiated in 2012 to keep Sonoma Blvd. clean and attractive at all times (CDP PP3). Include the cost of maintaining the new street design and streetscape features.	by 2018 & ongoing	\$75,000 per yr	Targeted Assessment District	Economic Development Div.
5.2 Reestablish the Downtown façade improvement program (CDP ED 2, 4) and expand to cover Sonoma Blvd. Initially, the program will lack funding and is aimed at administrative and design assistance with new signage and facade improvements. As funding is available, improvements are focused in phases: (a) Curtola Pkwy. to Florida St., (b) Florida St. to Indiana St., (c) Indiana St. to Missouri St.	by 2018 & ongoing	\$50,000 per yr	CDBG	Planning Div.
5.3 Once widened sidewalks are installed (4.1.b), install street trees, irrigation and lighting (CDP DE 2,7) in phases: (a) Curtola Pkwy. to Florida St.(b) Florida St. to Indiana St.(c) Indiana St. to Missouri St. Coordinate improvements with CalTrans.	by 2019	\$3.25M	MTC One Bay Area Grant Program ¹	Public Works Dept.
5.4 Require that each new business install at least one street tree if there are missing trees along its frontage. Adjust this to size of business/project.	12 mo & ongoing	\$150 per tree	Property Owner	Planning Div.
5.5 Install bulb-outs at intersections with enhanced landscaping, benches, streetlights, street trees (CDP T4) and crosswalks with initial installations at Curtola Pkwy, Pennsylvania, York, Georgia, Virginia, Carolina, Florida, Kentucky, Alabama, Tennessee, & Indiana Streets. Coordinate with CalTrans.	by 2020	\$900K	MTC One Bay Area Grant Program ¹	Public Works Dept.
5.6 Improve the appearance of the Curtola Pkwy. 5-point intersection through new sidewalks, street trees, planters, street lights and plaza. Coordinate with CalTrans.	2020 - 2040	\$385K	MTC One Bay Area Grant Program ¹	Public Works Dept.
5.7 Identify funding to plant street trees and on-going maintenance of streetscape improvements.	2025 - 2030	none	n.a.	Economic Development Div.
5.8 Establish a public art committee or via oversight of the Design Review Board to install temporary and permanent public art. Provide an incentive tied to additional development potential or fee-reductions. (CDP DE 6).	6 mo & ongoing	none	n.a.	Planning Div.
5.9 Include undergrounding utilities in City’s Capital Improvement Program & coordinate w/new development to distribute costs. (CDP DE 3). Coordinate w/CalTrans.	12 mo & ongoing	none	n.a.	Public Works Dept.
5.10 Expand the downtown wayfinding program in an inexpensive way by using buildings and their features as well as interesting streetscape elements.	3 mo & ongoing	per project: approx \$5K	Project Developer	Planning Div.
5.11 Adjust City’s minimum park size to include the civic spaces in this Specific Plan	by 2018	none	n.a.	Planning Div.
5.12 Prepare plans for Sonoma Blvd streetscape improvements	by 2018	\$1M	MTC One Bay Area Grant Program ¹	Public Works Dept.

Key: *within stated range of time after Plan Adoption ¹Option: City Development Excise Tax

New Definition - Urban Villages

Temporary Parking Lots. Parking lots that are not permanent, are only intended to fulfill a short-term need, and ultimately will be replaced by a permanent building or structure. Temporary Parking lots are not subject to the parking location regulations and liner requirements for above grade parking in the Building Form Standards, but must comply with all landscaping standards.

Transect. A cross-section of the environment showing a range of different habitats. The rural-to-urban transect of the human environment is divided into multiple transect zones that describe the physical form and character of a place according to the intensity of its use(s) and urbanism.

Transect Zone. One of several areas on the regulating plan that identifies an environment with a range of physical form, character and intensity. See Section 16.3.2 (Transect Zones).

Transit Station. A lot or structure used for the purpose of parking, loading and unloading freight and passengers from train or bus transportation. May include parking facilities and other commercial amenities to service transit passengers.

Transit Stop. A location where buses stop to load and unload passengers. A transit stop may or may not include a shelter or a pullout.

Definitions, “U.”

Use Permit, Conditional. A permit issued by the Planning Commission subject to conditions being applied to ensure compatibility not otherwise possible by applying only the zoning standards.

Use Permit, Minor. A permit issued by the Planning Director subject to compliance with operational standards in Title 16 aimed at compatibility with neighboring properties.

Utilities. Installations or facilities or means for furnishing to the public, electricity, gas, steam, communications, water, drainage, sewage disposal, or flood control, irrespective of whether such facilities or means are underground or above ground; utilities may be owned and operated by any person, firm, corporation, municipal department or board, duly appointed by state or municipal regulations. Utility or utilities as used herein may also refer to such persons, firms, corporations, departments, or boards.

Urban Village. An urban village is located on mixed-use corridors, is walkable, bicycle-friendly, transit-oriented, contains concentrations of mixed-use settings with shops and services catering to the daily needs of residents. Urban villages support

transit use, incorporate civic spaces and facilities, and act as centers of community life and neighborhood focal points.

Definitions, “V.”

No specialized terms beginning with the letter V are defined at this time.

Definitions, “W.”

Work/Live Unit. An integrated dwelling and working space in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity with a substantial commercial component that may accommodate employees and walk-in trade.

Definitions, “X.”

No specialized terms beginning with the letter X are defined at this time.

Definitions, “Y.”

No specialized terms beginning with the letter Y are defined at this time.

Definitions, “Z.”

No specialized terms beginning with the letter Z are defined at this time.

**ATTACHMENT 7:
CORRESPONDENCES**



PAUL E. WHITE
(402) 271-2809 (402) 271-2830 fax
paul.white@kiewit.com

August 15, 2017

VIA: EMAIL AND U.S. MAIL

Mayor and City Council
City of Vallejo
555 Santa Clara Street
Vallejo, CA 94590

RE: *Propel Vallejo General Plan 2040* – Kiewit Property

Dear Mayor and Councilmembers:

Kiewit leases property at 96 Solano Ave. from the City and as such, has been monitoring the General Plan Update process for the past three years. Since last November, we have worked continuously with the Planning Department on our parcel's land use designation. This includes providing information to the City about Kiewit site operations and attending and presenting at several Planning Commission meetings. I have talked with each of you about our Vallejo operations.

Kiewit needs an industrial land use designation to conduct our business. The land use map (MAP PF-6) that you will consider at your August 29, 2017 General Plan Update meeting provides for this designation. It is a continuation of our land uses since our land lease was signed in the late 1970's and is consistent with the stated lease uses. Industrial allows Kiewit to be competitive and secure marine construction work throughout the Bay Area and most of the West Coast.

Our industrial uses fit with other neighborhood uses. The Vallejo Sanitation and Flood Control District treatment plant sits along much of our eastern boundary. A railroad track and other heavy industry lies to the southeast and south of our parcel. The shape of our land is irregular but works well for a marine construction yard.

We take pride in being part of your community and building the infrastructure of California. Thank you for your past support and we very much appreciate your continuing support to retain the industrial designation on our leased land.

Kiewit Infrastructure Co.

Paul E. White

c: Dan Griffin– Northern California District
Mark Hoffheimer – Senior Planner
Alan Lincoln – Real Estate Department
Andrea Ouse – Community & Economic Development Director
Neal Murphy – Northern California District
Jeff Petersen – Northern California District

8558A

Mark Hoffheimer

From: Ken Thompson [REDACTED]
Sent: Thursday, August 10, 2017 4:10 PM
To: Mark Hoffheimer
Subject: General Plan 2040 Land Use Map revised/amended

Hi Mark,

My address is 100 Benicia Road. I noticed that the published General Plan 2040 Land Use Map shows my block, bounded by Benicia Road and Ryder & 9th Streets, as entirely Mixed Housing types. This block consists entirely of single family residences with front and rear yards, and side setbacks. Can you please have the General Plan 2040 Land Use Map revised/amended to correctly designate our block as Primarily Single Family?

Ken Thompson
[REDACTED]



Mark Hoffheimer

From: baypropertymm@gmail.com
Sent: Tuesday, July 18, 2017 10:37 AM
To: Mark Hoffheimer
Subject: Request for Exemption for Proposed Land Use

Categories: Follow-up

Subject Properties : 2118 Sacramento St. / APN 00S1-190-390/ Built 1940
Current Land Use: Miscellaneous Commercial Services

2134-2136 Sacramento St./APN 001-080-540 / Built 1961
Current Land Use: Auto Dealership Showroom/ Auto Service Retail

Mark Hoffheimer
Senior Planner
Planning Division
City of Vallejo
555 Santa Clara St.
Vallejo, CA 94590

Dear Mr Hoffheimer:

We would like to ask the above captioned properties be exempt to the Proposed Land Use as Recommended by the Planning Commission on June 19, 2017.

For over 50 years these properties have been on the same land use and it is still appropriate in the area for same use today. We bought these properties with a long term plan in improving the building and the site which we have done. Down zoning this to a residential use will be inappropriate and cost prohibited and we will suffer tremendous economic loss. These properties are currently on the market and being marketed as what it is currently zoned: Miscellaneous Commercial / Retail, which in our opinion will be the best and high use. If however, there is a prospect Buyer/Developer that will be willing to buy these properties and develop it into residential that will be within your purview.

Therefore, we respectfully ask that this said properties removed or be exempt from the Recommended adaptation of the Land Use by the Planning Commission. We further, ask that your office contact us for any public hearing or meeting that will affect these properties.

Sincerely,

Robert Litwin and Mel Gomez
Owners

PO Box 115
The Sea Ranch, CA 95497





BayPropertyMM@gmail.com

CC: MarkEllisLaw



June 15, 2017

Dear Planning Commissioners,

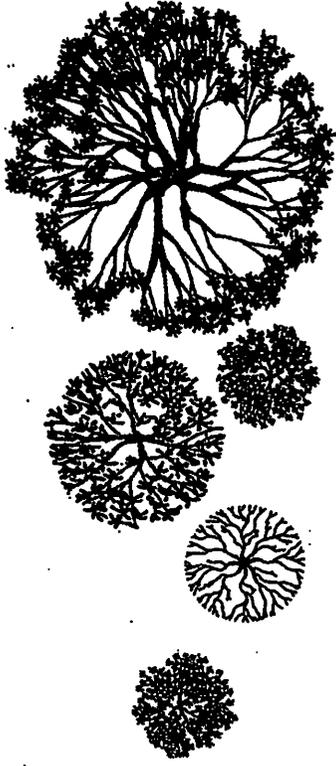
Please see the correspondence that was provided for the May 15th planning hearing/meeting, I noticed that it has not been included in the current report/minutes, so I am providing it again. I have included the Friends of the River Park Petition and copy of the letter that was presented to the city council on 7.23.13. At that time several city council members asked staff to look at this sensitive area very carefully going forward with the revised general plan. The general plan drafted in 1983 had this area designated as "community park, open space", the current proposal has zoning that is incompatible with the natural environment/wetlands.

Also, I noticed in the report that staff is recommending that Recreation (P) and Open Space (OS) be grouped together as one designation (P-OS) These designations should remain separate, so there is no confusion about the uses of the properties. Open space by definition is as it sounds - OS is any open piece of land that is undeveloped (has no buildings or other built structures) and is accessible to the public. Perhaps this page from the city of Los Angeles Open Space Plan will illustrate some useful thoughts to consider. Parks & recreation designation I believe would include parks that have structures, athletic fields, golf courses, tennis courts...man made structures for the use in recreation. It is important to keep the designation of Recreation (P) and Open Space (OS) separate, so there is no confusion as to the planning and designing of the spaces for the future.

Thank you for your kind consideration.

Thank you,

Kim Geddes



PURPOSES

USE OF THE PLAN

The purpose of the Open Space Plan is to provide an official guide to the City Planning Commission, the City Council, the Mayor, other governmental agencies and interested citizens for the identification, preservation, conservation and acquisition of open space in the City. The Plan includes definitions, objectives, policies, standards and criteria, programs and a map which are to be used when decisions are made pertaining to open space within the City of Los Angeles.

The Plan Map designates existing open space land in public and private ownership. Also designated are lands which are considered to be particularly desirable for open space use.

The Interim Public Recreation Plan, Major Equestrian and Hiking Trails Plan, City Owned Power Transmission Rights-of-way Development Plan, Cultural and Historical Monuments Plan and other plans which may be prepared in the future, including a Scenic Highways Plan, deal with specialized aspects of the City's open space system. The objectives, standards, policies, and programs of those Plans, unless specifically modified here, are still considered applicable. The various area, community, and district plans deal with land use, transportation facilities, public facilities, etc., on a comprehensive basis. For information with respect to allowable development, transportation facilities, etc., these Plans should be examined.

Open space areas may be privately or publicly owned. This Plan includes goals, objectives, policies and programs directed towards the regulation of privately owned lands both for the benefit of the public as a whole, and for protection of individuals from the misuse of these lands. The contents of this Plan are also directed

towards both the acquisition and use of publicly owned lands. Public projects and maintenance activities necessary to provide for the overriding public need, particularly emergency and protective operations, are not intended to be prohibited by this Plan.

DEFINITIONS

Open Space

Open space is land which is essentially free of structures and buildings and/or is natural in character and functions in one or more of the following ways:

1. Provides opportunities for recreation and education;
2. Preserves scenic, cultural or historic values;
3. Conserves or preserves natural resources or ecologically important areas;
4. Provides or preserves lands for managed production of natural resources;
5. Protects or provides for the public health and safety;
6. Enhances the economic base of the City;
7. Preserves or creates community scale and identity; and
8. Buffers or defines activity areas.

Open Space Lands

In accordance with Article 10.5 of the California Government Code, open space lands are hereby defined as lands which are both devoted to open space use (as defined), and so designated.

Open Space Uses

As defined in the 1972 State of California Government Code: "open

Dear City Council Member:

Thank you for reading my thoughts as pertains to the zoning amendment under consideration. Let me offer some arguments as to why at minimum more time is needed to fully consider the issue and why, really, the wetlands dominated parcels north of River Park should be exempt from the proposal.

Ladies and gentlemen, we have apples and oranges. The little CW on the maps suggest all three areas under consideration are the same--zoning supposedly speaks to or attempts to create some kind of legitimate or consistent pattern in policy and development. But California is pockmarked with blight and inappropriate development appropriately zoned at the time of construction.

The Glen Cove Marina is just that, a marina, a going business concern with an anchorage and a large building already there that could possibly accommodate the "spectator sports and entertainment...(and proposed) banquet activities, cultural and entertainment events and social and fraternal activities of 500 persons or less. " Yes, 500 persons.

The Central Waterfront comes closer to being an apple, but the area (parcels) adjacent to River Park--between the northern perimeter and Highway 37--is an orange. The going concern is a tiny gas station that sometimes has no gas and a cappuccino drive thru, neither of which are capable of hosting the kind of events proposed. Apples and oranges.

As per the River Park Master Plan Initial Study, approved by GVRD in 2001, "Surveys for sensitive wildlife species resulted in the observation of six wildlife species of special concern..." My guess is the critters still move freely in those parcel areas and Mason's lilaeopsis, a rare plant species, may well be found there too. Additionally, the wetlands flora in general appears to be growing so profusely within much of the mapped area, I question, analogous to sand disappearing from private beach property and diminishing the holding, whether some of that land has actually become state wetlands by virtue of time, biology, and acts of God. Apples and oranges.

Furthermore, I have to wonder how long it has been since a real survey, (not a G.P.S.approximation), has been done by anyone. A quick glance shows that much of what is zoned CW is essentially marsh grass and wetlands area, or sensitive and unbuildable without pilings and piers and the like to provide support. That scale of development as suggested by the amendment is not appropriate, desirable, and probably not legal for the area given its environmental sensitivity and location. Smaller scale and sustainable development should be explored, but not before some very important questions are answered. This needs to be addressed in terms of the new general plan, not an amendment to an outdated and inconsistent document.

Pass a resolution allowing the gentleman to grow his business; don't hide behind procedure, feign protocol, or speak to "inconsistency." The real inconsistency lies in the 1983 General and zoning plans that show "community park, open space" stretching from Mare Island Way to Highway 37, but that a CW designation is somehow "conditionally compatible" within an open space.

Apples and oranges. Thank you

Richard Underwood--Friends of River Park--July 23, 2013
142 B Street Vallejo

Sent from my iPad

From: Kim Underwood [<mailto:king@napanet.net>]
Sent: Monday, May 15, 2017 4:00 PM
To: Mark Hoffheimer <Mark.Hoffheimer@cityofvallejo.net>
Subject: River Park

Dear Mark,

Thank you for including this as part of the public record AGAIN for your planning commission meeting this evening. Please let me know that you have received and are able to image the 3 pages. I will try and get hard copies to you if they are not legible enough. Thanks.

To Whom it May Concern:

We would like to see the parcels North of River Park that are zoned Commercial Waterfront be Re-designated Open Space to preserve and protect the entire natural wetland area.

Please see the attached support for the full implementation of the River Park Masterplan and the re-designation of the area at the northern edge of the park.

Thank you,
Kim Geddes

included 3 pages from The Friends of River Park

<image007.jpg><image009.jpg><image011.jpg>

The Friends of River Park

The Friends of River Park is a volunteer stewardship and advocacy organization dedicated to the protection and restoration of the park and to the preservation and health of all adjacent wetland areas. We will work to inform the public of and advocate for the goals below, and to secure alternative funding for the realization of those goals. We believe that sustainable economic development requires the conservation of our precious parklands and wetland areas; this will only make Vallejo more attractive to commercial enterprise, attract long term residents, and enhance the quality of life for all.

in an area

Goals

1. The River Park Plan and Initial Study, dated December 2001 and approved by GVRD, should be approved by City Council as the bona fide working plan for the preservation of open spaces and wetland restoration within River Park as the city moves forward toward the new Vallejo General Plan.
2. As the General Plan is revisited over the next two years, parcels between the north perimeter of the park and Highway 37 should be down-zoned to protect the resource and the wetlands adjacent to and within the parcel areas themselves.

I support the mission and goals of The Friends of River Park.

Signature (legible, thanks)	Address
<i>Richard Underwood</i>	142 B. Street V.J.O.
<i>Jim McCoy</i>	206 Craven St, Vallejo
<i>Barbara Ober</i>	206 CRAVEN ST, VALLEJO 94590
<i>Harold Johnson</i>	137 B STREET ST; VALLEJO, CA 94590
<i>Sally Thompson</i>	137 B St. Vallejo 94590
<i>Monica Lypton</i>	141 B St. Vallejo 94590
<i>Pat J. [unclear]</i>	255 B St Vallejo 94590
<i>Wanda [unclear]</i>	155 B St. Vallejo 94590
<i>William Cook</i>	163 B St Vallejo 94590
<i>Kit McCoy</i>	23 D St Vallejo 94590
<i>Susan [unclear]</i>	107 "C" St Vallejo 94590
<i>Marty Kuehneman</i>	328 Benson Ave Vallejo 94590

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Signature (legible, thanks)

Address

Kim Geddes

142 B STREET, VALLEJO

Jerry Walker

107 C ST, Vallejo

Muri L. C. Long

336 Benson Ave Vallejo CA 94590

Laura Jean L. Hoover

413 CARTER ST VALLEJO
CA 94590

Arne Carr

562 Hickborn, Vallejo

Rich Courtney

562 Hickborn Vallejo

Patricia

131 BENSON AVE V.

Harbin Maltrose

131 Benson Ave Vallejo

Inma Liberty

35 Buena Vista Ave 94590

Elaine Paubel

1510 Sta Clara 94590

PATRICIA GATZ

121 CRAVEN ST 94590

JAMES CRAVEN

184 B ST 94590

Charlyne Martin

121 Daniels Ave 94590

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Signature (legible, thanks)

Address

HUGO VIDES

231 B St 94590

REGINA GRAVES

73 B ST. 94590

Anne Stevens

120 Farragut Ave 94590

Bob Weir

125 BENSON AVE 94590

Nell Blackwell

120 Daniels Ave, Yio 94590

Anita Yaffe

96 C Street 94590

DAVID D. PATES

246 B Street 94590

David L. Pates

28 CALHOUN ST. 94590

KATHLEEN O'SULLIVAN

Anne Carr

562 Hubbard St

94590

Anne Carr

Vallejo CA



DATE: August 29, 2017
TO: Mayor and Members of the City Council
FROM: Andrea Ouse, Community and Economic Development Director
Brian Millar, Planning Consultant
Mark Hoffheimer, Senior Planner
SUBJECT: ADOPT A RESOLUTION ESTABLISHING INTERIM ZONING POLICY

RECOMMENDATION

Adopt a Resolution Establishing Interim Zoning policy.

REASONS FOR RECOMMENDATION

With adoption of General Plan 2040, there may be inconsistencies between the new General Plan and the City's existing Zoning Ordinance regarding regulation of land uses. Staff proposes that City Council adopt an Interim Zoning policy that would identify how General Plan consistency determinations can be made until the City completes its Development Code (replacing the existing Zoning Ordinance) in 2018.

BACKGROUND AND DISCUSSION

General Plan 2040 ("General Plan") is anticipated for adoption by City Council on August 29, 2017. The General Plan identifies a new series of land use designations applying to all lands within Vallejo. These land use designations describe a general range of uses, while also typically addressing intensity of use (in some cases identifying either residential density ranges or floor area ratio limitations for non-residential uses, etc.). A key implementation action for the new General Plan, particularly for implementing land use designations, will be City updating of the Zoning Ordinance, many sections of which are outdated and which do not comport with the new General Plan. The Zoning Ordinance prescribes development standards based on individual zoning districts for such criteria as building heights, setbacks, ranges of permitted and discretionary land uses, and related development considerations such as parking, landscaping, fencing and screening, signage, and similar standards. To synchronize the land use designations identified in the General Plan 2040 with appropriate development standards, the City has commenced work on creation of a new Zoning Ordinance (termed the "Development Code"). However, the Development Code is not anticipated to be completed and presented to City Council for adoption until spring/summer 2018.

As a result, land use and development goals and policies of General Plan 2040 and the City's existing Zoning Ordinance may conflict. This could result in some projects being consistent with General Plan 2040 but inconsistent with the Zoning Ordinance, or vice versa.

This would result in a "gap" of several months between General Plan adoption and Development Code adoption. To ensure a seamless process for review of development project applications and processing of building permits during this time, and to address potential for inconsistencies between the General Plan and the existing Zoning Ordinance, staff is proposing adoption of an Interim Zoning policy.

The Interim Zoning policy provides a framework for connecting the General Plan land use designations with a procedure to apply existing Zoning Ordinance provisions. Where a conflict may occur between the General Plan and Zoning Ordinance, the General Plan would serve as the controlling document. Once the Development Code is adopted in 2018, the Interim Zoning policy shall become null and void.

The Interim Zoning policy would apply to the following actions and approvals:

1. Ministerial permit applications. Ministerial permits are defined as those that involve little or no individual judgment by the public official as to the wisdom or manner of carrying out a project. These include, but are not limited to, building and demolition permits which can be issued by staff following site plan review, and also including sign permits and business licenses.
2. Discretionary permit applications. Discretionary permits require the exercise of judgment or deliberation when the City decides to approve or disapprove a particular activity, as distinguished from situations where the City merely has to determine whether there is conformity with applicable policy documents and ordinances. These include a wide range of development applications, such as minor and major conditional use permit permits, site development plans and unit plans.
3. Amendments to, extensions of, or renewals of any previously issued permit.
4. Tentative Maps and time extensions for Tentative Maps.
5. Zone changes, General Plan Amendments, and other legislative actions.

To address projects in process prior to adoption of the new General Plan, the Interim Zoning policy would be inapplicable to the following:

1. Ministerial permit applications, including building permits, landscape plans, grading permits and improvement plans, associated with and contemplated by a discretionary permit prior to August 29, 2017.
2. Discretionary permit applications determined or deemed complete, pursuant to Government Code Section 65943, on or before August 29, 2017.
3. Administrative discretionary permit applications associated with and contemplated by a vesting tentative or final map approved prior to August 29, 2017.
4. Any permits issued in accordance with an approved development agreement to the extent that the development agreement prevents the application of General Plan 2040 policies.
5. Continuing operation, maintenance, and occupancy of a legal nonconforming use or structure. Nonconforming uses shall be governed by Vallejo Municipal Code Section 16.78.040.

Under the Interim Zoning policy, staff (Community Development Director or designee) would be required to make General Plan consistency determinations of proposed land uses and permit applications when determining if a proposed use or development at a specific location would be allowable based on provisions of the General Plan and Zoning Ordinance. A range of outcomes are identified under the Interim Zoning policy, depending upon if the land use proposal conforms to the General Plan and Zoning Ordinance provisions, resulting in a proposed use being permitted, disallowed, or allowed subject a Director determination of General Plan and "best fit" for Zoning Ordinance consistency, or if a Major Use Permit is required from the Planning Commission.

The four general plan consistency findings listed below would provide the basis under the Interim Zoning policy for determining if a specific development proposal is consistent with the General Plan:

1. If the proposal is appropriate in consideration of the characteristics of the surrounding area. (This would include evaluation of surrounding land uses related to the proposed land use.)
2. If the proposal is consistent with the intent and desired character of the relevant land use designations(s) of General Plan 2040 and any associated General Plan policies.
3. If the proposal will clearly promote implementation of General Plan 2040.
4. If the proposal conforms to the zoning ordinance requirements of the applicable or “best fit” zoning district.

A determination of the Director regarding General Plan conformity decisions could be appealed to the Planning Commission.

FISCAL IMPACT

There would be no fiscal impact to the City. The Interim Zoning policy will used by staff in evaluating land use proposals and permit applications, all of which will be subject to payment of applicable existing processing fees established by the City.

ENVIRONMENTAL REVIEW

This Interim Zoning policy, which describes administrative and organizational procedures, will not result in direct or indirect physical changes in the environment, and therefore adoption of the policy is not a project pursuant to the provisions of the California Environmental Quality Act (CEQA).

ATTACHMENTS

1.	Resolution Adopting Interim Zoning Policy
2.	Resolution Exhibit A: Interim Zoning Policy

CONTACT

Brian Millar, Planning Consultant, (707) 648-4326
brian.millar@cityofvallejo.net

CITY OF VALLEJO CITY COUNCIL

RESOLUTION NO. CC [REDACTED]

**A RESOLUTION OF THE CITY COUNCIL
ADOPTING AN INTERIM ZONING POLICY**

BE IT RESOLVED by the City Council of the City of Vallejo as follows:

WHEREAS, General Plan 2040 was adopted on August 29, 2017, and identifies and has analyzed a new series of land use designations applying to all lands within Vallejo. These land use designations describe an intended range of land uses, while also typically addressing intensity of use (in some cases identifying either residential density ranges or floor area ratio limitations for non-residential uses, etc.); and

WHEREAS, a key implementation action for General Plan 2040, identifies updating of the zoning ordinance, which was last comprehensively updated in 1980. To synchronize the land use designations identified in General Plan 2040 with appropriate development standards, the City has commenced work on creation of the new zoning ordinance (termed the "Development Code"). However, the Development Code is not anticipated to be completed and presented to City Council for adoption until spring 2018; and

WHEREAS, to ensure a seamless process for the review of development projects applications and the processing of building permits until the Development Code is completed, the City has created an Interim Zoning Policy. The Interim Zoning Policy is also intended to resolve any inconsistencies between General Plan 2040 and the existing zoning ordinance. Once the Development Code is adopted in 2018, the Interim Zoning Policy shall become null and void.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF VALLEJO HEREBY RESOLVES TO APPROVE an Interim Zoning Policy as provided as Exhibit A to the Staff Report.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Vallejo, State of California, on the 29th day of August 2017, by the following vote to-wit:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

Approved as to form:

By: *Shamara Edmeyer for*
Claudia Quintana
City Attorney

BOB SAMPAYAN, MAYOR
City of Vallejo City Council
Attest:

DAWN ABRAHAMSON, CITY CLERK
City of Vallejo City Council

CITY OF VALLEJO
INTERIM ZONING POLICY
August 29, 2017

Section 1. Purpose; Consistency with General Plan required.

General Plan 2040 was adopted on August 29, 2017. General Plan 2040 identifies and has analyzed a new series of land use designations applying to all lands within Vallejo. These land use designations describe an intended range of land uses, while also typically addressing intensity of use (in some cases identifying either residential density ranges or floor area ratio limitations for non-residential uses, etc.).

A key implementation action for General Plan 2040, particularly for implementing land use designations, identifies updating of the zoning ordinance, which was last comprehensively updated in 1980. Additionally, many sections of the existing zoning ordinance are outdated and may present inconsistencies with General Plan 2040. The zoning ordinance prescribes development standards based on individual zoning districts for such criteria as building heights, setbacks, ranges of permitted and discretionary land uses, and related development considerations such as parking, landscaping, fencing and screening, signage, and similar standards. To synchronize the land use designations identified in the General Plan 2040 with appropriate development standards, the City has commenced work on creation of a new zoning ordinance (termed the “Development Code”). However, the Development Code is not anticipated to be completed and presented to City Council for adoption until spring/summer 2018.

As a result, land use and development goals and policies of General Plan 2040 and the City’s existing zoning ordinance may conflict. This could result in some projects being consistent with General Plan 2040 but inconsistent with the zoning ordinance, or vice versa.

This would result in a “gap” of several months between General Plan 2040 adoption and Development Code adoption. To ensure a seamless process for the review of development project applications and the processing of building permits, this Interim Zoning Policy has been prepared. The purpose of this Interim Zoning Policy is to resolve inconsistencies between General Plan 2040 and the existing zoning ordinance.

The Interim Zoning Policy provides a framework for connecting General Plan 2040 land use designations with a procedure to apply existing zoning ordinance provisions. Where a conflict may arise between General Plan 2040 and the existing zoning ordinance, General Plan 2040 would serve as the controlling document. Once the Development Code is adopted in 2018, the Interim Zoning Policy shall become null and void.

Therefore, except as otherwise provided herein, no activities or facilities shall be established, substituted, expanded, constructed, altered, moved, or otherwise changed, and no lot lines shall be created or changed, except in conformity with General Plan 2040. To the extent that there is an express conflict between General Plan 2040 and the existing zoning ordinance, this requirement supersedes the requirement for conformity with the zoning ordinance stipulated in Section 16.02.040 of the Vallejo Municipal Code.

Section 2. General Plan 2040 prevails over zoning and subdivision ordinances.

Until the Development Code is fully updated, land use designations, zoning controls and subdivision controls specified by the land use zoning and subdivision ordinances shall apply, except where such action would expressly conflict with General Plan 2040. Where an express conflict does arise, General Plan 2040 policies and land use designations shall apply. An “express conflict” shall be deemed to be any situation where a proposal clearly conforms to General Plan 2040 but is not permitted by the zoning and/or subdivision regulations, or where a proposal clearly does not conform to General Plan 2040 but is permitted or conditionally permitted by the zoning and/or subdivision regulations. The provisions of Section 4 and accompanying Table 1 shall be used to determine whether an express conflict exists and the processes therein described, as applicable, shall be followed to resolve the conflict.

Section 3. Applicability.

A. Subject to exceptions in Section 3B, this Policy shall apply to all of the following actions and approvals:

1. Ministerial permit applications. Ministerial permits are defined as those that involve little or no personal judgment by the public official as to the wisdom or manner of carrying out a project. These include, but are not limited to, building and demolition permits which can be issued by staff following site plan review, and also including sign permits and business licenses.
2. Discretionary permit applications. Discretionary permits require the exercise of judgment or deliberation when the City decides to approve or disapprove a particular activity, as distinguished from situations where the City merely has to determine whether there is conformity with applicable policy documents and ordinances. These include a wide range of development applications, such as minor and major conditional use permit permits, site development plans and unit plans.
3. Amendments to, extensions of, or renewals of any permit.
4. Tentative maps and time extensions for tentative maps.
5. Zone changes and other legislative actions.

- B. For the following actions and approvals, the General Plan in effect prior to August 29, 2017 shall govern and this Interim Zoning Policy shall not apply:
1. Ministerial permit applications, including building permits, landscape plans, grading permits and improvement plans, associated with and contemplated by a discretionary permit that was approved prior to August 29, 2017.
 2. Discretionary permit applications determined or deemed complete, pursuant to Government Code Section 65943, on or before August 29, 2017.
 3. Administrative discretionary permit applications associated with and contemplated by a vesting tentative or final map approved prior to August 29, 2017.
 4. Any permits issued in accordance with an approved development agreement to the extent that the development agreement prevents the application of General Plan 2040 policies.
 5. Continuing operation, maintenance, and occupancy of a legal nonconforming use or structure. Nonconforming uses shall be governed by Vallejo Municipal Code Section 16.78.040.

Section 4. Determination of General Plan consistency by the Community and Economic Development Director.

The Community and Economic Development Director or his or her designee (“Director”) shall determine whether any specific land use and development proposal conforms to General Plan 2040. The Director shall use the guidelines adopted pursuant to Section 6 in making this determination.

Section 5. Consistency review process.

- A. City staff shall apply the General Plan 2040 policy consistency checklist, attached hereto as Exhibit A. The purpose of the checklist is to allow for a review to determine whether the proposed project is consistent with the policies of the General Plan 2040 that are not reflected in the existing zoning ordinance.
- B. All applications shall include a policy consistency checklist completed by the applicant and submitted with the applicable development application.
- C. Upon receipt of an application, staff shall review the completed checklist against adopted General Plan 2040 policies and land use designations, utilizing the consistency checklist. Staff shall also determine whether a General Plan consistency determination will be necessary. This determination shall include the following steps:

Step 1 – Determine General Plan Land Use Designation and Consistency

Identify land use classification for the proposal under General Plan 2040. Determine whether the proposal is permitted under that land use designation and consistent with other relevant General Plan 2040 policies. If yes, proceed to Step 2. If not, the proposal shall be denied. Alternatively, the applicant may modify the proposal so that it conforms to General Plan 2040, or may apply for a general plan amendment.

Step 2 – Determine Corollary Zoning Ordinance Criteria

Next the Director must identify the existing zoning district for the proposal under the zoning ordinance. Utilize Table 1 to determine if the existing zoning district applicable to the proposal location is listed as a zone which is consistent with the applicable General Plan 2040 land use designation for the proposal location. If it is, then the Director shall utilize all applicable land use and development standards of the zone in addressing the proposal, including whether the use is permitted by right, permitted subject to use permit approval, or not allowed.

If the zone is not identified for the applicable General Plan 2040 land use designation, the Director shall identify the “best fit” zoning district that corresponds to the land use classifications of General Plan 2040, pursuant to the incorporated and attached Table 1. Where Table 1 identifies more than one possible zone, the Director shall determine which of the possible zones is the “best fit” zone by considering the characteristics of the proposal, including the activity/facility type and the density and intensity of use; the land uses and other relevant characteristics of the surrounding area; and any relevant policies of General Plan 2040. The Director shall then utilize all applicable land use and development standards of the zone in addressing the proposal. The Director shall make consistency findings in this determination as detailed in Section 6.

For ministerial projects found to be consistent with General Plan 2040 and for uses which are permitted under the applicable zoning district, Staff may issue the ministerial permit based on compliance with applicable zoning district development regulations.

Step 3 – General Plan 2040 Consistency Determinations in Other Instances

In those instances where the Director determines an express conflict with General Plan 2040 and the process for zoning identification in Steps 1 and 2 cannot be determined, the Director may allow an applicant to seek determination of General Plan 2040 consistency by submitting an application for a major use permit, which shall be subject to payment of standard City application fees and review by the Planning Commission in accordance with provisions of the Municipal Code. Additionally, the Planning Commission may grant the major use permit only where it determines that the proposal is consistent with General Plan 2040 using the consistency findings in Section 6, below.

Section 6. General Plan 2040 consistency findings.

A. The four general plan consistency findings listed below provide the basis for determining if a specific development proposal is consistent with General Plan 2040. The Director or, where Planning Commission action is required, shall determine that a specific proposal is consistent with General Plan 2040 if he or she finds as follows:

1. The proposal is appropriate in consideration of the characteristics of the surrounding area;
2. The proposal is consistent with the intent and desired character of the relevant land use designations(s) of General Plan 2040 and any associated General Plan policies;
3. The proposal will clearly promote implementation of General Plan 2040; and
4. The proposal conforms to the zoning ordinance requirements of the applicable or “best fit” zoning district.

B. The Director shall maintain a written record of all such determinations in the Planning Division files.

Section 7. Appeal of Director’s determination.

Decisions of the Director may be appealed in writing within ten calendar days to the Planning Commission in accordance with Section 16.102.030.

Section 8. New Definitions.

To the extent that this Interim Zoning Policy or any related documents prepared by staff introduce new terms that are not currently defined in the current zoning ordinance, staff may utilize the American Planning Association “A Planners Dictionary” for uses and definitions.

Section 9. Generally applicable laws.

Nothing in this Interim Zoning Policy shall be interpreted as exempting proposals subject to this Interim Zoning Policy from compliance with any generally applicable state or local law or regulation, including but not limited to the California Environmental Quality Act. Nothing in this Interim Zoning Policy shall be construed to limit the rights of a property owner to apply for a zone change or general plan amendment pursuant to the Vallejo Municipal Code.

Attachments:

1. General Plan 2040 Consistency Checklist
2. General Plan2040/Existing Zoning District Consistency Table

**City of Vallejo Interim Zoning Policy, Attachment 1
CHECKLIST FOR IDENTIFYING GENERAL PLAN POLICIES
RELATED TO NEW DEVELOPMENT**

Applicant Information:

Name:

Project Address/APN:

Project Proposal:

1. Does the project have potential for creation of substantial traffic (100 vehicle trips per day) or generation of 10 or more parking spaces? Yes No
2. Does the project involve a large-scale or “big box” commercial business? Yes No
3. Does the project involve large-scale office, industrial or institutional development? Yes No
4. Does the project propose new single-family or multi-family residential development? Yes No
5. Could the project affect a street or bicycle facility? Yes No
6. Is the project in the Downtown or Waterfront area? Yes No
7. Is the project located within a designated Historic District? Yes No
8. Is the project located within the boundaries of a Specific Plan or subject to an approved Master Plan/Unit Plan? Yes No

Staff Use Only:

BASED ON REVIEW OF THE PROJECT DESCRIPTION AND REVIEW OF APPLICABLE GENERAL PLAN POLICIES, THE PROJECT IS:

____ CONSISTENT WITH GENERAL PLAN

____ INCONSISTENT WITH THE GENERAL PLAN

Planner:

Date:

ADDITIONAL NOTES / COMMENTS:

General Plan Consistency Determinations

Issue Area	General Plan 2040 Guiding Principles and Policies
New Residential Development	Guiding Principles 1,3, 6 and 7 CP-1.4, 2.2 NBE-1.15, 2.3, 2.7, 2.8, 3.5, 3.13, 3.14, 5.4, 5.1 to 5.3 (noise)
Commercial Development	Guiding Principles 13-16 CP-1.1, 2.2 NBE-1.7, 1.15, 2.3, 2.5, 2.8, 5.4 EET-3.4, 4.2
Office/Industrial/Institutional Development	Guiding Principles 13-16 CP-1.4, 1.5, 2.2, 2.3, 3.4, 3.6, 3.8, 5.1 to 5.3 (noise) NBE-1.7, 1.15, 2.5, 2.6, 2.9, 3.10, 5.4 EET-1.1, 1.2, 1.4, 3.1, 3.2, 3.4
Traffic and Circulation	Guiding Principles 17-19 CP-1.6 NBE-1.8, 3.14 MTC-2.1, 2.5, 2.6, 2.7, 2.8, 3.1, 3.4, 4.2, 4.3
Downtown/Waterfront Development	Guiding Principles 10-11 NBE-1.1, 1.6, 2.1, 2.5, 3.1, 3.2, 3.3, 3.5, 4.1, 4.2, 4.5, 5.4 EET-3.3, 4.2 MTC-3.5
Historic Resources	NBR-1.9, 1.10, 1.11, 1.12
Specific Plans	NBE-3.7, 3.8, 3.9

City of Vallejo Interim Zoning Policy, Attachment 2
General Plan 2040/Existing Zoning Code Consistency Table

GENERAL PLAN 2040	EXISTING ZONING
Land Use Designations	Applicable Zoning Districts/Specific Plans
Primarily Single Family (R-SF)	Low Density Residential (LDR)
Mix of Housing Types/Medium Density (R-MH)	Medium Density Residential (MDR) High Density Residential (HDR)
Primarily Multi-Family (R-MF)	High Density Residential (HDR) White Slough Specific Plan
District - Downtown/Waterfront (D-DW)	Downtown Specific Plan (DSP) Waterfront PDMP Pedestrian Shopping and Service District (CP)
District - Mare Island (D-MI)	Mare Island Specific Plan (MISP)
District - Solano 360 (D-360)	Solano 360 Specific Plan
District - North Gateway (D-NG)	Pedestrian Shopping and Service District (CP) High Density Residential (HDR)
Central Corridor (CC)	Sonoma Boulevard Specific Plan (policy only) Downtown Specific Plan (DSP) Pedestrian Shopping and Service District (CP) Linear Commercial (CL)
Neighborhood Corridor (NC)	Pedestrian Shopping and Service District (CP) Linear Commercial (CL) White Slough Specific Plan
Retail/Entertainment (RE)	Pedestrian Shopping and Service District (CP) Linear Commercial (CL) Freeway Shopping and Service District (CF) Waterfront Shopping and Service District (CW) Neighborhood Shopping and Service District (CN) Northgate Specific Plan

GENERAL PLAN 2040	EXISTING ZONING
Land Use Designations	Applicable Zoning Districts/Specific Plans
Business/Limited Residential (BR)	Pedestrian Shopping and Service District (CP) Linear Commercial (CL) Neighborhood Shopping and Service District (CN) Professional Office (PO) Intensive Use - Limited (IUL) High Density Residential (HDR) White Slough Specific Plan
Business/Light industrial (BLI)	Intensive Use (IU) Intensive Use - Limited (IUL) Neighborhood Shopping and Service District (CN) White Slough Specific Plan
Industrial (I)	Intensive Use (IU) Intensive Use- Limited (IUL)
Parks, Recreation, and Open Space (P-OS)	Public and Quasi-Public Facilities (PF) Resource Conservation (RC)
Public Facilities and Institutions (PF)	Public and Quasi-Public Facilities (PF) Medical (M)