

CITY OF VALLEJO PLANNING COMMISSION

Charles Legalos, Chairperson
Kent Peterman, Vice Chair
Robert McConnell
Norm Turley
Gail Manning
Bruce P. Gourley
Suzanne Harrington Cole

MONDAY
21 April 2008

7:00 P.M.

City Hall
555 Santa Clara Street
Vallejo, California 94590

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

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

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

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

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

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

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

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

- A. ORDER OF BUSINESS CALL TO ORDER
- B. PLEDGE OF ALLEGIANCE
- C. ROLL CALL
- D. APPROVAL OF THE MINUTES: March 17, 2008.
- E. WRITTEN COMMUNICATIONS: None.
- F. REPORT OF THE SECRETARY
None.
- G. CITY ATTORNEY REPORT
- H. REPORT OF THE PRESIDING OFFICER AND MEMBERS OF THE PLANNING COMMISSION AND LIAISON REPORTS
 - 1. Report of the Presiding Officer and members of the Planning Commission
 - 2. Council Liaison to Planning Commission
 - 3. Planning Commission Liaison to City Council

I. COMMUNITY FORUM

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

J. CONSENT CALENDAR AND APPROVAL OF THE AGENDA

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

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

K. PUBLIC HEARINGS

- 1. Use Permit 08-0004 is a use permit for off-site alcohol sales (beer and wine) at Grocery Outlet located at 66 Admiral Callaghan Lane. Proposed CEQA Action: Exempt. Staff Planner: Marcus Adams, 648-5392.

Staff recommends **approval** based on the findings and conditions.

- 2. Specific Plan Amendment 08-0001 is an application to allow telecommunication uses in the Hiddenbrooke Specific Plan. Proposed CEQA Action: Exempt. Staff Planner, Marcus Adams, 648-5392.

Staff recommends **approval** based on the findings and conditions.

- 3. Specific Plan 98-01D Lennar Mare Island, to replace a Class I multi-use path with a Class III bike route along Walnut Avenue. Proposed CEQA Action: An addendum to the 2005 SEIR has been prepared.

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Staff Planner: Michelle Hightower, 645-4506.

Staff recommends **approval** based on the findings and conditions.

L. OTHER ITEMS

None.

M. ADJOURNMENT

MINUTES

A. The meeting was called to order at 7:00 p.m.

B. The pledge of allegiance to the flag was recited.

C. ROLL CALL:

Present: Harrington-Cole, Gourley, Manning, Peterman, McConnell, Turley.

Absent: Chairperson Legalos is excused.

D. APPROVAL OF THE MINUTES.

Commissioner McConnell: I move that we approve the minutes of February 25, 2008.

Please vote.

AYES: Harrington-Cole, Gourley, Manning, Peterman, McConnell, Turley.

NOS: None.

ABSENT: None.

It is unanimous. Motion carries.

E. WRITTEN COMMUNICATIONS

None.

F. REPORT OF THE SECRETARY

Don Hazen: Nothing to report other than it appears we have no items scheduled for the April 2 Planning Commission meeting so we will be canceling that meeting, and then on the next meeting on April 16, we have a pretty significant project coming your way. It is the proposed Cancer Research Facility for North Island at Mare Island being proposed by Touro, so that will be an interesting project and also a Specific Plan Amendment to the Mare Island Specific Plan, being requested by Lennar. So, a couple of good projects will be on the 16th.

Commissioner Turley: Don, just a quick question. Because that is going to be pretty extensive, will we be able to get the packages a little earlier on that one?

Don Hazen: We will do our best. The reason I think so is that we have a consulting planner that we have hired to assist, so I know he is moving right along on that project.

G. CITY ATTORNEY REPORT

Claudia Quintana: I have nothing to report.

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

1. Report of the Presiding Officer and members of the Planning Commission – None.

Commissioner McConnell: I would like to extend a special thanks to all of the volunteers for the Vallejo Symphony and the volunteers for the Empress Theatre for

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a fine event last Saturday that proved there is life in the Downtown. I look forward to the revitalization of the Downtown with that type of project and more to follow. So, a sincere thank you.

2. Council Liaison to Planning Commission. Councilman Sunga is not here.
3. Planning Commission Liaison to City Council – None.

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

Item K1 was put on the Consent Calendar. Use Permit 05-0024 is a time extension of an approved use permit to develop 14 live/work units located on Broadway between Garibaldi Dr and Sala St. Proposed CEQA Action: Exempt. Staff Planner: Sara Welch, 648-4327.

Staff recommends **approval** based on the findings and conditions.

Chairperson Peterman: Would someone like to make a motion to approve the Consent Calendar and the Agenda, please?

Commissioner McConnell: I move that we approve the Consent Calendar and the Agenda.

Chairperson Peterman: Please vote.

AYES: Harrington-Cole, Gourley, Manning, Peterman, McConnell, Turley.

NOS: None.

ABSENT: Commissioner Legalos.

It is unanimous. Motion carries.

K. PUBLIC HEARINGS

2. Use Permit #08-0001. Application to operate a personal training studio within an existing warehouse office space located at Seven Flags Business Center at 115 Valle Vista Avenue, #D. Proposed CEQA Action: Exempt. Staff Planner: Marcus Adams, 648-5392.

Staff recommends **approval** based on the findings and conditions.

Marcus Adams: Thank you Deborah, and good evening Commissioners. Our item tonight is dealing with a personal training studio in Central Vallejo near the Seven Flags Car Wash facility prepared a short PowerPoint presentation that I will go through and describe the issues in the project. So, you can see the location. We have Couch Street here and Sonoma Blvd and the actual studio is right here amongst some other warehouse office locations. Here is a closer shot of it. There is the main driveway. There are two driveways that go in and there is a dedicated driveway for the business center and another driveway further to the west here for the carwash. Here, if your eyes are good, you can actually see inside the training studio. One issue that we had with the project, and generally this is the type of thing that staff looks at when we are reviewing gyms and studios for those type of uses, is parking issues. And, here in the center, that is where staff will conduct a multiple site visit to see how the parking was during the busiest times according to the applicant when they held their classes, and it turns out that Saturday morning seemed to be the issue when we would have a situation where the parking lot would be full and then you would have, in some instances, where the parking would overflow into a neighboring business. So, here in this upper hand corner, we can see the business site. We can see the tenants. It looks like it is just about a full occupancy there as far as the business. I didn't count how many tenants are in there, but it was full. All of these pictures were taken during the different times except for non-Saturday. You can see the parking lot with a few spaces available. This was late in the afternoon when the Cross Fit has their classes. That seemed to be the point when there was the least amount of parking issues. Of course, it helped that the carwash was closed at that time when these classes happened. Here are some pictures of the Saturday parking situation. The lot was just about at full capacity, and I was able to ascertain that indeed you could see where there are some employees from the carwash who were parking in the lot, and right here you can see a few pictures of the carwash. The carwash has the automated area and then they have the area where you can actually do the manual washing and detail the car outside of that.

Staff felt that there were two ways that this could be handled as far as addressing the parking issue between the carwash and the business center, and once again, we felt that their only problem seemed to be Saturday mornings. During the other times, it seemed like there wasn't an issue with the parking. There seemed to be enough parking. One would be to modify or increase the amount of signage. In fact, the only sign that was out and you could see here is a small sign that does say "No carwash parking." But modify or increase the signage and also have the property owner who owns both the business center and the carwash, meet with the carwash staff, including their management to make clear that their employees should not be parking in the business center parking lot. Another option that we looked at happening was having some . . . there was some talk that their might a shared parking agreement with the Buttercup Café and Grill for the carwash employees to use their parking lot. I found out, speaking to the applicant tonight, that there isn't such an agreement, so they are going to choose option No. 1. They have spoken with the property owner and property management for both Buttercup Café and where they are at here at the Seven Flags Business Center, and they do plan on having that meeting and making clear that those employees should not be parking in the parking lot there and will work with staff as far as doing something regarding the signage to may be better identify the parking area for just the business tenants. With that, I am able to answer any questions you might have regarding the project.

Chairperson Peterman: Are there any questions from Commissioners? With that, we will open the public hearing. Are the applicants here to speak?

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Marcus Adams: Go ahead. They weren't going to speak unless you had some specific questions.

Chairperson Peterman: Are there any questions? In that case, we will close the public hearing and bring it back into the hands of the Commission.

Commissioner McConnell: Mr. Chairperson, I will move the approval of the Use Permit as stated on the facts, findings and conclusions in the packet.

Commissioner Manning: Before we make that motion, I just want to commend Marcus on going on Saturday to take pictures and doing such a thorough job in researching this and then trying to work with the applicants. I appreciate your doing that hard work.

Chairperson Peterman: Thank you. Please vote.

AYES: Manning, Harrington-Code, Gourley, Peterman, Turley, McConnell.

NOS: None.

ABSENT: Commissioner Legalos.

It is unanimous. Motion carries.

L. OTHER ITEMS

Commissioner McConnell: One more request through the chair to Mr. Hazen. The county is reformatting its General Plan right now. My understanding is that it is coming on for hearing shortly. I would like to request a study session and some input from staff to the Planning Commission when that plan becomes available for public comment, perhaps the first week in June, if possible, so that we can determine whether there is any need to coordinate our activities with the county plan and just to generally find out what it is all about.

M. ADJOURNMENT

There being no further business to discuss, this session of the Vallejo Planning Commission is now adjourned at 7:11pm.

Respectfully submitted,



(for) DON HAZEN, Secretary



Item K1

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

DATE OF MEETING: April 21, 2008

PREPARED BY: Marcus Adams *MA*

PROJECT NUMBER: UP #08-0004

**PROJECT
DESCRIPTION:**

The use permit application is a request by Grocery Outlet to sell liquor (beer and wine) “off-site” at their new Admiral Callaghan location formerly occupied by Yardbirds hardware-home improvement store. Grocery Outlet will be relocating from their existing store at 920 Tuolumne Street (at Tennessee St.). The existing building will undergo major interior improvements and minor exterior improvements to facilitate Grocery Outlet’s occupancy.

RECOMMENDATION: Approve with Conditions

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

PROJECT DATA SUMMARY

Name of Applicant: Grocery Outlet

Date of Completion: February 26, 2008

General Plan Designation: Commercial Retail

Zoning Designation: Linear Commercial (CL)

Site/Surrounding Land Use:

**Site: 66 Admiral Callaghan Lane
APN 0069-070-310**

North: Post office

South: Motel

East: Single family residential

West: Commercial/office

Lot Area: square feet	133,293
Total Floor Area:	39,774 square feet
Landscape Area/Coverage:	Not Applicable
Parking Required/Provided:	116 required total spaces (1space: 350 s.f. [grocery= 25,849 s.f.], 1 space: 250 [general retail=9,949 s.f.], 2 loading spaces)/ 127 provided spaces

BACKGROUND SUMMARY

Grocery Outlet is relocating to the former Yardbirds home improvement store at 66 Admiral Callaghan from their existing store at 920 Tuolumne Street. Per Section 16.57.020(L) of the Vallejo Municipal Code (VMC), Grocery Outlet has applied for a conditional use permit for off-site sales of alcohol (beer and wine).

ANALYSIS

Grocery stores offering alcohol for sale off their premises are allowed within Linear Commercial zoning districts upon conditional use permit approval, per Section 16.82.060(R) of the Vallejo Zoning Ordinance. Because Grocery Outlet will be located within a census tract that is not overly-concentrated with alcohol selling establishments, a finding of public convenience and necessity will not be required.

Staff received two phone calls in opposition to the application; one from a neighboring property owner, the other from the owner of Val's Wagon Wheel Groceries and Liquor. The property owner of Val's Wagon Wheel based his opposition on the fact that the City was going to allow a large chain alcohol sales establishment "right next door" which would end up putting a small, locally owned store out of business. The neighboring property owner did not state why he was opposed to Grocery Outlet's relocation.

Staff explained to the Val's owner that Grocery Outlet would be exempt from the City's "1,000 foot rule" which prohibits new alcohol establishments from locating within 1,000 feet of an existing alcohol serving/selling establishment (upon use permit approval) due to the fact that their sales display area exceeded 11,000 square feet (per Section 16.82.060(R)(16) VMC).

Though the Planning and Economic Development Divisions share the concerns of Val's owner regarding the continuing viability of his business, staff also welcomes the re-use of the site which has been vacant approximately 1½ years and has become a parking lot for tractor-trailer trucks. In addition to interior

improvements, Grocery Outlet intends to re-surface the parking lot, install trees in the lot and make minor exterior façade improvements.

In conjunction with the use permit, Grocery Outlet will be required to submit a landscaping/irrigation plan for City review and approval which shall include proposed landscaping and street trees on the property fronting Henry Street. Staff will also require as a condition of approval that the reconfigured parking lot include a minimum of two shopping cart racks and that the store include an outdoor area designed for the storage of shopping carts or that shopping carts be stored inside the store.

Due to the proximity to residential uses adjacent to the loading area of the store, staff will require as a condition approval that deliveries (and staging/parking of refrigerated truck trailers) be restricted between the hours of 9 p.m. to 5 a.m.

Staff observed during a site visit multiple locations where items are being dumped on the site. Staff will require as a condition of approval that the property be maintained in a clean state at all times, with graffiti being removed within 48 hours of notice.

ENVIRONMENTAL DETERMINATION

The proposed project is categorically exempt due to the fact that the existing use would involve no expansion or new construction (CEQA Section 15301, Class 1, Existing Facilities).

CONCLUSION/RECOMMENDATION

Staff has determined that the proposed project, as conditioned, is consistent with the City's General Plan and Municipal Code, and all applicable ordinances, standards, guidelines, and policies. Staff believes that the re-use of the vacant commercial building by Grocery Outlet is appropriate for the location and will be welcomed by East Vallejo residents; therefore, staff recommends that the Planning Commission approve Conditional Use Permit #UP 08-0004 based on the following findings and subject to the attached Conditions of Approval.

FINDINGS

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

1. The location, size, design and operating characteristics of the proposed conditional use will be compatible with adjacent uses, building or structures, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities, to the harmful effect, if any, upon desirable neighborhood character; to the generation of

traffic and the capacity and physical character of surrounding streets; and to any other relevant impact of the proposed use.

2. The impacts, as described in subsection 1 above and the location of the proposed conditional uses are consistent with the City's General Plan.

EXPIRATION

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

APPEAL

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

ATTACHMENTS

1. Resolution/conditions of approval
2. Development plan package
3. Pictures of site
4. Driving Directions
5. Conflict of Interest Map

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC 08-09

**A RESOLUTION OF THE PLANNING COMMISSION
APPROVING A CONDITIONAL USE PERMIT APPLICATION
USE PERMIT #08-0004**

Grocery Outlet

Grocery Outlet will be relocating from Tennessee & Tuolumne Street to 66 Admiral Callaghan Lane .

APN# 0069-070-310

I. GENERAL FINDINGS

WHEREAS an application was filed by Grocery Outlet seeking approval for a conditional use permit off-site alcohol sales; and

WHEREAS the City of Vallejo Planning Commission conducted a duly noticed public hearing to consider the application for the Conditional Use Permit on April 21, 2008 at which time testimony and evidence, both written and oral, was presented to and considered by the Planning Commission; and

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

II. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

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

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

Section 2. The Planning Commission finds that applicant submitted a Major Use Permit application for off-site alcohol sales pursuant to the City of Vallejo Municipal Code Chapters 16.22.030(A)(3) and 16.82 Conditional Use Permit Procedure.

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

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

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

IV. RESOLUTION APPROVING THE CONDITIONAL USE PERMIT APPLICATION FOR GROCERY OUTLET'S OFF-SITE ALCOHOL SALES LOCATED AT 66 ADMIRAL CALLAGHAN LANE

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission hereby APPROVES the Conditional Use Permit application (UP# 08-0004) for off-site alcohol sales, based on the findings contained in the staff report attached hereto and incorporated herein and subject to the Conditions of Approval attached to this resolution.

V. VOTE

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 21st day of April, 2008, by the following vote to-wit:

AYES:

NOES:

ABSENT:

CHARLES LEGALOS, CHAIRPERSON
City of Vallejo PLANNING COMMISSION
Attest:

Don Hazen
Planning Commission Secretary

CONDITIONS OF APPROVAL
MAJOR USE PERMIT #08-0004
(APN# 0069-070-310)

CONDITIONS OF APPROVAL:

Planning Division

1. Upon approval of the use permit, the property shall be maintained in a clean state at all times, with graffiti removed within 48 hours of notice.
2. Prior to building permit issuance, submit 3 sets of landscaping plans prepared by a registered landscape architect to the Planning Division for review and approval. The requirement for a registered landscape architect may be waived at the discretion of the Planning Manager. Landscape plans shall comply with Chapter 16.70 (VMC), and are to include the following:
 - a. Location, species and size of all mature trees six inches in trunk diameter or greater;
 - b. Replacement of any mature trees to be removed;
 - c. Three (minimum) City-approved street trees along Henry Street to be planted at least 6 feet from any sewer line;
 - d. Specification of low-growth-type species adjacent to doors, windows, and walkways;
 - e. Low-water-using and drought-resistant plant materials;
 - f. Screening of the required backflow preventers;
 - g. All trees to be a minimum of 15-gallon, double staked; at least 50 percent of the proposed shrubs shall be a minimum of 5-gallon;
 - h. Irrigation plan indicating all components of the irrigation system including sprinklers and other outlets, valves, backflow prevention devices, controllers, piping and water usage; and
 - i. Six inch high curbing around planters.
3. Grocery Outlet shall restrict deliveries and staging/parking of refrigerated operated trailers between the hours of 9 p.m. and 5 a.m.
4. Submit photometric plan indicating existing and proposed light standards. Staff recommends usage of low-intensity amber glow lights. Maximum light standard height shall not exceed 20', with lights not to exceed 20 foot candles and a maximum of 1 foot candle at all property lines.
5. Prior to final occupancy, the reconfigured parking lot shall have at a minimum, two shopping cart return racks.
6. Prior to final occupancy, Planning Division staff shall conduct a site visit to ensure that a shopping cart return area has been designated either outside or inside the store.

7. Prior to final occupancy, provide documentation that all City and third party agencies conditions of approval have been satisfied.

Code Enforcement

1. Grocery Outlet must comply with the following municipal code sections:

7.65.025 Mandatory installation of shopping cart disabling services.

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

7.65.030 Required signs on shopping carts.

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

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

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

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

There shall be posted by the owner of any retail establishment furnishing a parking area and shopping carts for its customers, prominently and

conspicuously at all entrances to the retail establishment, a notice in substantially the following form: REMOVAL OF SHOPPING CARTS FROM THESE PREMISES WITHOUT THE PRIOR WRITTEN CONSENT OF THE OWNER OF THE CART OR THIS BUSINESS ESTABLISHMENT IS PROHIBITED BY LAW (VMC SECTION 7.65.040) AND WILL SUBJECT THE VIOLATOR TO A MINIMUM FINE OF \$100.00. (Ord. 1563 N.C.(2d) § 1 (part), 2005.)

Building Division

1. Exiting and ADA upgrades will be required.

Fire Prevention

1. Submit a numbered list to the Fire Prevention Division stating how each condition of project approval will be satisfied. F1
2. The project shall conform to all applicable requirements of Title 19-Public Safety, 2001 CFC and all VMC Amendments. F2
3. Automatic fire sprinkler extinguishing systems are required for all residential, commercial and industrial occupancies (2007 CFC Section 1003.1.2 added VMC Section 12.28.190) F3
4. Prior to building permit issuance, building construction plans and plans required fire protection systems (automatic sprinklers, smoke alarms, etc.) shall be submitted to Fire Prevention for review and approval. All applicable plan review and inspection fees shall be paid. F4
5. Prior to occupancy/final inspection, install a key box as approved by the Fire Prevention Division. Information and applications concerning the purchase of allowed lock boxes and obtained through the Fire Prevention Office. F7
6. Prior to occupancy/final building inspection, install 3A-40BC portable fire extinguishers as required by the Fire Prevention Division. (2001 CFC Standard 10-1; NFPA 10) F8
7. Prior to occupancy/final building inspection, install "No Parking Fire Lane" signs along interior access roadways, in location where vehicle parking would encroach on a 20-foot clear width of roadway (CVC Section 22500.1; CalTrans Traffic Manual, sign #R26f). F10
8. Prior to occupancy/final building inspection, all applicable fees shall be paid before a final Fire Prevention inspection shall be conducted. All meeting and inspections require a minimum 24-hour advance request. F11

9. Development sites shall be maintained weed free during construction. (2001 CFC Section 1103.2.4) F12
10. An approved manual, and/or automatic fire alarm system is required for this project in accordance with section 1006.2 of the CFC.

Crime Prevention

1. Submit photometric plan indicating existing and proposed light standards. Add a minimum of two (three preferred) more light poles for the second row of the parking lot.

Vallejo Sanitation and Flood Control District

1. Prior to building permit issuance, a **VSFCD** Connection Permit is required. Pay all applicable review and connection fees.
2. Prior to building permit issuance, submit complete improvement plans and supporting documentation for proposed sanitary sewage and storm drain work to **VSFCD** for review and approval.
3. The project, as submitted, was incomplete. The following information that is needed is in bold lettering:

All proposed and existing District facilities to serve the project. Provide site utility plan showing existing and proposed sanitary sewer and storm drain facilities, mains, laterals, connections, etc.

4. Prior to occupancy/final building inspection, provide a standard VSFCD cleanout at the right-of-way/easement line per District standards and a two-way cleanout at the building per the U.P.C.
5. Pretreatment of storm drainage water runoff is required, storm drainage runoff shall be conveyed over landscaped areas or otherwise treated, as feasible, before discharging into the public system. This is to improve the stormwater quality leaving the site. The project architect or civil engineer should contact VSFCD for possible design solutions and their impact on the design of the project.
6. Pay plan review fee (enclosed).
7. Add VSFCD signature block to title sheet (example enclosed).

Solano County Environmental Health

1. Plans have yet to be submitted. Prior to final occupancy, submit plans for review and approval.

City Engineer

1. Provide a detailed signing, striping and pavement marking plan for review and approval. The plan shall show in details for all one way and two-way drive aisles. Provide traffic flow channelization for the site including the adjacent businesses that use common access and parking. Provide onsite curb and landscaping planters along Admiral Callaghan Lane and around the Fire hydrant and monument sign to further channelize the traffic flow. Plan has to be prepared by a qualified Engineer.
2. The westerly driveway approach on Henry street shall be adjusted to match the drive way.
3. Remove and replace any broken side walk fronting the property on Henry Street and on Admiral Callaghan Lane as determined by the City Engineer.
4. Show truck turning template for the site (Traffic engineer).
5. Identify Handicap parking spaces (Traffic engineer).
6. Show the dimensions of parking stalls and aisles. Show what is being added (Traffic engineer).

STANDARD CONDITIONS

Planning Division

1. The conditions herein contained shall run with the property and shall be binding on the applicant and all heirs, executors, administrators, and successors in interest to the real property that is the subject of this approval.
2. All graffiti shall be removed from the walls, fences, and/or buildings within one hundred twenty hours of its appearance on the property.
3. Exterior lighting should be high pressure sodium, or equivalent type, and shall have an illumination intensity of between one and four footcandles. Lights shall be directed and shielded so as not to glare onto adjoining residential properties. Lights shall have a housing to protect against breakage. Broken or burnt out lights shall be replaced within one hundred twenty hours.

4. Trash receptacles, sixty gallons or less in size, shall be located at convenient locations outside the establishment, and the operators of the business shall remove all trash on a daily basis.
5. The sale of alcoholic beverages for on-site consumption shall be prohibited.
6. Pay telephones on the site of the establishment must be of the type that only allows outgoing calls.
7. In establishments with glass storefronts, windows shall allow for unobstructed interior viewing of the cash register area from the street.
8. Establish and maintain a “complaint response/community relations” program which includes the following:
 - a. Monitoring of Complaints. The applicant shall:
 - (1) Post at the entry, the reception desk, and provide to the immediate neighbors and the local neighborhood association, if any, the local phone number for the area commander of the local police substation in the geographical area. The phone number posted shall be one which is answered during normal business hours (eight a.m. to five p.m., Monday through Friday).
 - (2) Coordinate with the local community division of the Vallejo police department regarding appropriate monitoring of community complaints concerning activities associated with the subject facility.
 - b. A representative of the subject facility should voluntarily meet with representatives of the neighbors and/or neighborhood association, at their request, to resolve neighborhood complaints regarding the establishment.
9. Sign and Advertising. The following signs shall be prominently posted in English, Spanish, and the predominant language of the facilities’ clientele:
 - a. “California State Law prohibits the sale of alcoholic beverages to persons under twenty-one years of age.” (A notice shall also be placed on all menus.)
 - b. “No Loitering or Public Drinking” signs shall be posted in the alcohol beverage display areas in a readily visible manner.
 - c. Signs, noting that it is illegal to consume alcoholic beverages in public parks, except in designated areas where the consumption of alcoholic beverages is permitted.
 - d. Signs, noting that it is illegal to possess an open container of alcohol in the vicinity of the selling establishment.
10. A copy of the conditions of approval of the conditional use permit must be kept on the premises of the establishment and presented to any police officer or any authorized city official upon request.
11. Applicant shall operate subject facility in a manner appropriate with mitigating alcohol-related problems, including, but not limited to: sales to minors, the congregation of individuals, violence on-site, drunkenness, public urination,

solicitation, and litter, which negatively impact those individuals living or working in the neighborhood.

12. All sales clerks in off-site outlets less than five thousand feet in total area shall, within ninety days of employment, complete an approved course in “responsible beverage service training”. The outlet shall within ten days provide evidence of the employee’s completion of this training to the planning division.
13. All off-site outlets which also sell motor vehicle fuels shall comply with the restrictions contained in Section 23790.5 of the Business and Professions Code, to wit:
 - a. No beer or wine shall be displayed within five feet of the cash register or the front door unless it is in a permanently affixed cooler as of January 1, 1988;
 - b. No advertisement of alcoholic beverages shall be displayed at motor fuel islands;
 - c. No sale of alcoholic beverages shall be made from a drive-in window;
 - d. No display of beer or wine shall be made from an ice tub;
 - e. No beer or wine advertising shall be located on motor fuel islands, and no self-illuminated advertising for beer or wine shall be located on building or windows; and
 - f. Employees on duty between ten p.m. and two a.m. who sell beer or wine shall be at least twenty-one years of age.
14. Whenever any of the situations identified in Section 16.82.140 occurs, a use permit issued for off-site alcohol sales in accordance with this chapter shall become null or void, and a new use permit shall be required prior to resuming the sale of alcoholic products.
15. Such use shall not adversely affect the neighborhood in which it is located. For the purposes of this subsection, “adversely affect” shall mean to impact in a substantial, negative manner the economic value, habitability, or enjoyability of properties in the immediate area (VMC 16.58.040[D][6]).
16. If the Planning Division, either independently or as a result of complaints from the public, becomes aware that the use is being conducted in a manner which violates the conditions of this use permit or other applicable City regulations, and Planning staff is unable to obtain compliance or abatement, staff will refer the use permit to the Planning Commission for possible suspension or revocation per Section 16.82.110, Vallejo Municipal Code.

Public Works

Standard comments/conditions that may be applicable:

- PW1. **HOW PROJECT CONDITIONS SATISFIED.** Prior to building permit issuance, submit a numbered list to the **Planning Division** stating how each

condition of project approval contained in this report will be satisfied. The list should be submitted to the project planner who will coordinate development of the project.

- PW2. **PUBLIC IMPROVEMENT STANDARDS.** All public improvements shall be designed to City of Vallejo standards and to accepted engineering design standards. The **City Engineer** has all such standards on file and the Engineer's decision shall be final regarding the specific standards that shall apply. (COV, Regulations & Standard Specifications, 1992).
- PW3. **IMPROVEMENT PLANS.** Prior to building permit submittals, submit three sets of plans to the **Department of Public Works** for plan check review and approval. (Improvement or civil plans are to be prepared by a licensed civil engineer.) Plans are to include, but may not be limited to, grading and erosion control plans, improvement plans, joint trench utility, street light plans, and landscaping, irrigation and fencing plans and all supporting documentation, calculations and pertinent reports. (COV, Regulations & Standard Specifications, 1992 Section 1.1.7-A).
- PW5. **LINE OF SIGHT CRITERION.** In design of grading and landscaping, line of sight distance shall be provided based on Caltrans standards. Installation of fencing, signage, above ground utility boxes, etc. shall not block the line of sight of traffic and must be set back as necessary. (VMC, Section 10.14).
- PW6. PW7. **DUST AND EROSION CONTROL.** All dust and erosion control shall be in conformance with City standards and ordinances. (VMC, Sections 12.40.050 & 12.40.070).
- PW8. PW9. **DRIVEWAY STANDARDS.** Entrances to any private project must be standard driveway approaches unless deviation is permitted by the **City Engineer**. (VMC, Section 12.04.100).
- PW10. **STREET EXCAVATION PERMIT.** Obtain a street excavation permit from the **Department of Public Works** prior to performing any work within City streets or rights-of-way, or prior to any cutting and restoration work in existing public streets for utility trenches. All work shall conform to City standards. (VMC, Section 10.08).
- PW12. **TRAFFIC CONTROL PLAN.** Prior to start of construction, submit a traffic control plan to the **Department of Public Works** for review and approval. (Caltrans Traffic Manual).
- PW13. **COORDINATION OF CONSTRUCTION INSPECTION.** Construction inspection shall be coordinated with the **Department of Public Works** and no construction shall deviate from the approved plans. (COV, Regulation & Standard Specification Sections 1.1.4 & 1.1.5).

PW14. **PLAN CHANGES.** The project design engineer shall be responsible for the project plans. If plan deviations are necessary, the project engineer must first prepare a revised plan or details of the proposed change for review by the **Department of Public Works** and, when applicable, by **Vallejo Sanitation and Flood Control District**. Changes shall be made in the field only after approval by the City. At the completion of the project, the design engineer must prepare and sign the "as built" plans. (COV, Regulation & Standard Specification Section 1.1.9).

PW15. **BONDS AND FEES.** Prior to approval of construction plans, provide bonds and pay applicable fees. Bonding shall be provided to the City in the form of a "Performance Surety" and a separate "Labor and Materials Surety" in amounts stipulated by City ordinance. (VMC, Section 15.12.090, Resolution Nos. 84-554 N. C. and 02-55 N. C.)

PW16. **INSTALL IMPROVEMENTS.** Prior to occupancy/final building inspection, install the improvements required by the **Department of Public Works** including but not limited to streets and utilities. (VMC, Section 12.04.060).

PW17. **SIDEWALK REPAIR.** Prior to occupancy/final building inspection, remove and replace any broken curb, gutter, sidewalk or driveway approach as directed in the field by the **City Engineer**. (VMC, Section 10.04).

PW19. **STREET TREES.** Prior to release for occupancy, plant required street trees in accordance with City Municipal Code. The list of approved trees is available in the office of the Public Works Director. The minimum standard shall be at least one tree for each 50 feet of street frontage or fraction thereof, including secondary or side streets. Street tree(s) shall be inspected by Public Works Landscape Inspector prior to release for occupancy. (VMC, Section 15.06.190 and Regulations and Standard Specifications Section 3.3.48).

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

GENERAL CONDITIONS

1. The applicant shall defend, indemnify, and hold harmless the City of Vallejo and its agents, officers, and employees from any claim, action, or proceeding against the City and its agents, officers, and employees to attack, set aside, void, or annul

this approval by the City. The City may elect, at its discretion, to participate in the defense of any action.

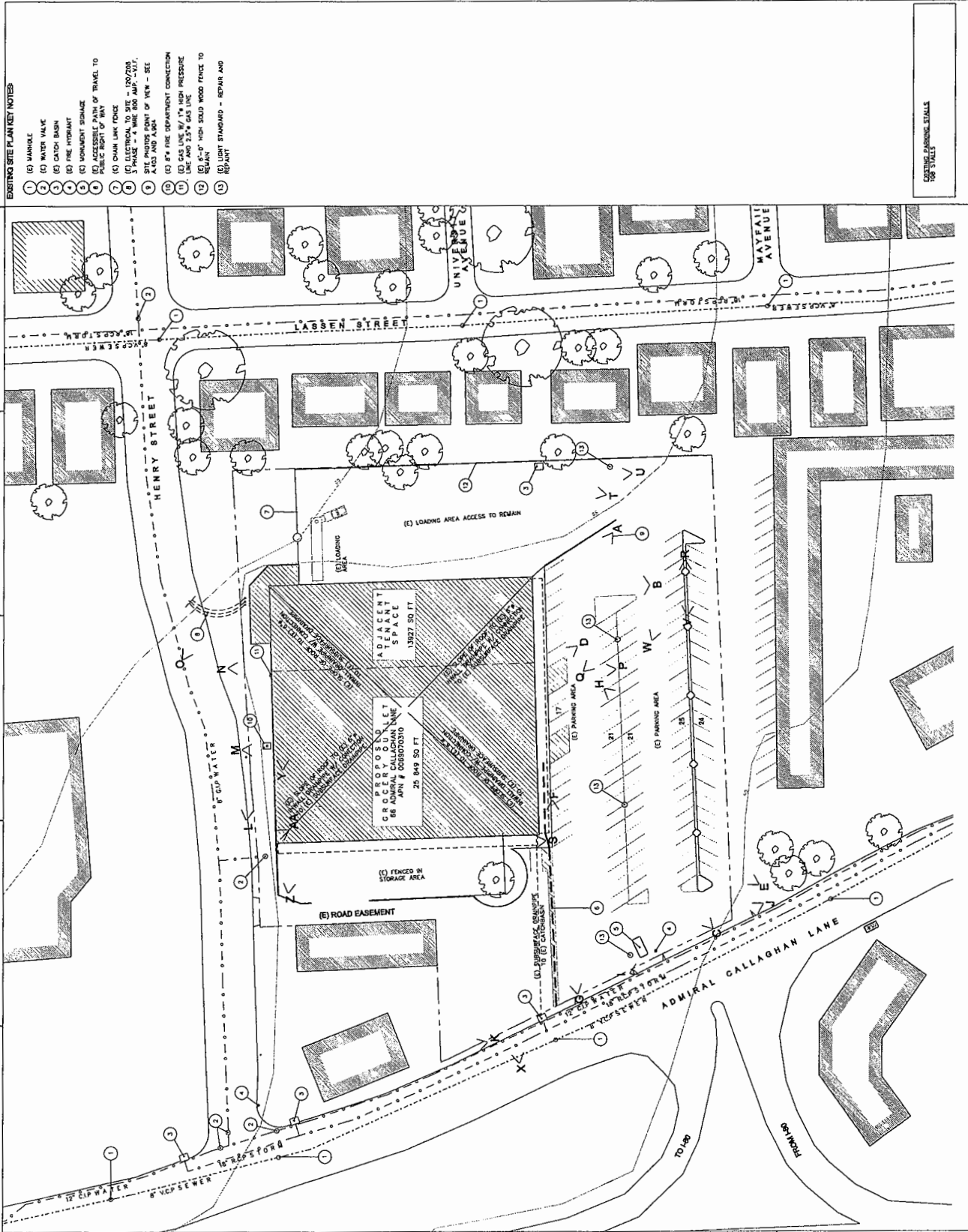
J/PL/Marcus/2008Permits/UP/groceryoutlet(off-sitesales-0004)-resolution-cndtns



Grocery Outlet
Vallejo Tenant Improvement
 66 Admiral Callaghan Ln
 Vallejo, California 94591

Ashdown
 Architecture & Design, Inc.
 1881 Edson St. San Francisco, CA 94103
 T 415.552.5126 F 415.552.5654

Project Name	Grocery Outlet
Client	Grocery Outlet
Address	66 Admiral Callaghan Ln, Vallejo, CA 94591
Scale	1/32" = 1'-0"
Date	02/07/20
By	SM
Check By	DA
Notes	MAJOR USE PERMIT - PRELIMINARY REVIEW
Sheet	A.100
Drawn By	SM
Checked By	DA
Scale	1/32" = 1'-0"
Date	02/07/20
By	SM
Check By	DA
Notes	MAJOR USE PERMIT - PRELIMINARY REVIEW
Sheet	A.100
Drawn By	SM
Checked By	DA
Scale	1/32" = 1'-0"
Date	02/07/20
By	SM
Check By	DA
Notes	MAJOR USE PERMIT - PRELIMINARY REVIEW



EXISTING PARKING STALLS
 108 STALLS



Grocery Outlet
Vallejo Tenant Improvement
 66 Admiral Callaghan Ln
 Vallejo, California 94591

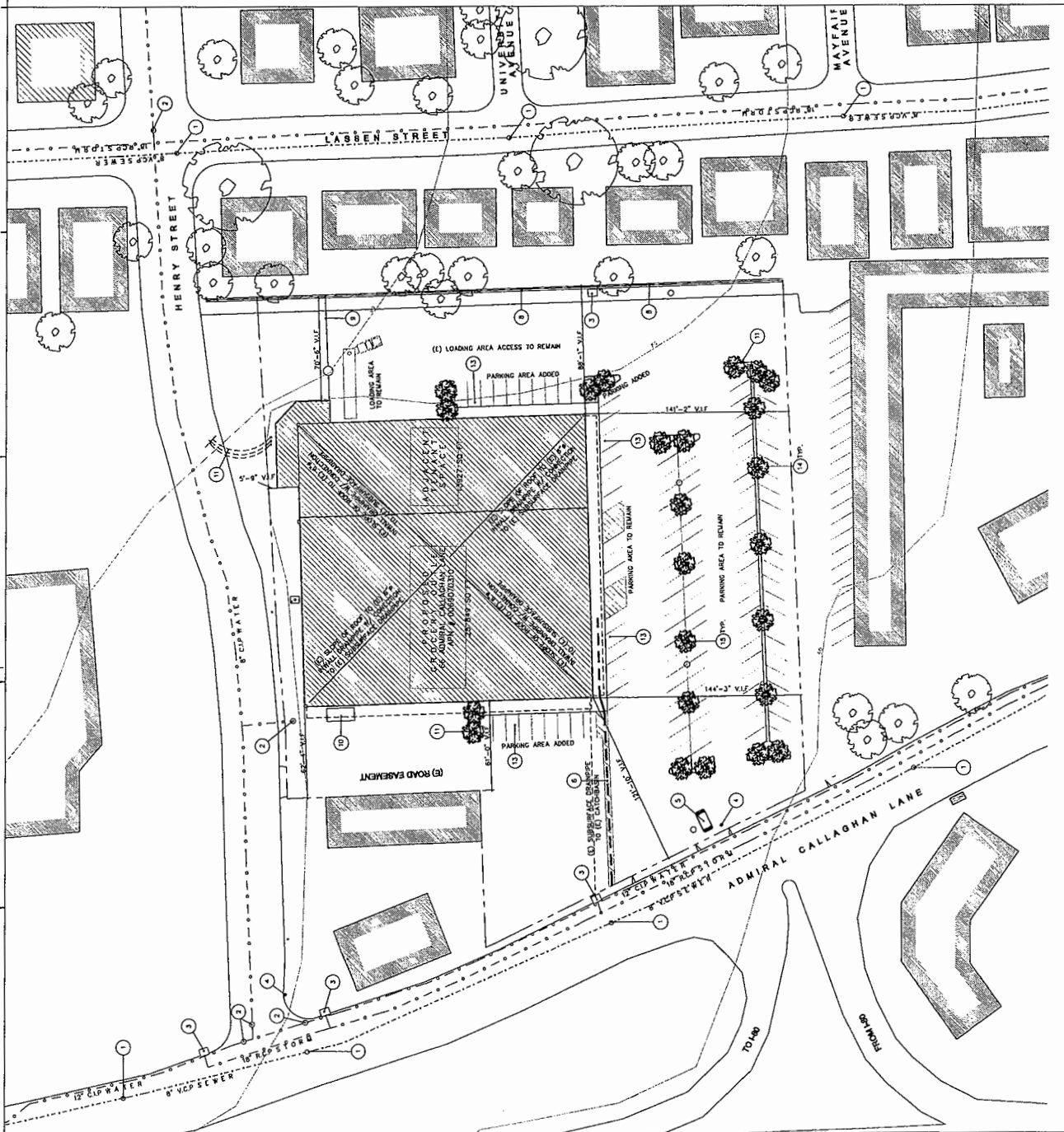
Ashdown
 Architecture & Design, Inc.
 1081 Edison St. San Francisco, CA 94109
 T 415.552.5126 F 415.552.5554

Date	02/07/08	Major Use Permit	SM	DA
By		Pre-Permit Review		
Project Name	Grocery Outlet			
Client	Grocery Outlet			
Address	66 Admiral Callaghan Ln			
City	Vallejo, CA 94591			
Proposed Site Plan				
Scale	1" = 10'			
North Arrow				

- SITE PLAN KEY NOTES**
- (1) MANHOLE
 - (2) WATER VALVE
 - (3) CATCH BASIN
 - (4) FIRE HYDRANT
 - (5) MINIMUM SIGN - REPAIRED, PAINTED AND NEW SIGN PANELS INSTALLED. (N) SHOWS AT PUBLIC FRONT OF WAY - TO REMAIN
 - (6) ACCESSIBLE PATH OF TRAVEL TO EXISTING PUBLIC FRONT OF WAY - TO REMAIN
 - (7) 2'-0" WIDE BRONZE LANDSCAPING
 - (8) 6'-0" HIGH SOLID WOOD FENCE ON EXISTING FOUNDATION MAKE AND MAINTAIN TO EXISTING MAKE AND MAINTAIN
 - (9) ELECTRICAL TO SITE - 100/200 3 PHASE - 4 WIRE AND AMP - V.I.P
 - (10) LANDSCAPING
 - (11) REGRADE ASPHALT TO MEET EXISTING SLOPE RECONSTRUCTION NOTES FOR SLOPE RECONSTRUCTION
 - (12) TREE # (13) PLANTER
 - (14) TRUCK # (15) PLANTER AT COMPACT PAVING STALLS

- GENERAL NOTES**
- ALL ACCESSIBLE PATHS OF TRAVEL INDICATED TO HAVE A SLOPE NO GREATER THAN 1:20 (5%) AND NO CURB SLOPE AND GRADIENT SHALL BE GREATER THAN 1:48 (2%).
 - CONTRACTOR TO CONFIRM ALL INDICATED PATHS OF TRAVEL ARE CLEAR AND UNOBSTRUCTED. THE CONTRACTOR SHALL VERIFY THE SURFACE AT TRANSITION BETWEEN RAMP AND WALKWAY IS FLUSH AND UNOBSTRUCTED. THE CONTRACTOR SHALL VERIFY THE SURFACE AT TRANSITION BETWEEN RAMP AND WALKWAY IS FLUSH AND UNOBSTRUCTED.
 - GENERAL CONTRACTOR TO CONFIRM ANY EXISTING STALLS RECOMMENDED TO ACCOMMODATE (N) ACCESSIBLE LOADING ZONES AS INDICATED ON THIS PLAN. THE CONTRACTOR SHALL VERIFY THE STALLS ARE CLEAR AND UNOBSTRUCTED. THE CONTRACTOR SHALL VERIFY THE STALLS ARE CLEAR AND UNOBSTRUCTED.
 - GENERAL CONTRACTOR IS TO CONFIRM ALL ACCESSIBLE PATHS OF TRAVEL AND AT ALL EXISTING EXTERIOR DOORS. THE CONTRACTOR SHALL VERIFY THE SURFACE AT TRANSITION BETWEEN RAMP AND WALKWAY IS FLUSH AND UNOBSTRUCTED. THE CONTRACTOR SHALL VERIFY THE SURFACE AT TRANSITION BETWEEN RAMP AND WALKWAY IS FLUSH AND UNOBSTRUCTED.
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REQUIRED PARKING STALLS
 1 FOR 250 SQ. FT. - 8 STALLS
 1 FOR 500 SQ. FT. - 16 STALLS
 1 FOR 1000 SQ. FT. - 32 STALLS
 1 FOR 1500 SQ. FT. - 48 STALLS
 1 FOR 2000 SQ. FT. - 64 STALLS
 1 FOR 2500 SQ. FT. - 80 STALLS
 1 FOR 3000 SQ. FT. - 96 STALLS
 1 FOR 3500 SQ. FT. - 112 STALLS
 1 FOR 4000 SQ. FT. - 128 STALLS
 1 FOR 4500 SQ. FT. - 144 STALLS
 1 FOR 5000 SQ. FT. - 160 STALLS
 1 FOR 5500 SQ. FT. - 176 STALLS
 1 FOR 6000 SQ. FT. - 192 STALLS
 1 FOR 6500 SQ. FT. - 208 STALLS
 1 FOR 7000 SQ. FT. - 224 STALLS
 1 FOR 7500 SQ. FT. - 240 STALLS
 1 FOR 8000 SQ. FT. - 256 STALLS
 1 FOR 8500 SQ. FT. - 272 STALLS
 1 FOR 9000 SQ. FT. - 288 STALLS
 1 FOR 9500 SQ. FT. - 304 STALLS
 1 FOR 10000 SQ. FT. - 320 STALLS
 1 FOR 10500 SQ. FT. - 336 STALLS
 1 FOR 11000 SQ. FT. - 352 STALLS
 1 FOR 11500 SQ. FT. - 368 STALLS
 1 FOR 12000 SQ. FT. - 384 STALLS
 1 FOR 12500 SQ. FT. - 400 STALLS
 1 FOR 13000 SQ. FT. - 416 STALLS
 1 FOR 13500 SQ. FT. - 432 STALLS
 1 FOR 14000 SQ. FT. - 448 STALLS
 1 FOR 14500 SQ. FT. - 464 STALLS
 1 FOR 15000 SQ. FT. - 480 STALLS
 1 FOR 15500 SQ. FT. - 496 STALLS
 1 FOR 16000 SQ. FT. - 512 STALLS
 1 FOR 16500 SQ. FT. - 528 STALLS
 1 FOR 17000 SQ. FT. - 544 STALLS
 1 FOR 17500 SQ. FT. - 560 STALLS
 1 FOR 18000 SQ. FT. - 576 STALLS
 1 FOR 18500 SQ. FT. - 592 STALLS
 1 FOR 19000 SQ. FT. - 608 STALLS
 1 FOR 19500 SQ. FT. - 624 STALLS
 1 FOR 20000 SQ. FT. - 640 STALLS
 1 FOR 20500 SQ. FT. - 656 STALLS
 1 FOR 21000 SQ. FT. - 672 STALLS
 1 FOR 21500 SQ. FT. - 688 STALLS
 1 FOR 22000 SQ. FT. - 704 STALLS
 1 FOR 22500 SQ. FT. - 720 STALLS
 1 FOR 23000 SQ. FT. - 736 STALLS
 1 FOR 23500 SQ. FT. - 752 STALLS
 1 FOR 24000 SQ. FT. - 768 STALLS
 1 FOR 24500 SQ. FT. - 784 STALLS
 1 FOR 25000 SQ. FT. - 800 STALLS
 1 FOR 25500 SQ. FT. - 816 STALLS
 1 FOR 26000 SQ. FT. - 832 STALLS
 1 FOR 26500 SQ. FT. - 848 STALLS
 1 FOR 27000 SQ. FT. - 864 STALLS
 1 FOR 27500 SQ. FT. - 880 STALLS
 1 FOR 28000 SQ. FT. - 896 STALLS
 1 FOR 28500 SQ. FT. - 912 STALLS
 1 FOR 29000 SQ. FT. - 928 STALLS
 1 FOR 29500 SQ. FT. - 944 STALLS
 1 FOR 30000 SQ. FT. - 960 STALLS
 1 FOR 30500 SQ. FT. - 976 STALLS
 1 FOR 31000 SQ. FT. - 992 STALLS
 1 FOR 31500 SQ. FT. - 1008 STALLS
 1 FOR 32000 SQ. FT. - 1024 STALLS
 1 FOR 32500 SQ. FT. - 1040 STALLS
 1 FOR 33000 SQ. FT. - 1056 STALLS
 1 FOR 33500 SQ. FT. - 1072 STALLS
 1 FOR 34000 SQ. FT. - 1088 STALLS
 1 FOR 34500 SQ. FT. - 1104 STALLS
 1 FOR 35000 SQ. FT. - 1120 STALLS
 1 FOR 35500 SQ. FT. - 1136 STALLS
 1 FOR 36000 SQ. FT. - 1152 STALLS
 1 FOR 36500 SQ. FT. - 1168 STALLS
 1 FOR 37000 SQ. FT. - 1184 STALLS
 1 FOR 37500 SQ. FT. - 1200 STALLS
 1 FOR 38000 SQ. FT. - 1216 STALLS
 1 FOR 38500 SQ. FT. - 1232 STALLS
 1 FOR 39000 SQ. FT. - 1248 STALLS
 1 FOR 39500 SQ. FT. - 1264 STALLS
 1 FOR 40000 SQ. FT. - 1280 STALLS
 1 FOR 40500 SQ. FT. - 1296 STALLS
 1 FOR 41000 SQ. FT. - 1312 STALLS
 1 FOR 41500 SQ. FT. - 1328 STALLS
 1 FOR 42000 SQ. FT. - 1344 STALLS
 1 FOR 42500 SQ. FT. - 1360 STALLS
 1 FOR 43000 SQ. FT. - 1376 STALLS
 1 FOR 43500 SQ. FT. - 1392 STALLS
 1 FOR 44000 SQ. FT. - 1408 STALLS
 1 FOR 44500 SQ. FT. - 1424 STALLS
 1 FOR 45000 SQ. FT. - 1440 STALLS
 1 FOR 45500 SQ. FT. - 1456 STALLS
 1 FOR 46000 SQ. FT. - 1472 STALLS
 1 FOR 46500 SQ. FT. - 1488 STALLS
 1 FOR 47000 SQ. FT. - 1504 STALLS
 1 FOR 47500 SQ. FT. - 1520 STALLS
 1 FOR 48000 SQ. FT. - 1536 STALLS
 1 FOR 48500 SQ. FT. - 1552 STALLS
 1 FOR 49000 SQ. FT. - 1568 STALLS
 1 FOR 49500 SQ. FT. - 1584 STALLS
 1 FOR 50000 SQ. FT. - 1600 STALLS
 1 FOR 50500 SQ. FT. - 1616 STALLS
 1 FOR 51000 SQ. FT. - 1632 STALLS
 1 FOR 51500 SQ. FT. - 1648 STALLS
 1 FOR 52000 SQ. FT. - 1664 STALLS
 1 FOR 52500 SQ. FT. - 1680 STALLS
 1 FOR 53000 SQ. FT. - 1696 STALLS
 1 FOR 53500 SQ. FT. - 1712 STALLS
 1 FOR 54000 SQ. FT. - 1728 STALLS
 1 FOR 54500 SQ. FT. - 1744 STALLS
 1 FOR 55000 SQ. FT. - 1760 STALLS
 1 FOR 55500 SQ. FT. - 1776 STALLS
 1 FOR 56000 SQ. FT. - 1792 STALLS
 1 FOR 56500 SQ. FT. - 1808 STALLS
 1 FOR 57000 SQ. FT. - 1824 STALLS
 1 FOR 57500 SQ. FT. - 1840 STALLS
 1 FOR 58000 SQ. FT. - 1856 STALLS
 1 FOR 58500 SQ. FT. - 1872 STALLS
 1 FOR 59000 SQ. FT. - 1888 STALLS
 1 FOR 59500 SQ. FT. - 1904 STALLS
 1 FOR 60000 SQ. FT. - 1920 STALLS
 1 FOR 60500 SQ. FT. - 1936 STALLS
 1 FOR 61000 SQ. FT. - 1952 STALLS
 1 FOR 61500 SQ. FT. - 1968 STALLS
 1 FOR 62000 SQ. FT. - 1984 STALLS
 1 FOR 62500 SQ. FT. - 2000 STALLS
 1 FOR 63000 SQ. FT. - 2016 STALLS
 1 FOR 63500 SQ. FT. - 2032 STALLS
 1 FOR 64000 SQ. FT. - 2048 STALLS
 1 FOR 64500 SQ. FT. - 2064 STALLS
 1 FOR 65000 SQ. FT. - 2080 STALLS
 1 FOR 65500 SQ. FT. - 2096 STALLS
 1 FOR 66000 SQ. FT. - 2112 STALLS
 1 FOR 66500 SQ. FT. - 2128 STALLS
 1 FOR 67000 SQ. FT. - 2144 STALLS
 1 FOR 67500 SQ. FT. - 2160 STALLS
 1 FOR 68000 SQ. FT. - 2176 STALLS
 1 FOR 68500 SQ. FT. - 2192 STALLS
 1 FOR 69000 SQ. FT. - 2208 STALLS
 1 FOR 69500 SQ. FT. - 2224 STALLS
 1 FOR 70000 SQ. FT. - 2240 STALLS
 1 FOR 70500 SQ. FT. - 2256 STALLS
 1 FOR 71000 SQ. FT. - 2272 STALLS
 1 FOR 71500 SQ. FT. - 2288 STALLS
 1 FOR 72000 SQ. FT. - 2304 STALLS
 1 FOR 72500 SQ. FT. - 2320 STALLS
 1 FOR 73000 SQ. FT. - 2336 STALLS
 1 FOR 73500 SQ. FT. - 2352 STALLS
 1 FOR 74000 SQ. FT. - 2368 STALLS
 1 FOR 74500 SQ. FT. - 2384 STALLS
 1 FOR 75000 SQ. FT. - 2400 STALLS
 1 FOR 75500 SQ. FT. - 2416 STALLS
 1 FOR 76000 SQ. FT. - 2432 STALLS
 1 FOR 76500 SQ. FT. - 2448 STALLS
 1 FOR 77000 SQ. FT. - 2464 STALLS
 1 FOR 77500 SQ. FT. - 2480 STALLS
 1 FOR 78000 SQ. FT. - 2496 STALLS
 1 FOR 78500 SQ. FT. - 2512 STALLS
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 1 FOR 81500 SQ. FT. - 2608 STALLS
 1 FOR 82000 SQ. FT. - 2624 STALLS
 1 FOR 82500 SQ. FT. - 2640 STALLS
 1 FOR 83000 SQ. FT. - 2656 STALLS
 1 FOR 83500 SQ. FT. - 2672 STALLS
 1 FOR 84000 SQ. FT. - 2688 STALLS
 1 FOR 84500 SQ. FT. - 2704 STALLS
 1 FOR 85000 SQ. FT. - 2720 STALLS
 1 FOR 85500 SQ. FT. - 2736 STALLS
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 1 FOR 86500 SQ. FT. - 2768 STALLS
 1 FOR 87000 SQ. FT. - 2784 STALLS
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 1 FOR 93000 SQ. FT. - 2976 STALLS
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 1 FOR 95500 SQ. FT. - 3056 STALLS
 1 FOR 96000 SQ. FT. - 3072 STALLS
 1 FOR 96500 SQ. FT. - 3088 STALLS
 1 FOR 97000 SQ. FT. - 3104 STALLS
 1 FOR 97500 SQ. FT. - 3120 STALLS
 1 FOR 98000 SQ. FT. - 3136 STALLS
 1 FOR 98500 SQ. FT. - 3152 STALLS
 1 FOR 99000 SQ. FT. - 3168 STALLS
 1 FOR 99500 SQ. FT. - 3184 STALLS
 1 FOR 100000 SQ. FT. - 3200 STALLS





Grocery Outlet
Vallejo Tenant Improvement
 66 Admiral Callaghan Ln
 Vallejo, California 94591

Ashdown
 Architecture & Design, Inc.
 1881 Folsom St. San Francisco, CA 94103
 T 415.562.5126 F 415.562.5854

No. Date: 07/07/08
 Name of Building: MAJOR USE APARTMENT
 PROJECT NAME: VALLEJO T.I. #11571

By: SM DA

Scale: 3/32" = 1'-0"

Project Number: 11571

Project Name: Grocery Outlet
 66 Admiral Callaghan Ln
 Vallejo, CA 94591

Overall Floor Plan - Existing

Sheet: A.201

KEY NOTES

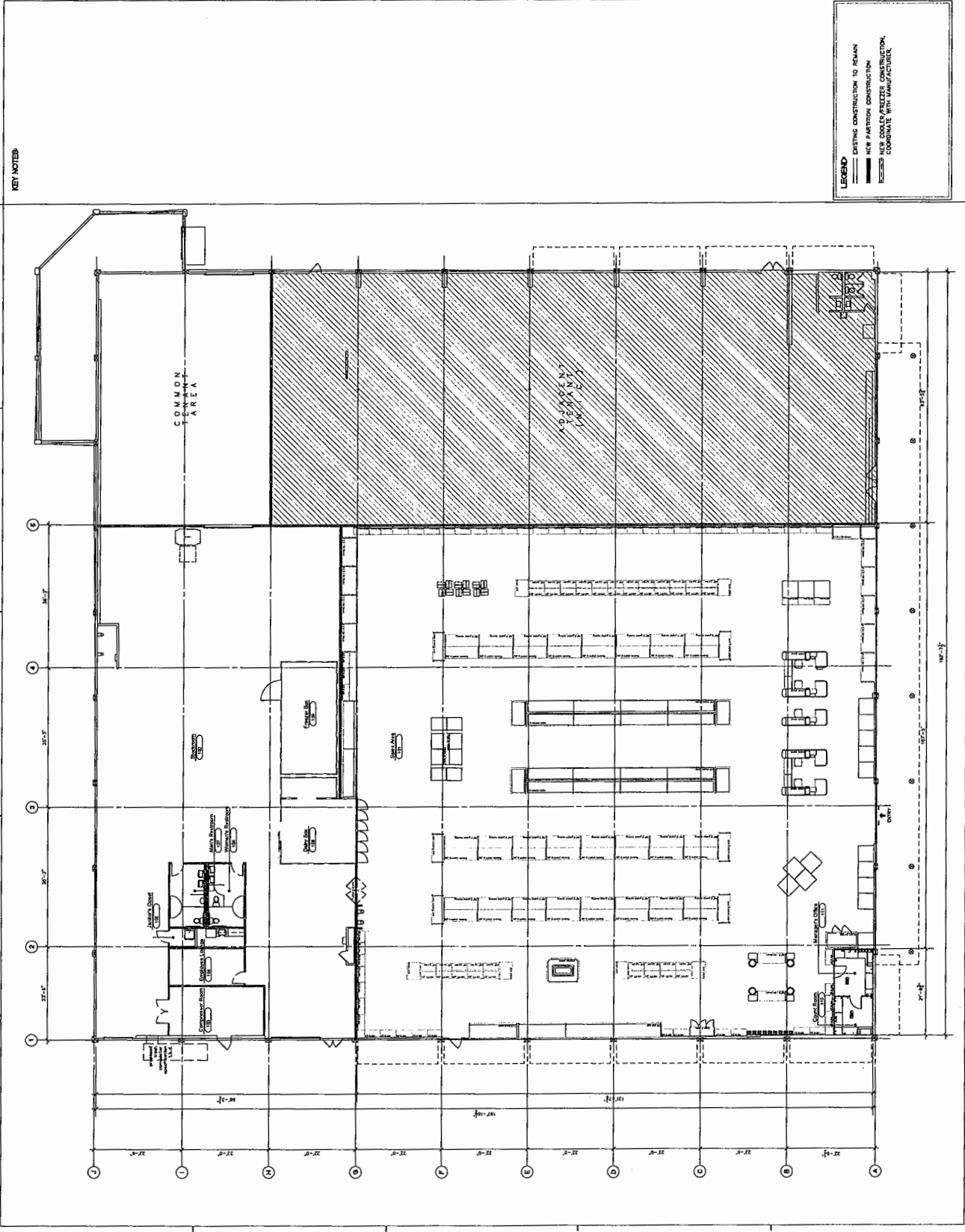
LEGEND

— EXISTING CONSTRUCTION TO REMAIN

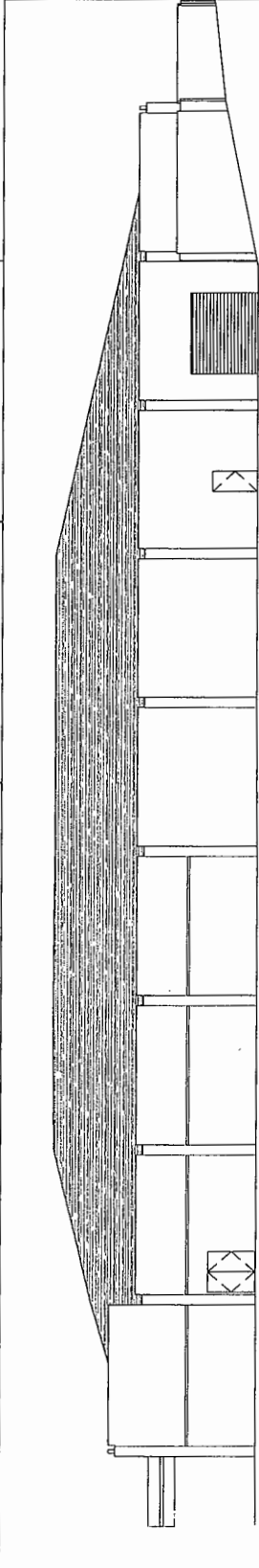
— NEW PARTITION CONSTRUCTION

— NEW SOLELY FINISHES CONSTRUCTION

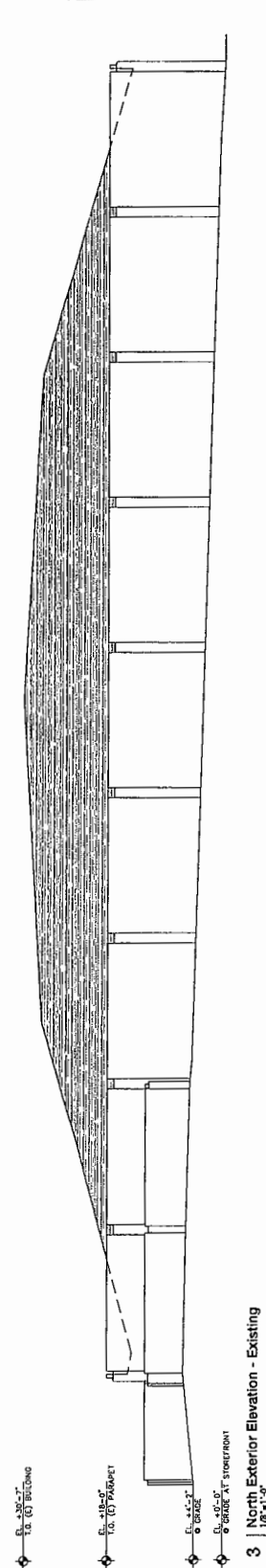
— EXISTING AIR MANUFACTURING



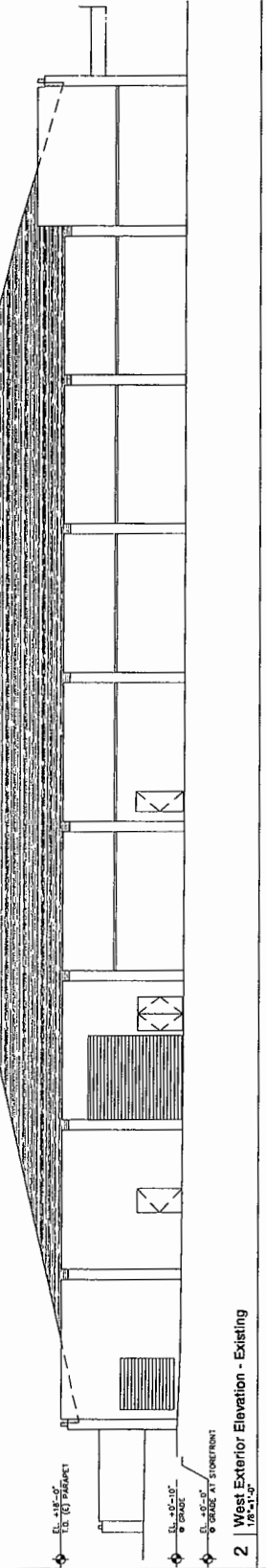
Date	02/07/08	Major Use Permit	SI	DA
Drawn	PRELIMINARY REVIEW			
Project Name	Grocery Outlet			
Project Address	66 Admiral Callaghan Ln			
Project City	Vallejo, CA 94591			
Project State	CA			
Project County	Solano			
Project Parcel	-			
Project Elevation	- EXTERIOR			
Project Sheet	A.401			



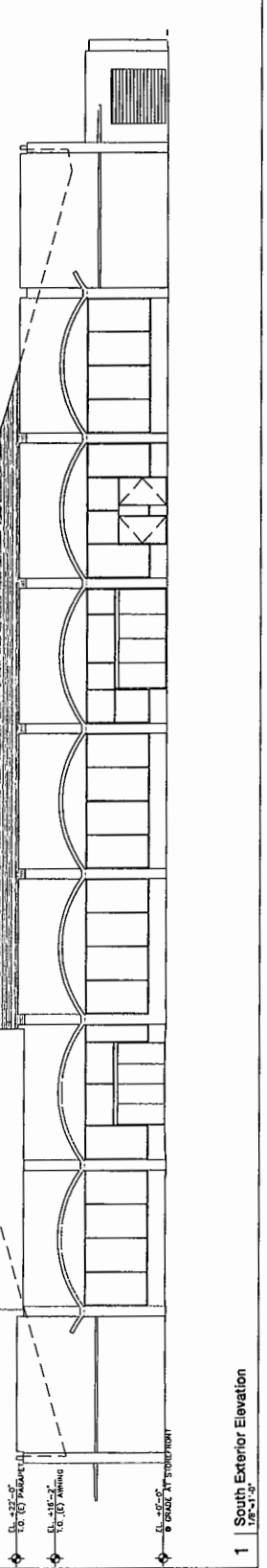
4 | East Exterior Elevation - Existing
1/8" = 1'-0"



3 | North Exterior Elevation - Existing
1/8" = 1'-0"



2 | West Exterior Elevation - Existing
1/8" = 1'-0"

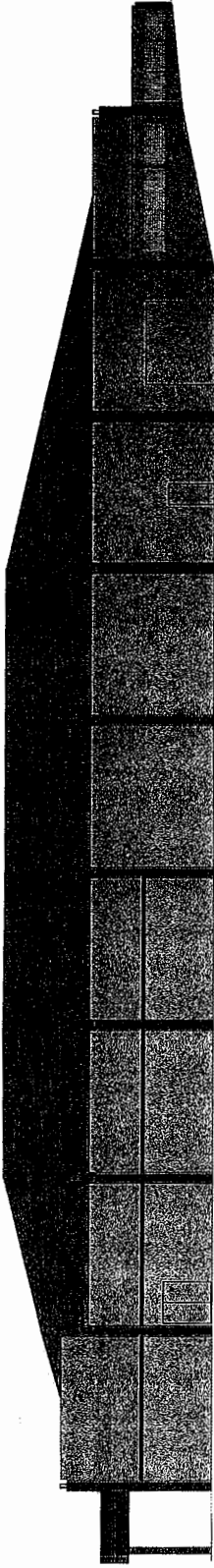


1 | South Exterior Elevation
1/8" = 1'-0"



Grocery Outlet
 Vallejo Tenant Improvement
 66 Admiral Callaghan Ln
 Vallejo, California 94591

Ashdown
 Architecture & Design, Inc.
 1801 Robson St. San Francisco, CA 94103
 T 415.552.5126 F 415.552.5854



4 | East Exterior Elevation - Proposed
 1/8" = 1'-0"

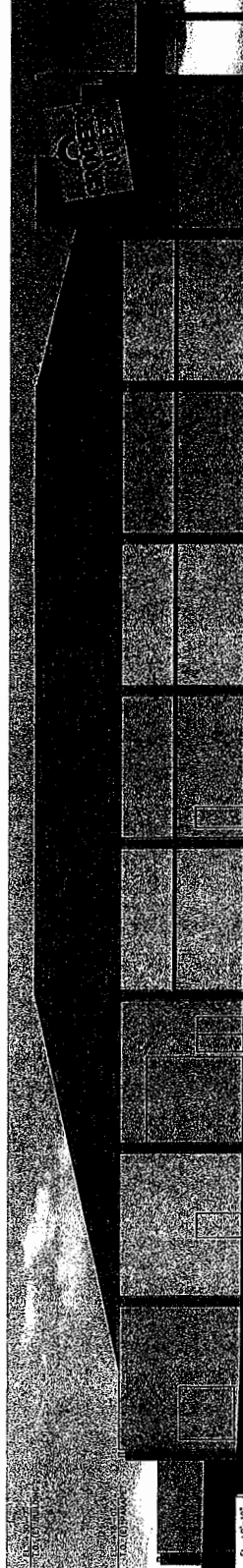
EL. +44'-2"
 1/4" (10) FINISH

EL. +44'-2"
 1/4" (10) FINISH

EL. +44'-2"
 1/4" (10) FINISH

EL. +44'-2"
 1/4" (10) FINISH

3 | North Exterior Elevation - Proposed
 1/8" = 1'-0"

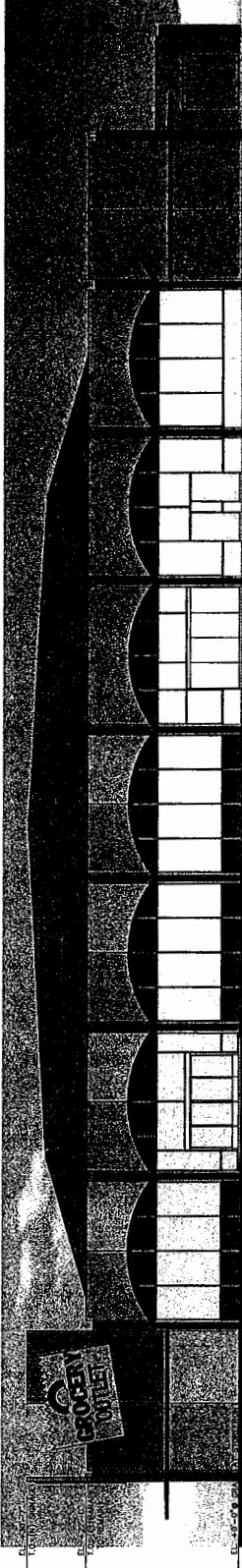


EL. +44'-2"
 1/4" (10) FINISH

EL. +44'-2"
 1/4" (10) FINISH

EL. +44'-2"
 1/4" (10) FINISH

2 | West Exterior Elevation - Proposed
 1/8" = 1'-0"



EL. +44'-2"
 1/4" (10) FINISH

EL. +44'-2"
 1/4" (10) FINISH

1 | South Exterior Elevation - Proposed
 1/8" = 1'-0"

Date	Revised and Description	By	Check
02/07/08	MAJOR USE PERMIT - PRELIMINARY REVIEW	SM	DA
Project Name: Grocery Outlet @ Admiral Callaghan Ln, Vallejo, CA 94591			
Project Number: [Blank]			
Drawing Title: Exterior Elevation - Proposed			
Scale: 1/8" = 1'-0"			
North Arrow: [Symbol]			
Drawing Number: A.402			
Project Location: [Blank]			
Project Description: [Blank]			
Project Status: [Blank]			
Project Contact: [Blank]			
Project Phone: [Blank]			
Project Fax: [Blank]			
Project Email: [Blank]			
Project Website: [Blank]			



Grocery Outlet
Vallejo Tenant Improvement
 66 Admiral Callaghan Ln
 Vallejo, California 94591

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 1881 Robert St. San Francisco, CA 94103
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Refer to Sheet A.100 for Point of View References
 No. Date Name and Location By Date
 01/07/08 MARK USE PERMIT - PRELIMINARY REVIEW SA CA

Project Name: Grocery Outlet
 66 Admiral Callaghan Ln
 Vallejo, CA 94591
 Project Number:
 Existing Conditions
 Photographs
 (For Reference)
 Date: A.403

Scale: 1" = 10'-0"
 North Arrow



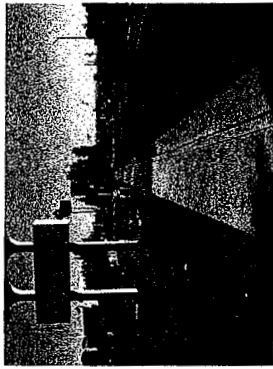
H Existing Monument Sign
No Scale



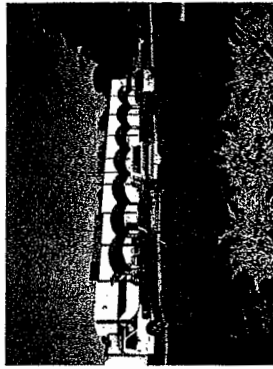
D Existing Accessible Parking Stall
No Scale



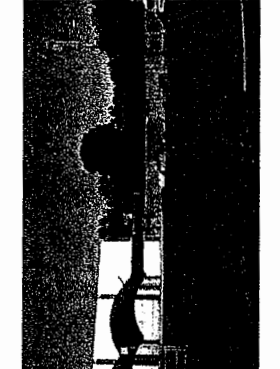
A Existing South Elevation
No Scale



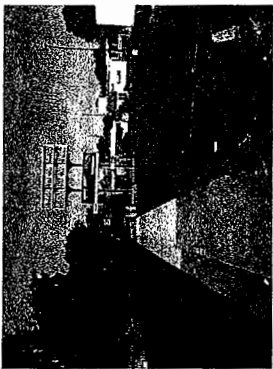
I Existing Street Edge
No Scale



E Existing Parking
No Scale



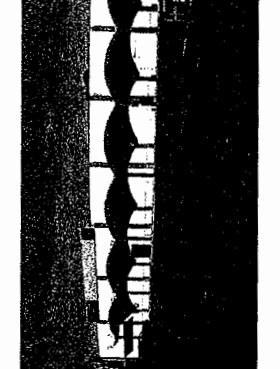
B Existing South Elevation
No Scale



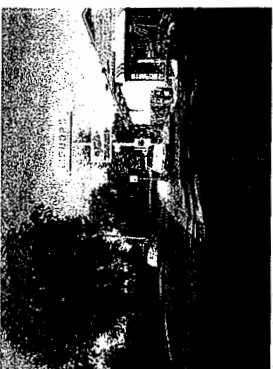
J Existing Street Edge
No Scale



F Existing Accessible Parking
No Scale



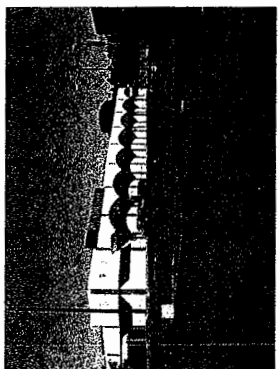
B Existing South Elevation
No Scale



K Existing Street Edge
No Scale



G Existing Accessible Path of Travel
No Scale



C Existing South Elevation
No Scale



Grocery Outlet
 Valjeo Tenant Improvement
 66 Admiral Callaghan Ln
 Vallejo, California 94591

Ashdown
 Architecture & Design, Inc.
 1881 Fabern St. San Francisco, CA 94103
 T 415.552.5126 F 415.552.5854

Refer to Sheet A-100 for Title of New References
 No. Date
 02/07/08
 PRELIMINARY REVIEW SM DA

Project Name
 Grocery Outlet
 66 Admiral Callaghan Ln
 Vallejo, CA 94591
 Drawing Conditions
 (For Reference)

A.404

 <p>AA Existing Roof Drain No Scale</p>	 <p>W Existing Fence at Residential No Scale</p>	 <p>S Existing Roof Drain Cleanout No Scale</p>	 <p>O Existing Electrical Service No Scale</p>
 <p>Z Existing Roof Drain Outlet No Scale</p>	 <p>V Existing Fence at Residential No Scale</p>	 <p>R Existing Parking Island No Scale</p>	 <p>N Existing Gas Meter No Scale</p>
 <p>Y Existing Sprinkler Service Pipes No Scale</p>	 <p>U Existing Fence at Residential No Scale</p>	 <p>Q Existing Fence at Residential No Scale</p>	 <p>M Existing Fire Standpipe No Scale</p>
 <p>X Existing Catch Basin No Scale</p>	 <p>T Existing Fence at Residential No Scale</p>	 <p>P Existing Parking Condition No Scale</p>	 <p>L Existing Water Box No Scale</p>

Existing Water Box
No Scale

Existing Fire Standpipe
No Scale

Existing Gas Meter
No Scale

Existing Electrical Service
No Scale

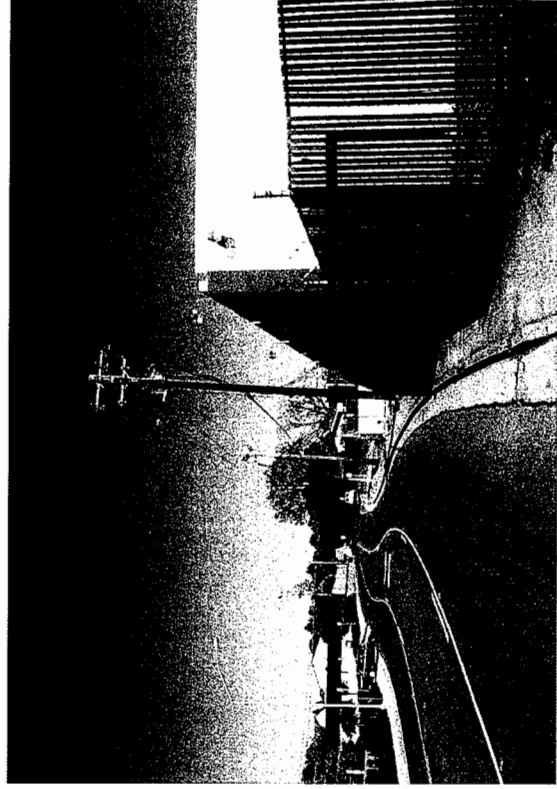
Attachment 3



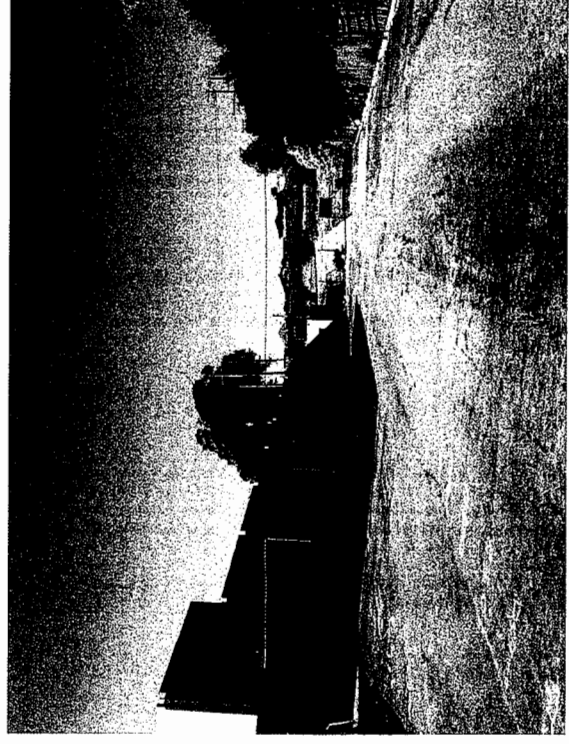
Front of Bld./Parking Lot



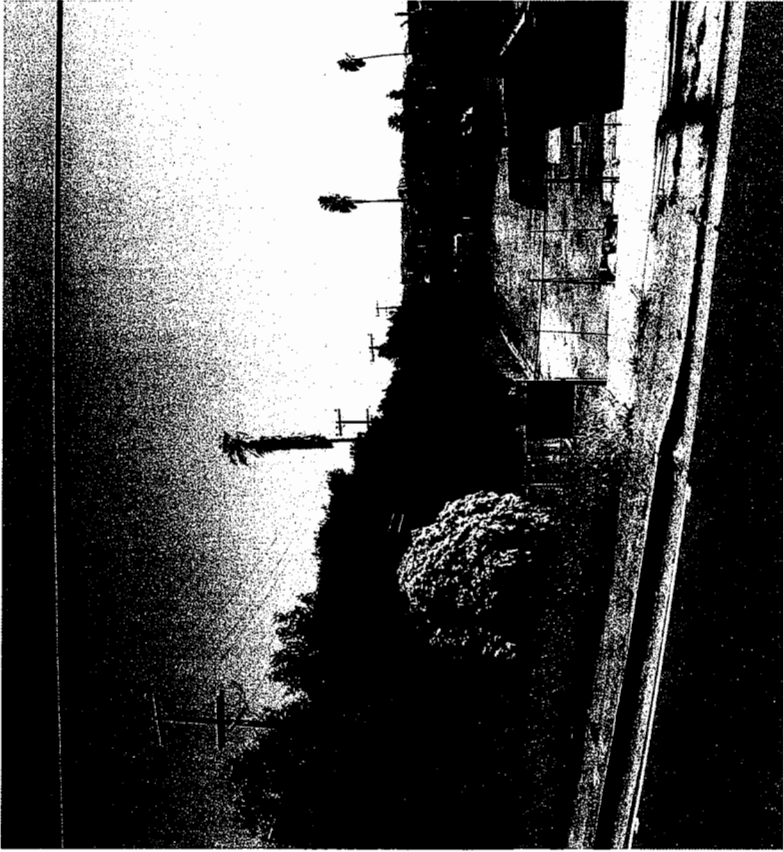
Existing Front Walkway



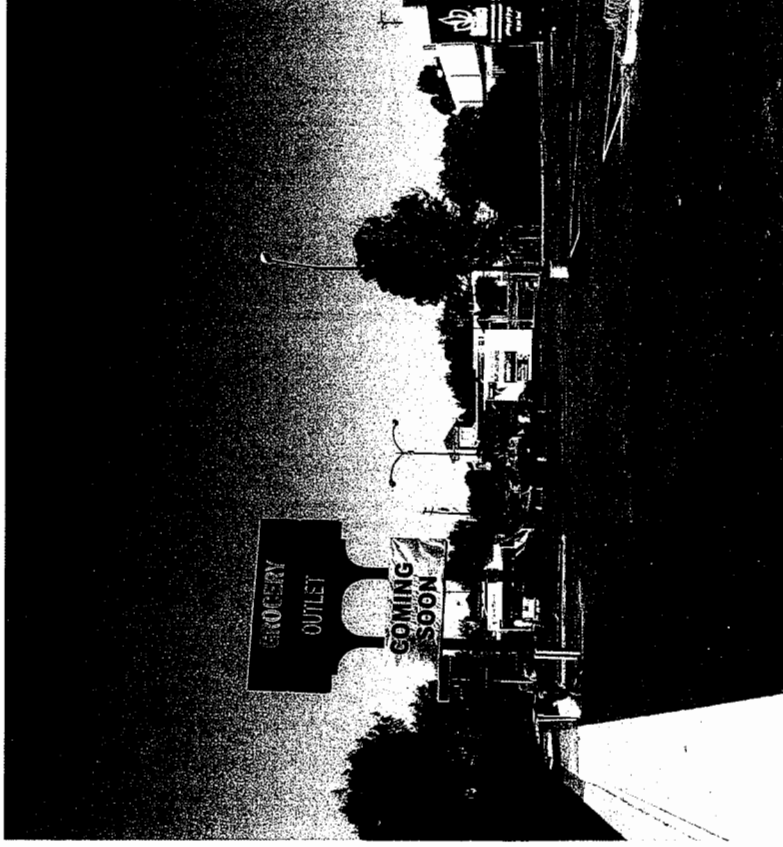
Rear of Building (Henry St.)



Access Easement



Loading Area: Henry St.



Entrance Driveway



Turn right at Tennessee St

Turn left at Admiral

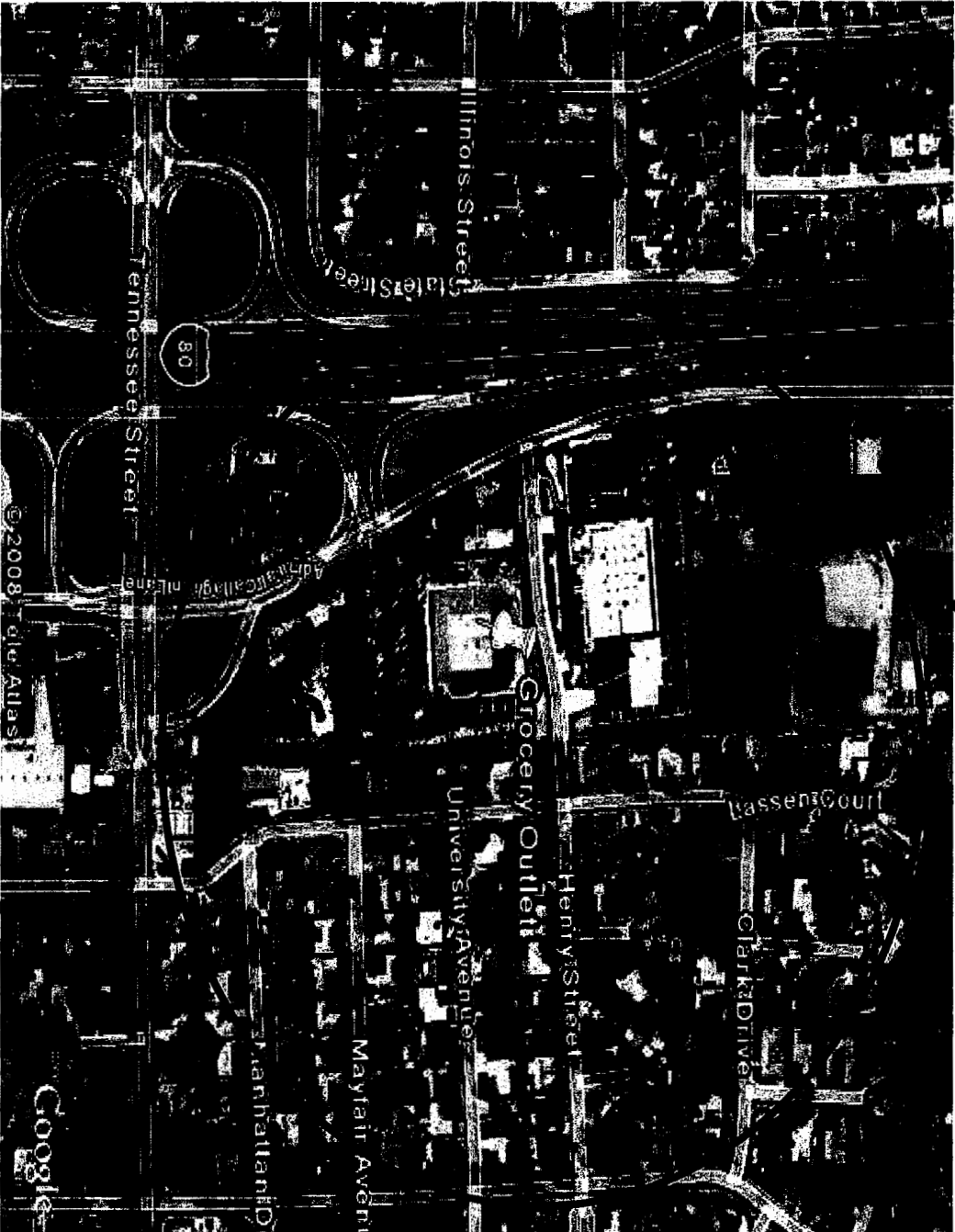
Turn left at CA-29/Sonoma Blvd

Head north on Santa Clara St toward Capitol St

Imago © 2008 TerraMetrics

Google

Grocery Outlet



500' conflict of interest/vicinity map



Item K2

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

DATE OF MEETING: April 21, 2008

PREPARED BY: Marcus Adams *M.A.*

PROJECT NUMBERS: SPA #08-0001

**PROJECT
DESCRIPTION:**

The applicant has submitted an application to amend the Hiddenbrooke Specific Plan to allow for telecommunication facilities, i.e. cell phone tower/antennas, within the Hiddenbrooke community at-large.

RECOMMENDATION: Approve

CEQA: Categorically Exempt: Section 15061(b)(3), "Review for Exemption-no significant effect on environment"

PROJECT DATA SUMMARY

Name of Applicant: NSA Wireless, Inc. (for Metro PCS)

Date of Completion: February 11, 2008

General Plan Designation: Low Density Residential

Zoning Designation: Mixed Use Planned Development (MUPD)

Site/Surrounding Land Use:

Site: Hiddenbrooke Community

North: Residential/Open Space

South: Residential/Open Space

East: Residential/Open Space

West: Residential/Open Space

Lot Area: N/A

square feet

Total Floor Area: N/A

Landscape Area/Coverage: N/A

Parking Required/Provided: N/A

BACKGROUND SUMMARY

In 1987, the City Council adopted the Hiddenbrooke Specific Plan which established standards and procedures for the development of Hiddenbrooke. As part of the standards, the Specific Plan prohibited above-ground communication structures, i.e. antennas, satellite dishes, etc. in order to achieve the Specific Plan goal of "facilitating subdivision design and zoning implementation that will conserve the city's natural beauty, improve its appearance and enhance its physical character."

On September 1, 2000, the Planning Division approved an emergency communication monopole tower in the central-east section of Hiddenbrooke which was to provide services for the departments of Police, Fire, Water and up to three cell phone providers (currently AT&T, Nextel/Sprint, T-Mobile).

Originally, it was staff's belief that allowance of three carriers on the pole tower would be sufficient for cell phone coverage in Hiddenbrooke and there would not be a need for additional towers or antennas. After receiving multiple inquiries from other cell phone providers regarding locating a facility within Hiddenbrooke, staff consulted with the City Attorney's Office and determined that enforcement of the Hiddenbrooke Specific Plan's limitations on telecommunication facilities would be a violation of the Federal Telecommunications Act of 1996.

Specifically, Section 704 of the Act states in part, "The regulation of the placement, construction, and modification of personal wireless service facilities by any State or local government or instrumentality thereof:

1. *Shall not unreasonably discriminate among providers of functionally equivalent services;*
2. *Shall not prohibit or have the effect of prohibiting the provision of personal wireless services.*
3. *No State or local government or instrumentality thereof may regulate the placement, construction, and modification of personal wireless service facilities on the basis of the environmental effects of radio frequency emissions to the extent that such facilities comply with the Commission's regulations concerning such emissions.*

ANALYSIS

Specific Plan Amendment

After reviewing the Act and associated court cases, it is staff's belief that while the Act does not allow cities to prohibit wireless service outright, local governments can consider visual, aesthetic, and neighborhood character when reviewing an application as long as there are provisions for "functionally equivalent providers," i.e., competition is not decreased or deterred.

Staff has determined that the most appropriate way to respect the original intent of the Specific Plan with regard to preserving the City's "natural beauty," and still comply with the Telecommunications Act would be to establish Specific Plan guidelines and procedures which would ensure that when reviewing telecommunication facility applications, the City is sensitive to: proximity to residences; aesthetic impacts; preservation of neighborhood character; and limiting the amount of antenna poles/towers to the greatest extent possible

Following are the proposed text changes to the Hiddenbrooke Specific Plan:

Note: New text is shown in *italics*; text to be deleted is shown as ~~strikeout~~.

Page 15- Telephone

Individual residential telephone service will be provided by ~~Pacific Bell~~ a carrier chosen by the resident.

Page 26- General Standards (Permitted uses)

*Essential services (including telephone providers upon City of Vallejo approval) **

Page 27- General Standards (Bullet item 13)

~~Satellite dishes,~~ Television and radio antennas and other outdoor communication devices, except as required by those uses defined as essential services, shall not be permitted.

Page 27-General Standards: Telecommunication Facilities (Bullet item 19-new)

- *Telecommunication facilities shall be determined by the City of Vallejo in consultation with the Hiddenbrooke community on a case by case basis.*
- *When reviewing telecommunication facility applications and determining their location, the City of Vallejo shall take into consideration: proximity to existing and future residences; aesthetic impacts; preservation of neighborhood character; and limiting the amount of antenna poles/towers to the greatest extent possible, while complying with the Federal Telecommunications Act of 1996.*

- *Telecommunication facilities shall be subject to the standards set forth in Section 16.75.100 VMC.*
- *Telecommunication facility applications shall include the following supplemental information:*
 - *Service area and network maps, i.e. existing and proposed coverage*
 - *Alternative site analysis and facility designs. The analysis shall at a minimum, address the following: potential for co-location at an existing or new site; and, the rationale for the selection of the proposed site, relative to the merits of feasible alternatives. The intent of the analysis would be to limit the number of facilities within Hiddenbrooke and their visual impacts.*
 - *Visual impact analyses, i.e. photo simulations, of proposed and alternative sites.*
- *Telecommunication facilities shall be sited to be visually compatible with their surroundings. This shall include, but not be limited to, such measures as: locating, designing, and screening structures and equipment to blend with the existing natural or built surroundings in order to reduce visual impacts.*
- *Telecommunication facilities/antennas which are not co-located on an existing structure shall be designed to blend with the surrounding existing natural and man-made environment so as to be unnoticeable to the greatest extent possible.*
- *Telecommunication support facilities (i.e. utilities and equipment enclosures) in areas of high visibility and/or in the public right-of-way shall be placed in underground vaults to all extent possible. Proposed above-ground support facilities shall be accompanied by a written rationale of why the facilities could not be placed underground. The above-ground support facilities shall be screened from public view and blend with the surrounding existing and man-made environment to the greatest extent possible.*

Misawa Court Site (PD #08-0003) Community Meeting

NSA Wireless (the Applicant), representing Metro PCS, has proposed a telecommunication facility in the southwest section of the Hiddenbrooke community at the base of an existing water tower. Metro PCS chose the subject site after being informed by the City that the existing cell phone tower located at the Broadleigh Place water tower in the northeast section of Hiddenbrooke was full and could not support another carrier.

On April 10, 2008, staff hosted a community meeting with the applicant present to discuss: the purpose of the Specific Plan amendment; the antenna design options available; Metro PCS site selection process, and to receive comments

and respond to questions about the project. The majority of the meeting attendees were opposed to the site selected by Metro PCS for their facility based on aesthetic concerns, proximity to existing homes and radio frequency emissions.

Based on the unanimous requests of the meeting attendees for the City to direct Metro PCS to explore other locations in Hiddenbrooke for their proposed facility, including the Broadleigh Place water tower site, staff withdrew the Planned Development application from the public hearing item with the Specific Plan Amendment. The Planned Development Unit Plan application will be processed administratively, with a public notice, consistent with past unit plan applications, with the possibility of a public hearing if the community is opposed to Metro PCS's site location after evaluation of other sites.

General Plan Consistency

The proposed telecommunication use is clearly compatible with the General Plan land use designation of "low density residential" and is consistent with the Land Use Policy of using the "Hiddenbrooke and Northgate Specific Area Plans to evaluate projects proposed within these areas."

ENVIRONMENTAL DETERMINATION

The Specific Plan Amendment is exempt per Section 15061(b)(3) of the California Environmental Quality Act (CEQA) because the amendment is not a project that has the potential for causing a significant effect on the environment.

CONCLUSION/RECOMMENDATION

Staff has determined that the proposed amendments and use are consistent with the City's General Plan and Municipal Code, Hiddenbrooke Specific Plan and all applicable ordinances, standards, guidelines, and policies. Therefore, staff recommends that the Planning Commission:

Approve Specific Plan Amendment #SPA 08-0001 based on the findings;

FINDINGS

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

1. The proposed amendments are consistent with the overall intent and purpose of the Hiddenbrooke Specific Plan.
2. The proposed amendments are consistent with the goals and policies of the Vallejo General Plan.
3. The proposed amendments are consistent with the Federal Telecommunications Act of 1996.

APPEAL

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

ATTACHMENTS

1. Specific Plan Resolution/Ordinance
2. Conflict of Interest Map

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC-07-27

**A RESOLUTION OF THE PLANNING COMMISSION
TO AMEND THE HIDDENBROOKE SPECIFIC PLAN
SPA 08-0001 TO PERMIT TELECOMMUNICATION FACILITIES**

Telecommunication Facilities

I. GENERAL FINDINGS

WHEREAS an application was submitted by NSA Wireless (care of Metro PCS) to amend the Hiddenbrooke Specific plan for the purpose of allowing above-ground telecommunication facilities;

WHEREAS upon review of the application received by NSA Wireless, the Planning Division determined that an amendment of the Hiddenbrooke Specific Plan would be necessary;

WHEREAS the City of Vallejo Planning Commission conducted a duly noticed public hearing to consider the proposed Specific Plan Amendment on April 21, 2008, at which testimony and evidence, both written and oral, were presented to and considered by the Planning Commission;

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

II. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS.

Section 1. The proposed Code Text Amendment was reviewed pursuant to the requirements of the California Environmental Quality Act (CEQA) and was determined to be exempt per Section 15061(b)(3), Title 14 of the California Code of Regulations. This particular text amendment is covered by the general rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The text amendment and any actions resulting from it would not result in significant effects on the environment. Environmental review for individual projects would occur in the project approval process. Any potential impacts associated with a particular project would be addressed at that time.

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

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

**III. RESOLUTION RECOMMENDING AMENDMENT TO THE
HIDDENBROOKE SPECIFIC PLAN FOR SPECIFIC PLAN AMENDMENT 08-
0001,**

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission hereby APPROVES this resolution to amend the Hiddenbrooke Specific Plan by adopting Specific Plan Amendment 08-0001 based on the findings contained in this resolution, with reference to the staff report attached including Exhibit 1, the proposed ordinance.

IV. VOTE

PASSED and recommended that City Council APPROVE this resolution and ADOPT the Ordinance at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 21st day of April, 2008, by the following vote to-wit:

AYES:
NOES:
ABSENT:

CHARLES LEGALOS, CHAIRPERSON
City of Vallejo PLANNING COMMISSION

Attest:

DON HAZEN
PLANNING COMMISSION SECRETARY

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF VALLEJO ADOPTING
SPECIFIC PLAN AMENDMENT NO. 87-02J and AMENDING
THE HIDDENBROOKE SPECIFIC PLAN**

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

SECTION 1. Findings and Determination.

The City Council hereby finds and determines that:

- A. As required by Government Code Section 65358(a), the proposed Specific Plan Amendment No. 87-02J regarding the Amendment to the Hiddenbrooke Specific Plan, as defined and described in City Council Resolution No. () is in the public interest of the people of the City of Vallejo, and is in conformity with public convenience, the general welfare and good land use practice by allowing telecommunication facilities for the benefit of the greater Vallejo community, and
- B. The Amendment to the Hiddenbrooke Specific Plan is consistent with the objectives, goals, policies and general land uses specified in the City’s General Plan.

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

Based on the findings herein and in the resolutions recited above, the City Council hereby adopts and incorporates Specific Plan Amendment No. 87-02J, entitled “Amendment to the Hiddenbrooke Specific Plan, dated April 21, 2008,” as specified in Exhibit B attached hereto and incorporated herein by this reference.

SECTION 3. Severability.

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

SECTION 4. Effective Date.

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

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

THE HIDDENBROOKE SPECIFIC PLAN IS HERBY AMENDED AS FOLLOWS:

Note: New text is shown in *italics*; text to be deleted is shown as ~~strikeout~~.

Page 15- Telephone

Individual residential telephone service will be provided by ~~Pacific Bell~~ *a carrier chosen by the resident.*

Page 26- General Standards (Permitted uses)

Essential services (*including telephone providers upon City of Vallejo approval*) *

Page 27- General Standards (Bullet item 13)

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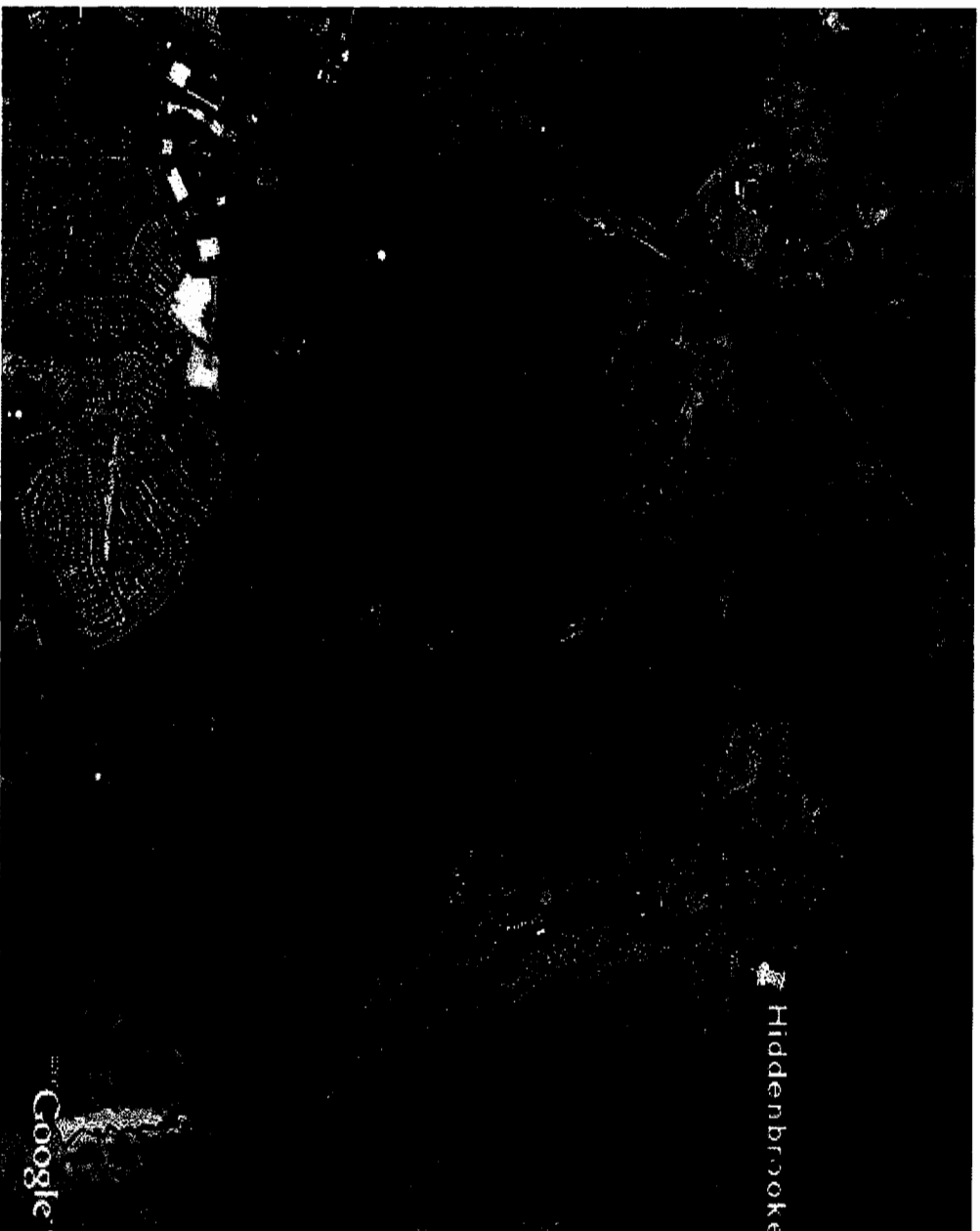
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Hiddenbrooke: Specific Plan Amendment



500' conflict of interest/vicinity map

**STAFF REPORT
CITY OF VALLEJO
PLANNING COMMISSION**

AGENDA ITEM:

DATE OF MEETING: April 21, 2008

PREPARED BY: Michelle Hightower

PROJECT NUMBER: SP #98-01D

PROJECT DESCRIPTION: Amendment to the 2007 Mare Island Specific Plan to eliminate a Class I Bike/Pedestrian Multi-Use Path planned along the west side of Walnut Avenue south of G Street, replace it with a Class III Bike Route, and to construct a 6-foot wide monolithic sidewalk generally along both sides of the roadway. The proposal also includes text changes to the Specific Plan document to allow the Planning Division to have discretion in selecting the final type of all future bikeway/paths on Mare Island.

PROJECT DATA SUMMARY:

Name of Applicant: Tom Sheaff, Lennar Mare Island, LLC

General Plan Designation: Employment, Commercial-General, Residential-Medium Density

Zoning Designation: Mixed-Use Planned Development/Mare Island Specific Plan

Location: Walnut Avenue – G Street to 10th Street, Mare Island Historic District

RECOMMENDATION: Recommend City Council Approval

CEQA: Addendum to the SEIR for the 2005 Specific Plan (Section 15164 CEQA Guidelines)

PROJECT SUMMARY

Background

In December 2005, the City Council approved a proposal to amend and restate the 1999 Mare Island Specific Plan (Specific Plan) submitted by Lennar Mare Island (LLC), master developer of Mare Island (Lennar). The Specific Plan guides the future development of Mare Island, a former Naval Shipyard which closed operation in 1996, and serves as the Master Plan for the Island. The 2005 Specific Plan was subsequently amended in July 2007, as proposed by Lennar and the City, to primarily address historic preservation issues. The 2007 Specific Plan supersedes both the 1999 and 2005 documents.

Project Area

The proposed amendment involves the future bicycle/pedestrian circulation plan for Mare Island and mainly the Walnut Avenue corridor, south of G Street near the Mare Island Causeway, to 10th Street near Chapel Park. (See Attachment 2-A, Vicinity Map.) Walnut Avenue is a major north-south collector road that accommodates two-way traffic. The street is entirely within the Mare Island Historic District and the area generally south of Connolly Street is within the National Historic Landmark Area A.

At present, Walnut Avenue contains an inconsistent sidewalk pattern, including monolithic sidewalks of varying widths, defined as a typical concrete walkway that abuts the street curb, separated sidewalks with landscaped strips, and historic sidewalks with hexagonal shaped pavers fronting the Captains Row mansions. In some cases, no sidewalks are provided. (See Attachment 2-B for photographs of the area.)

The Walnut Avenue corridor contains an historic mix of land uses, including former military barracks renovated into office space, vacant and partially occupied warehouses and commercial buildings, an indoor sports/recreation center, light industrial uses, a medical clinic for veterans, historic mansions currently being used for offices, parking lots, open space areas including Morton Field, Alden Park and Chapel Park, and several vacant parcels. The corridor is within several Specific Plan Reuse areas including 2A (Town Center), 2B (West Business Park), 3B (Waterfront Mixed-Use) and 4 (Historic Core).

Specific Plan Transportation Element and Street Cross-Section

The Transportation Element of the Specific Plan (Section 5) defines the bicycle and pedestrian facilities proposed for the Island. Three types of facilities are planned: Class I Bikeway/Multi-Use Path - an off-street facility that accommodates both two-way bicycle and pedestrian traffic; Class II Bikeway: On-Street, Dedicated Lane – an on-street bike lane with pavement markings on both sides of the street; and Class III Bikeway: On-Street, Shared Use Sign Designation – a shared lane between bicycles and motor vehicles that do not require pavement markings. As illustrated in Figure 5.3 of the Specific Plan, two Class I bikeway/multi-use paths are designated generally

along the outer edges of the Island, specifically along Azuar Drive (West Island Path), and the Waterfront Promenade (East Island path) as shown in blue, and a third mid-island bikeway/multi-use path is propped along Walnut Avenue, south of G Street. The Class II Bikeway is shown along Flagship Drive in red, and the Class III Bikeway is shown in orange dashes along Azuar Drive from Flagship Drive to Walnut Avenue. (See Attachment 2-C and Diagram 1 below.)

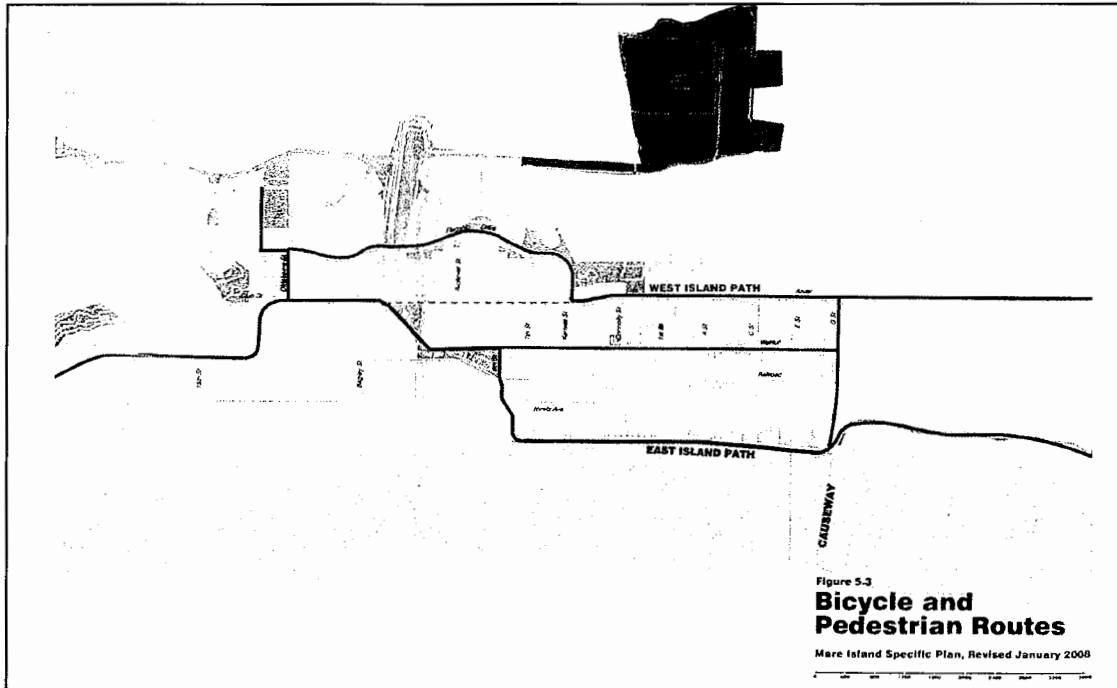


Diagram 1: Existing Figure 5.3

The Walnut Avenue Street Cross-Sections in Appendix D of the Specific Plan more specifically illustrate the suggested future street alignment and right-of-way for Walnut Avenue. This shows a Class I bikeway/multi-use trail (path) generally along the west side of Walnut Avenue from G Street to Kansas Street. The path is 12-feet wide that includes an 8-foot bicycle/pedestrian area and a 2-foot shoulder on each side. (See Diagram 2 below.) As shown, the east side of Walnut Avenue includes a 5-foot wide sidewalk and a 6.5-foot wide planter.

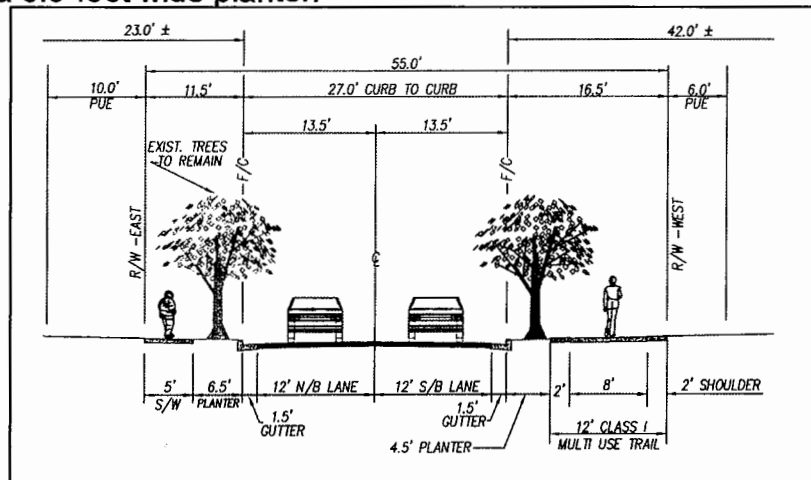


Diagram 2: Existing Street Cross-Section, Walnut Avenue, G Street to E Street (Typical)

Proposal

Lennar proposes to amend the Transportation Element of the Specific Plan to eliminate the Class I bikeway/multi-use path designation along Walnut Avenue, south of G Street and replace it with a Class III bikeway/route. The purpose is to provide a bicycle facility along Walnut that would maintain the existing historic character of the street. The proposed Class I bikeway/route would begin at G Street, end at 8th Street and connect with the Class I bikeway/multi-use path through Alden Park from 8th to 10th Street. (See Attachment 2-C.) The Architectural Heritage and Landmarks Commission (AHLC) recently approved a Certificate Of Appropriateness (COA) to allow the repair and replacement of the existing path through Alden Park ranging from three to five feet wide with a consistent 5-foot wide path. The Transportation Element allows for flexibility in providing the typical elements and size of a Class I multi-use path due to the developed nature of the Island. As part of the proposed Class III bikeway/route, signage indicating a shared on-street bicycle and motor vehicle lane would be installed between G Street to 8th Street.

To provide a consistent sidewalk pattern along most of Walnut Avenue, Lennar has also proposed to construct a 6-foot wide monolithic sidewalk along the west and east sides of the road from G Street to Connolly Street. At Connolly Street, the monolithic sidewalk would continue on the west side only due to the location of an existing historic building (Building 253), and at Kansas Street, the new sidewalk would continue only on the east side, as the existing sidewalks fronting the historic mansions would be retained on the west. To construct the monolithic sidewalk, the 6.5' planter planned along the east side of the street would be eliminated; however, a 10-foot wide public utility and landscape easement would be included behind the sidewalk. (See Diagram 3 below.)

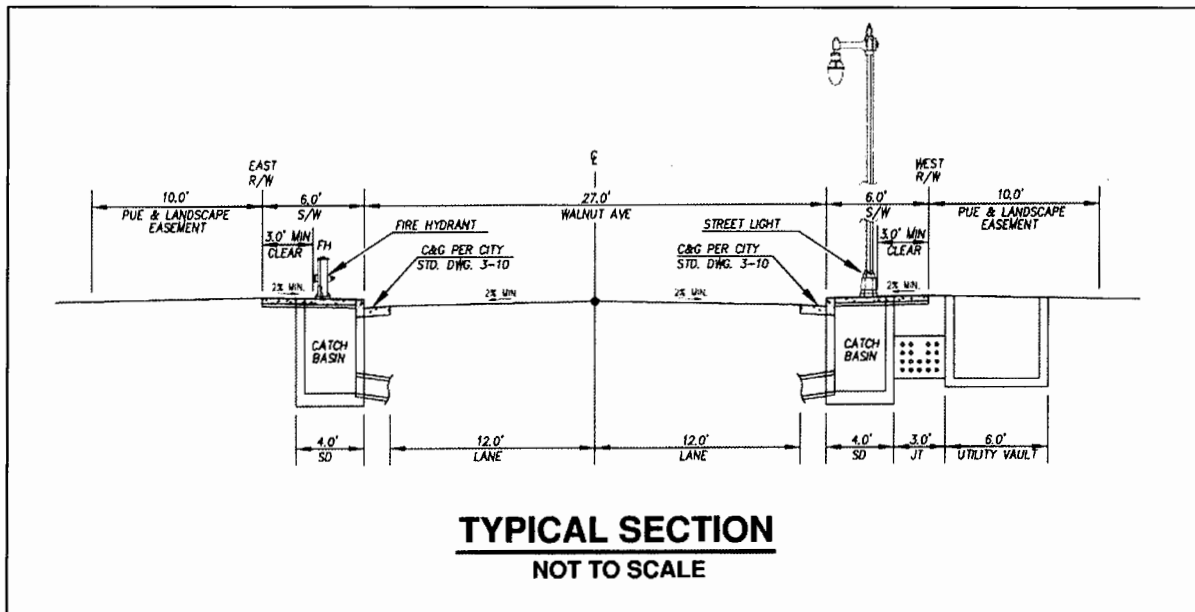


Diagram 3: Proposed Street Cross-Section Walnut Avenue (Typical)

The proposed amendment also includes text changes to the Transportation Element that would allow the Planning Division to have discretion in selecting the final type of all future bikeway/paths appropriate for an area. This selection would be made in light of the surrounding character and development along the paths and coordinated with the Department of Public Works and Lennar.

SPA III modifies Figure 5.3 and amends Section 5.7 (See Attachment 1-B) of the Specific Plan. Given that Appendix D Mare Island Street Cross-Sections allows for street design changes to be made as deemed necessary, modification to the Walnut Avenue Street Cross-Sections is not warranted.

ANALYSIS

The project proposes to: (1) preserve Walnut Avenue within the Historic District as a two-lane roadway where bicycles and motor vehicles share a travel lane; (2) install signage for the bike route; (3) construct a typical 6-foot wide sidewalk along both sides of Walnut Avenue, except as noted above; and (4) preserve the historic sidewalks fronting the mansions. The project is consistent with several policies of the General Plan and Vallejo Municipal Code/Mare Island Specific Plan, as described below.

Consistency with the General Plan

The proposed amendment is consistent with the General Plan policies to (1) provide facilities that encourage greater use of bicycles for recreation, commuting and shopping; and (2) to have safe and pleasant access for pedestrians throughout the community. The reclassification of the Class I bikeway/multi-use path along Walnut Avenue maintains bicycle and pedestrian connections throughout the Island; the proposed signage for the Class I bikeway provides for a safe environment for bicyclist alerting vehicles of the shared lane environment; and the proposed sidewalks will provide exclusive use for pedestrians allowing for safe pedestrian access throughout the area.

Consistency with the Vallejo Municipal Code/Mare Island Specific Plan

The proposed amendment is consistent with the Vallejo Municipal Code/Zoning Ordinance. The adopted Mare Island Specific Plan Historic Project Guidelines, as required by the Zoning Ordinance requires projects to be consistent with the Mare Island Historic District Design Guidelines, Appendix B.4 of the Specific Plan. As illustrated in the Character Area Map provided in the Design Guidelines, the project is within three historic character areas including Residential, Industrial, and Administrative/Institutional. The proposal to remove the multi-use path from Walnut Avenue, replace it with a Class III bikeway, and to construct sidewalks on both sides in the areas as mentioned above is consistent with following Design Guidelines:

10.1 Improvements to the streetscape should not impede on one's ability to interpret the historic industrial character of the area.

The replacement of an off-street bicycle/pedestrian facility with an on-street shared lane, and the construction of 6-foot wide monolithic sidewalks within the area would not affect the ability to interpret the historic character of the area.

10.4 Visually blend a sidewalk with the adjacent ground plane.

The construction of monolithic sidewalks would allow blending of the walk with adjacent ground plane.

10.4 (a.) Pedestrian walkways and sidewalks should be simple in character, reflecting the industrial nature of the area.

A 6-foot wide monolithic sidewalk is considered simpler in character than an off-street Class I bikeway/multi-use path and would better reflect the industrial nature of the area.

10.5 (c) An attached sidewalk is appropriate.

The proposed monolithic sidewalk is considered an attached sidewalk and is consistent with this policy.

11.1 The overall character of the streetscape should respect historic development and use patterns.

The proposed construction of 6-foot wide monolithic sidewalks would accommodate pedestrian access throughout the historic and future mix of land uses in the area.

11.1 (b.) Streetscape improvements should be simple and modest in character and meet basic function requirements for improvements typically found within the public right-of-way.

The project proposes a simple, modest sidewalk that is typically found within the public right-of-way of a commercial/industrial area rather than an off-street bicycle and pedestrian facility.

11.2 (a) Maintain the alignment of Railroad and Walnut Avenues.

The project proposes to maintain the general alignment of Walnut Avenue. In some areas where the right-of-way allows, on-street parking will be provided where it currently does not exist.

11.5 Sidewalks should reflect those seen historically in the Administrative Institutional Character Areas.

Historically, parts of the Administrative/Institutional Character Areas provided three to six-foot wide sidewalks. There are several existing monolithic walks in

this area and the proposal to construct a consistent 6-foot wide monolithic sidewalk complies with this policy.

Related Approvals

In September 2007, the Planning Commission approved Tentative Map #07-0006 (Town Center) to subdivide an 82-acre commercial area on Mare Island. A portion of Walnut Avenue is part of the Town Center subdivision. To complete the subdivision process that would ultimately allow the property to be transferred and redeveloped, the Public Works Department must approve Public Improvement Plans for Walnut Avenue. The subject SPA III will facilitate the completion of these Improvement Plans.

The proposed SPA III project area is entirely within the Mare Island Historic District, for which the AHLC has project review authority. On March 21, 2008, the AHLC unanimously approved Certificate Of Appropriateness (COA) #08-0004 to construct the monolithic sidewalks along most of Walnut Avenue and recommended the City Council approve SPA III to eliminate the Class I bikeway/multi-use path and replace it with a Class III bike route, based on the findings and conditions contained in the staff report. (See Attachment 4 for AHLC staff report dated March 21, 2008). The report concluded that the proposal is consistent with the Secretary of Interior Standards and applicable policies of the Mare Island Historic District Design Guidelines.

Conclusion

The inclusion of a Class I bikeway/multi-use path through the Historic District has long been a source of discussion due to its potential impact along the Walnut Avenue corridor. As mentioned, part of the corridor is within Reuse Area 2A Town Center, which is planned as a vibrant pedestrian friendly area that will attract a continued mix of uses with new commercial/industrial buildings on the vacant sites as well as reuse of the existing buildings. Although the Class I designation was intended to provide a mid-Island bike/pedestrian facility, a Class III bikeway/route is more appropriate given the developed nature and proposed mix of land uses planned along the Walnut Avenue corridor. The remaining two Class I paths planned along the outer edges of the Island where limited or no vehicular traffic and street crossings are planned, and where a smaller mix of land uses are proposed are more suitable for an off-street bike/pedestrian facility and will remain as part of the transportation plan. The monolithic sidewalks on both sides of the roadway within the Town Center area will also allow for a consistent development pattern along the Walnut Avenue corridor as well as the establishment of a pedestrian friendly environment for area.

ENVIRONMENTAL REVIEW

A Subsequent Environmental Impact Report (SEIR) was certified by the City Council in November 2005 for the 2005 Specific Plan. In accordance with Section 15164 of the California Environmental Quality Act, (CEQA). In July 2007, the City Council adopted a first addendum to 2005 SEIR for the 2007 Specific Plan amendment. A second addendum to the previously certified SEIR has been prepared for the proposed project and concludes

the following: 1) there are no substantial changes to the project that necessitate revisions to SEIR, 2) there are no substantial changes in the circumstances under which the project is undertaken that necessitate revisions to SEIR, and 3) there is no new information of substantial importance which was not known and could not have been known at the time SEIR was certified that indicates that the project will cause more significant or severe impacts than what was discussed in SEIR. Additionally, the mitigation measures established in SEIR have been adopted and will be implemented as applicable.

RECOMMENDATION

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

1. Adopt the Addendum to the certified Final Subsequent Environmental Impact Report for the Mare Island Specific Plan as amended by the SPA III (SP #98-01D)
2. Approve the amendment to the Mare Island Specific Plan, as amended by the SPA III (SP #98-01D)
3. Recommend that the City Council Adopt an Ordinance adopting an amendment to the Mare Island Specific Plan, as amended by the SPA III (SP #98-01D)

APPEAL

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

ATTACHMENTS

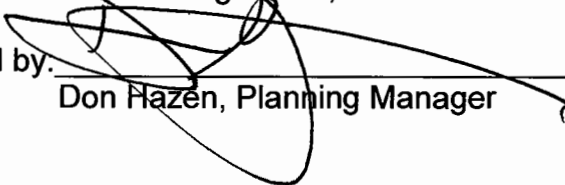
1. Resolutions and Ordinances
 - A. Planning Commission Resolution
 - B. Ordinance to Amend the Mare Island Specific Plan
 - Exhibit A – Text Amendment to the Mare Island Specific Plan
 - Exhibit B – Revised Figure 5.3
2. Staff Report Exhibits

- A. Vicinity and 500' Radius Map
- B. Photographs of the Area
- C. Existing and Proposed Figure 5.3
- D. Proposed 6-Foot Monolithic Sidewalk

3. Draft Addendum to the 2005 Subsequent Environmental Impact Report

4. AHLC Staff Report dated March 27, 2008 w/o Attachments

Prepared by: 
Michelle Hightower, Senior Planner

Approved by: 
Don Hazen, Planning Manager

ATTACHMENT 1

RESOLUTIONS AND ORDINANCES

- A. Planning Commission Resolution
- B. Ordinance to Amend the Mare Island Specific Plan

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC 08-10

A RESOLUTION OF THE PLANNING COMMISSION APPROVING THE THIRD AMENDMENT TO THE MARE ISLAND SPECIFIC PLAN (SPAIII) AND MAKING RECOMMENDATIONS TO CITY COUNCIL

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

WHEREAS, the Mare Island Specific Plan (Specific Plan) was prepared to guide the reuse of the former Mare Island Naval Shipyard (“Mare Island”) on approximately 5,250 acres of land located within the City; and

WHEREAS, the Specific Plan also serves as the Master Plan for the Mare Island Planned Development; and

WHEREAS, the Specific Plan was adopted in March 1999, amended and restated in November 2005, and amended in July 2007; and

WHEREAS, on March 13, 2008, an application and supplemental materials were filed by Lennar Mare Island, LLC to amend the Specific Plan; and

WHEREAS, the proposed amendment to the Specific Plan is referenced as Specific Plan Amendment III or SPA III; and

WHEREAS, Section 5.7 and Figure 5.3 of the Specific Plan shall be as amended by the SPA III (SP #98-01D); and

WHEREAS, when compared to Section 5.7 and Figure 5.3 of the Specific Plan, the Specific Plan, as amended by the SPA III (SP #98-01D) includes changes to the bicycle and pedestrian facilities along Walnut Avenue and policies regarding future bicycle and pedestrian facilities on Mare Island; and

WHEREAS, the City has complied with the requirements of the Local Planning Law (Government Code section 65300 et seq.), the current State of California General Plan Guidelines, and the City’s applicable ordinances and resolutions with respect to approval of the amendment to the Specific Plan, as amended by the SPA III (SP #98-01D); and

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

WHEREAS, an Addendum to the certified Final Subsequent Environmental Impact Report for the Mare Island Specific Plan has been prepared for SPA III (SP#98-01D); and

WHEREAS, on March 21, 2008 the Architectural Heritage and Landmarks Commission held a public hearing on the project and voted unanimously to forward a recommendation to the City Council to adopt SPA III (SP #98-01D); and

WHEREAS, the official record for this project includes, but is not limited to, the staff reports, minutes, application materials, and all letters, comments and materials received at the public hearings; and

WHEREAS, the Planning Division and designated City Staff have reviewed the project in accordance with applicable regulations and have recommended the proposal to the Planning Commission, as set forth in the staff report dated April 21, 2008; and

WHEREAS, the City of Vallejo Planning Commission conducted a duly noticed public hearing to consider SPA III (SP #98-01D) on April 21, 2008 at which testimony and evidence, both written and oral, were presented to and considered by the Planning Commission; and

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

I. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

Section 1. Pursuant to Section 15164 of the CEQA Guidelines, an Addendum to the Final Subsequent EIR for the 2005 Mare Island Specific Plan has been prepared for SPA III (SP #98-01D) and based on the analysis provided in the Addendum, the proposed project does not require major changes to the 2005 Mare Island Specific Plan, no new significant or substantially more severe environmental effects would result from the proposed project, and none of the criteria in CEQA Guidelines Section 15162 are present; therefore no subsequent Environmental Impact Report or additional CEQA compliance is required for the adoption of SPA III (SP #98-01D).

II. SPECIFIC PLAN AMENDMENT FINDINGS

Section 1. The Planning Commission finds, based on the facts contained in the staff report incorporated herein by this reference, and given the evidence presented at the public hearing, that the proposed amendment to the Mare Island Specific Plan:

- A) Is consistent with the goals and policies of the Vallejo General Plan, including but not limited to:

i) General Plan Circulation and Transportation, Non-Motorized Transportation Goal 1 in that the amendment supports the provision of facilities that encourage greater use of bicycles for recreation, commuting and shopping.

ii) General Plan Circulation and Transportation, Non-Motorized Transportation Goal 1s in that the amendment provides safe and pleasant access for pedestrians throughout the community.

B) Is consistent with the provisions of Chapter 16 of the Vallejo Municipal Code Zoning Ordinance/Mare Island Historic Project Guidelines, Appendix B.2 to the Specific Plan.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF VALLEJO HEREBY RESOLVES TO:

- (1) ADOPT the Addendum to the certified Final Subsequent Environmental Impact Report for the 2005 Mare Island Specific Plan, as amended by SPA III (SP #98-01D);
- (2) APPROVE the amendment to Section 5.7 and Figure 5.3 of the Mare Island Specific Plan, as amended by SPA III (SP #98-01D), and RECOMMEND THAT CITY COUNCIL ADOPT the amendment to the Mare Island Specific Plan, as amended by SPA III (SP #98-01D);
- (3) RECOMMEND THAT CITY COUNCIL ADOPT an Ordinance amending Section 5.7 and Figure 5.3 of the Mare Island Specific Plan, as amended by SPA III (SP #98-01D).

The Planning Commission bases this Resolution on the evidence at the hearing, and the findings contained in this Resolution and in the staff report.

III. VOTE

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 21st day of April 2008, by the following vote to-wit:

AYES: _____ NOES: _____ ABSENT: _____

CHARLES LEGALOS, CHAIRPERSON
City of Vallejo PLANNING COMMISSION

Attest:

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF VALLEJO ADOPTING
SPECIFIC PLAN AMENDMENT NO. 98-01D and AMENDING
THE MARE ISLAND SPECIFIC PLAN/
PLANNED DEVELOPMENT MASTER PLAN

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

SECTION 1. Findings and Determination.

The City Council hereby finds and determines that:

- A. As required by Government Code Section 65358(a), the proposed Specific Plan Amendment No. 98-01D regarding the Amendment to the Mare Island Specific Plan, as defined and described in City Council Resolution No. () is in the public interest of the people of the City of Vallejo, and is in conformity with public convenience, the general welfare and good land use practice by converting and reusing the former Mare Island Naval Shipyard for industrial, commercial, residential, open space, recreation, cultural and institutional uses for the benefit of the greater Vallejo community, and
- B. The Amendment to the Mare Island Specific Plan is consistent with the objectives, goals, policies and general land uses specified in the City's General Plan.
- C. By Resolution No.(), the City Council has adopted the Addendum to the certified Subsequent Environmental Impact Report for the Mare Island Specific Plan Amended and Restated.

SECTION 2. Adoption of the Amendment to the Mare Island Specific Plan.

Based on the findings herein and in the resolutions recited above, the City Council hereby adopts and incorporates Specific Plan Amendment No. 98-01D, entitled "Amendment to the Mare Island Specific Plan, dated _____," as specified in Exhibit A and B attached hereto and incorporated herein by this reference.

SECTION 3. Severability.

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

SECTION 4. Effective Date.

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

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

THE MARE ISLAND SPECIFIC PLAN IS HERBY AMENDED AS FOLLOWS:

Note: New text is shown in **bold**, deleted text as ~~strikeout~~.

5.7 BICYCLE AND PEDESTRIAN

The existing bicycle and pedestrian network of off-street pathways, sidewalks, and on-street bike lanes should be interconnected in order to enhance the overall attractiveness of these modes of access. The compact nature of development within the Reuse Areas, together with the historic reliance on these modes during the military's use of Mare Island, creates the potential for a large number of residents to walk or bike from their homes to their workplace. The bicycle and pedestrian network should provide a high degree of convenient connections between the residential, recreational, employment, and educational uses on Mare Island and should minimize the number of intra-island automobile trips (*see Figure 5-3: Bicycle and Pedestrian Routes*). See also **Appendix D (Street Cross-Sections)** for a depiction of the locations and widths of sidewalks and bicycle pathways.

The designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner compatible with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. Whenever possible, the bike paths and walks provided on Mare Island should connect to existing or proposed facilities being provided by others.

There are three types of designated bikeways or routes planned for Mare Island:

- Class I Bikeway/Multi-Use Path: Off-street
- Class II Bikeway: On-Street, Dedicated Lane
- Class III Bikeway: On-Street, Shared Use Sign Designation

The Planning Division will have flexibility and discretion in selecting which of these types, or which combination of these types, and which configuration is appropriate in light of the surrounding character and development along the paths preliminarily indicated in Figure 5-3, as long as the exercise of this flexibility remains consistent with the Mare Island Specific Plan and applicable laws and ordinances. The configuration and type of the Bicycle and Pedestrian Routes shown in Figure 5.3 and also in Appendix D (Street Cross Sections) will be instructive, but not determinative.

(A) Class I Bikeway/Multi-Use Path: Off-Street

An off-street, multi-use Class I bikeway/path is proposed around the east and west edges of the developed portion of Mare Island and along a small segment of Walnut Avenue. Due to the developed nature of the Island, these facilities would not in all cases include all elements of a typical Class I/multi-use path, such as a continuous route with limited interruptions, grade-separations, wide intersection approaches, and signage.

The West Island shared bikeway/path generally follows the alignment of Azuar Drive and Flagship Drive, with an extension along Nereus at the Marine Parade Grounds for a connection with a future pathway to the open wetlands area on the west side of the Island. An East Island shared bikeway/path is proposed as part of the Waterfront Promenade that would connect along 8th Street ~~with the Walnut Avenue~~ through Alden Park bikeway/path and follow the alignment of Walnut Avenue, Azuar Drive and Club Drive southward to end at the proposed Regional Park (Reuse Area 12).

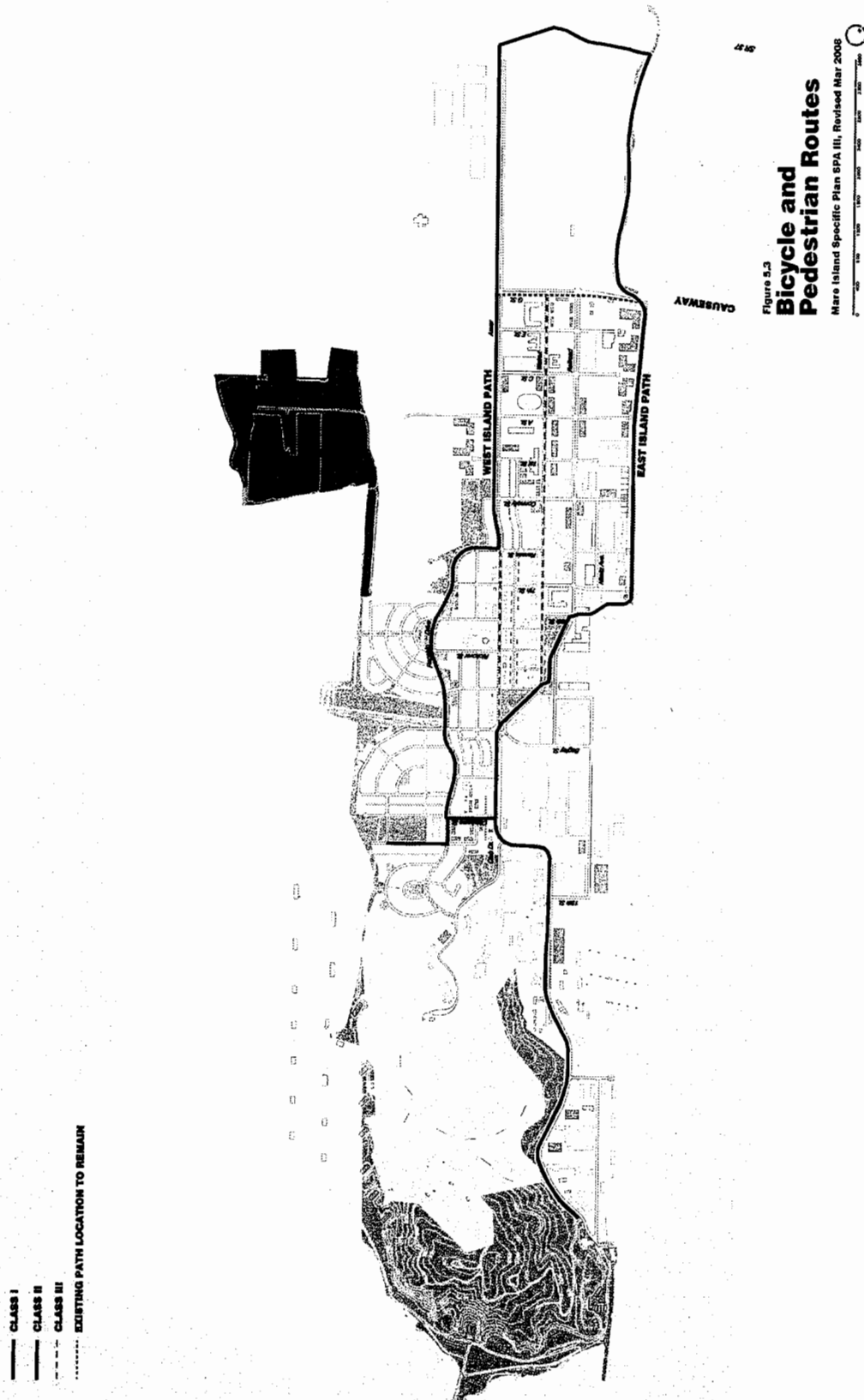
The West Island shared bikeway/path would also extend north of the Waterfront Promenade through the easterly portion of Reuse Area 1A to connect with the pier and the San Pablo Bay National Wildlife Refuge. There would also be a connector bikeway/path along the northerly edge of Reuse Area 1A to the West Island bikeway/path along the portion of Azuar Drive north of G Street. A multi-use path along the south side of G Street also would connect the East and West Island bikeway/paths at the Causeway, which could provide a direct connection with the City of Vallejo waterfront.

(B) Class II Bikeway: On-Street, Dedicated Lane

Class II bikeways require pavement markings identifying a separate, on-street lane for bicycles. A Class II bikeway is proposed along Flagship Drive from Azuar Drive to approximately Nereus Street. As discussed above, a multi-use path along the west side of Flagship Drive also would be part of an overall bikeway/path network and would serve the residential neighborhoods in this portion of the Island.

(C) Class III Bikeway: On-Street, Shared Use, Sign Designation

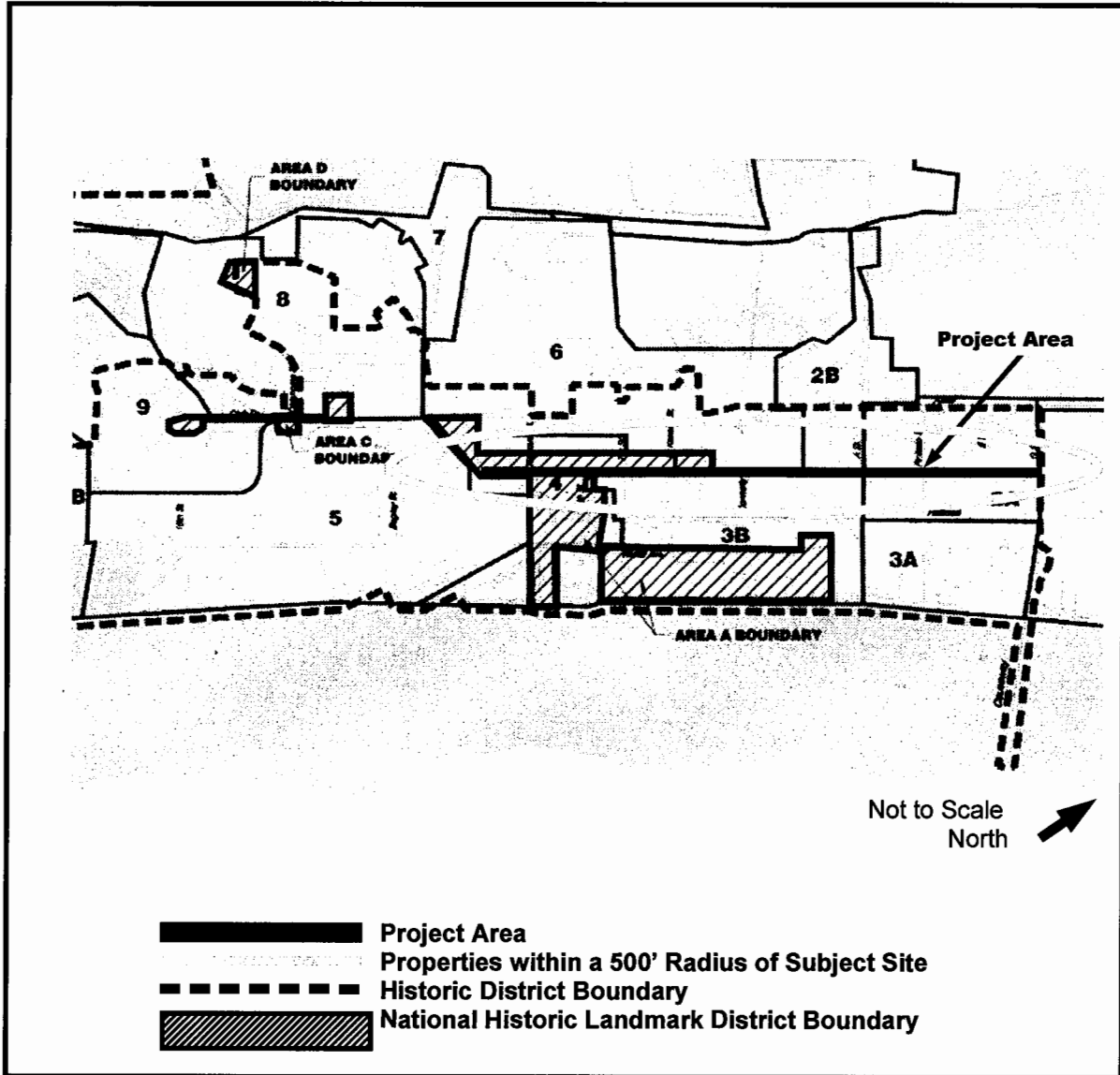
Class III bikeways, or bike routes, provide for shared use between bicycles and motor vehicles. Class III bike routes are designated through the installation of bike route signs (G93) and do not require pavement markings of any kind. Sidewalks should not be used as Class III bikeways. A Class III bikeway is proposed as part of the Azuar Drive roadway between the Kansas (formerly 5th) Street intersection and the roundabout, and along Walnut Avenue from G Street to 8th Street.



REVISED FIGURE 5.3

ATTACHMENT 2
STAFF REPORT EXHIBITS

- A. Vicinity and 500' Radius Map
- B. Selected Photographs of the Area
- C. Existing and Proposed Figure 5.3
- D. Proposed 6-Foot Wide Monolithic Sidewalk



**SPECIFIC PLAN #98-01D
MARE ISLAND SPA III
PROJECT VICINITY/500' RADIUS
CONFLICT OF INTEREST MAP**

SELECTED PHOTOGRAPHS OF WALNUT AVENUE



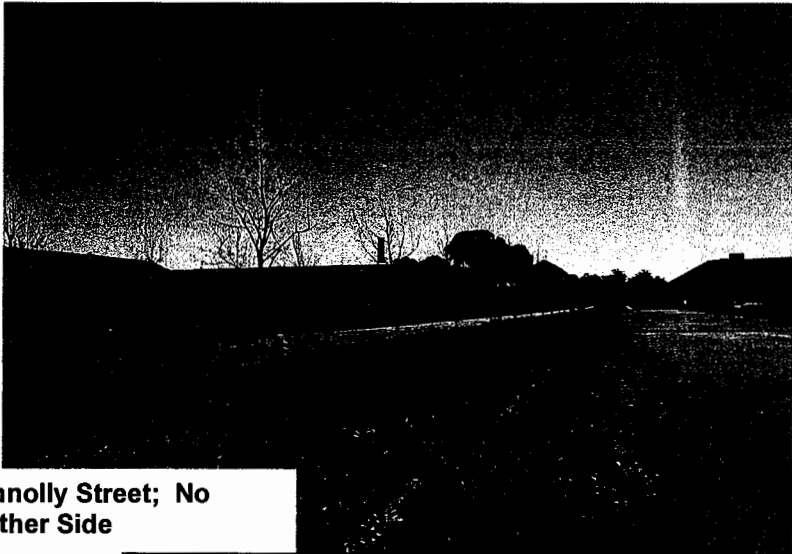
**West Side at Rodman Center
Four-foot Monolithic Sidewalk**



**East Side at Pintado Street
Six-foot Separated Sidewalk
Near 690 Walnut Avenue**



**West Side at Pintado Street
No Sidewalk Near Building 523**



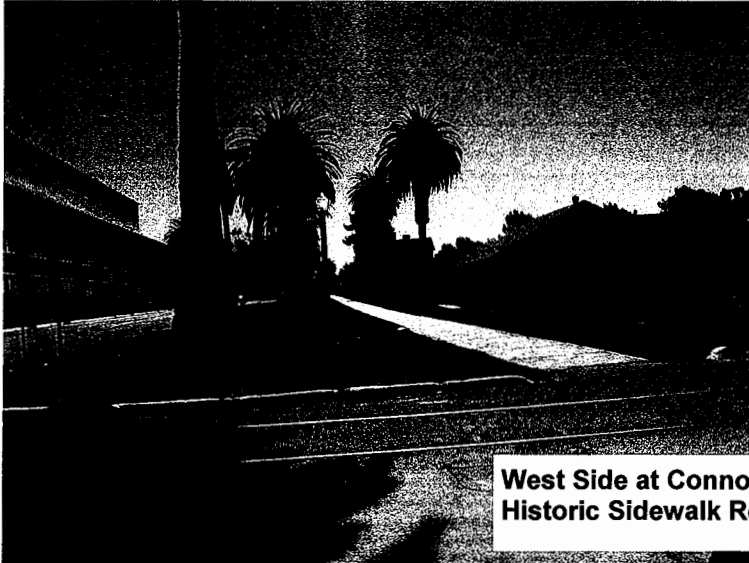
A Street to Connolly Street; No Sidewalk on Either Side



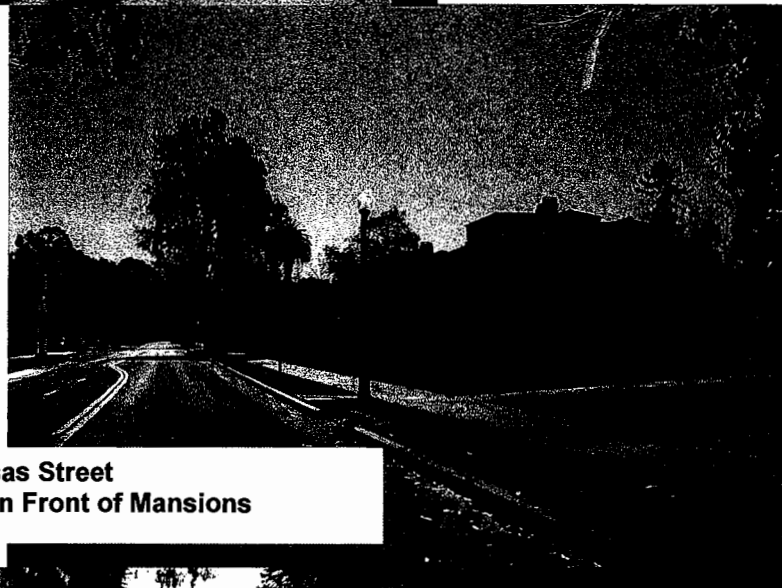
East Side—Two-Foot Separated Sidewalk Near Building 253



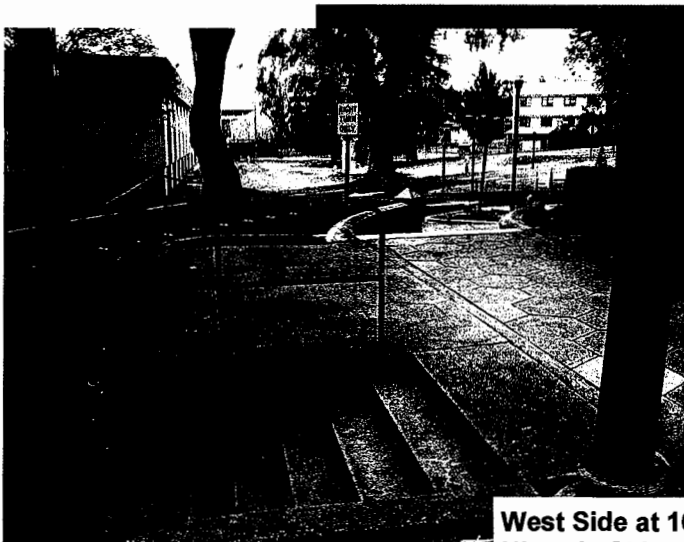
East Side Near Veterans Clinic Parking Lot Four-foot Monolithic Sidewalk



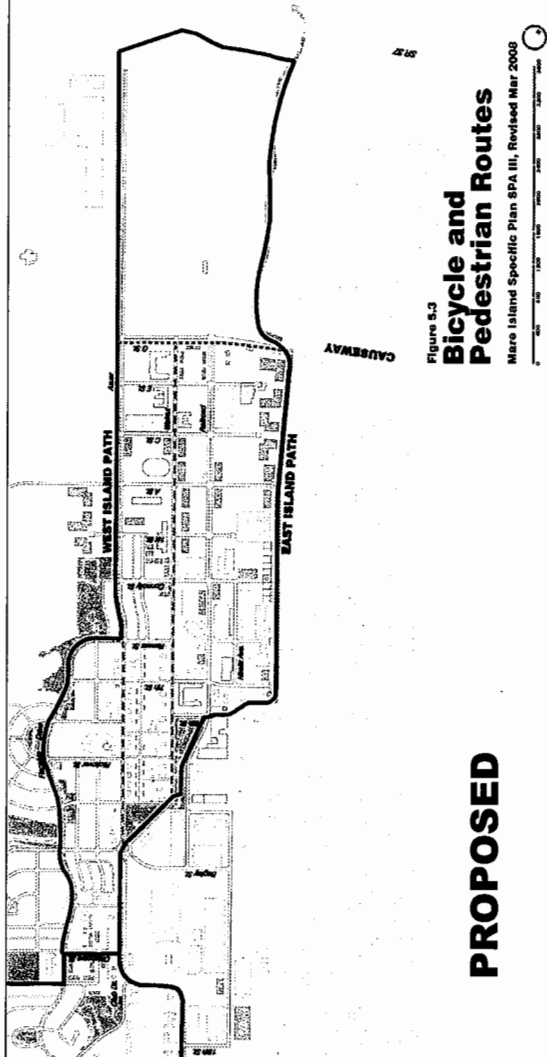
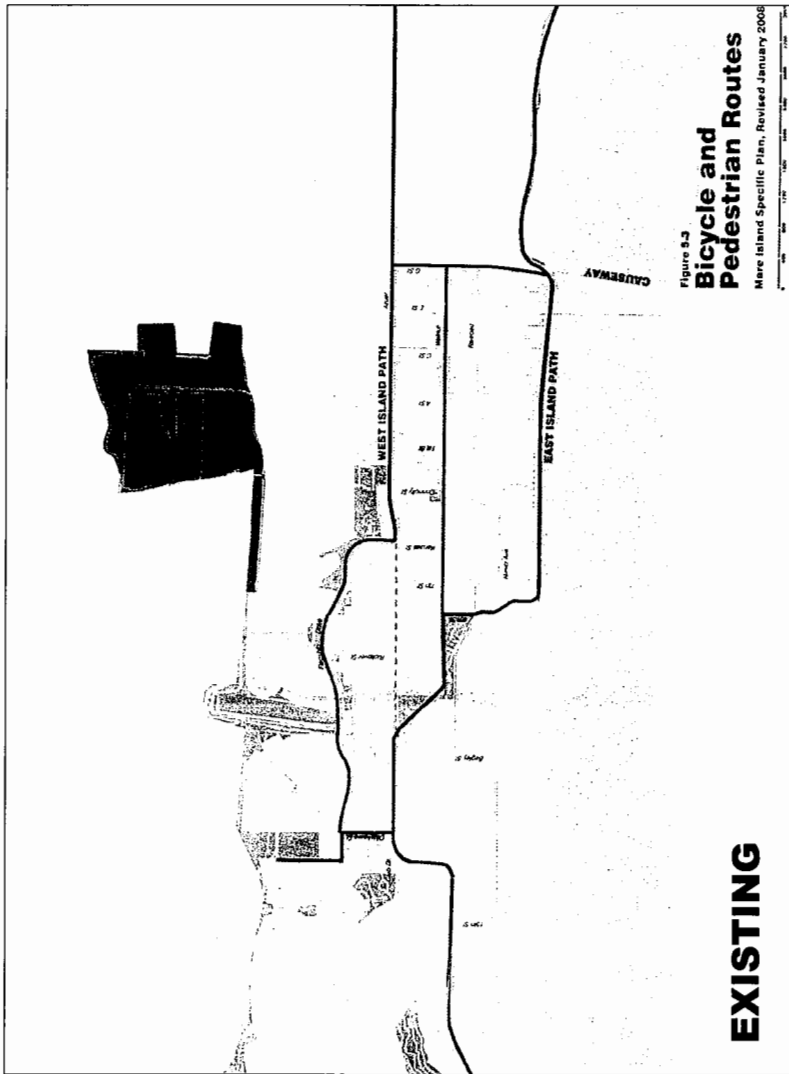
**West Side at Connolly Street
Historic Sidewalk Replacement near Quarters 21**

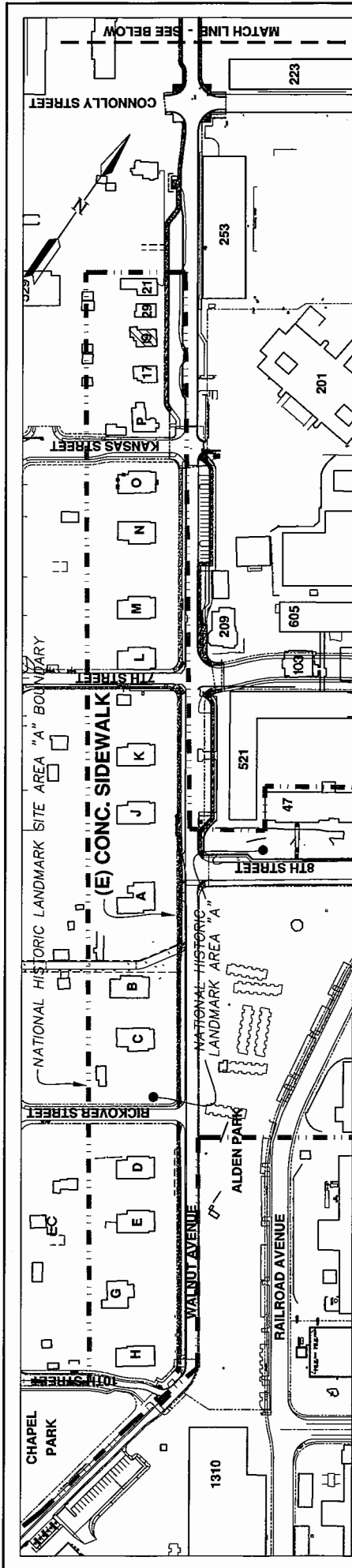


**West Side at Kansas Street
Historic Sidewalk in Front of Mansions**

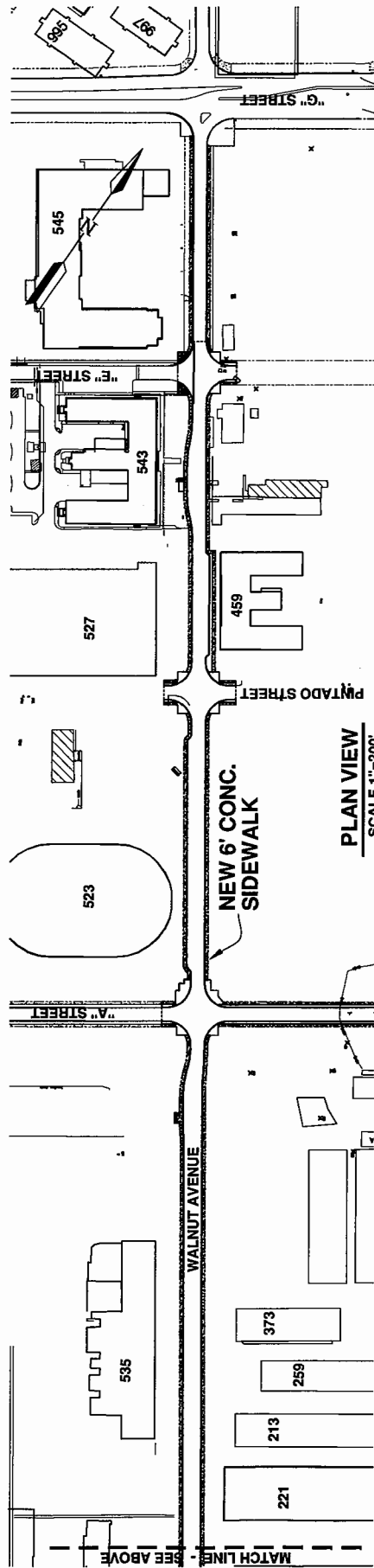


**West Side at 10th Street
Historic Sidewalk and Steps in Front of Mansion**





PLAN VIEW
SCALE 1"=200'



PLAN VIEW
SCALE 1"=200'

LEGEND

- PROPOSED 6' MONOLITHIC WALK
- (E) CONCRETE WALKWAY TO REMAIN
- NATIONAL HISTORIC LANDMARK SITE AREA "A" BOUNDARY

NOTES

1. 6' MONOLITHIC WALK IS MEASURED FROM FACE OF CURB TO BACK OF WALK.
2. WALNUT AVENUE IS ENTIRELY WITHIN THE MARE ISLAND HISTORIC DISTRICT.

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PREPARED FOR:

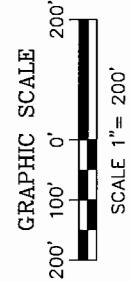


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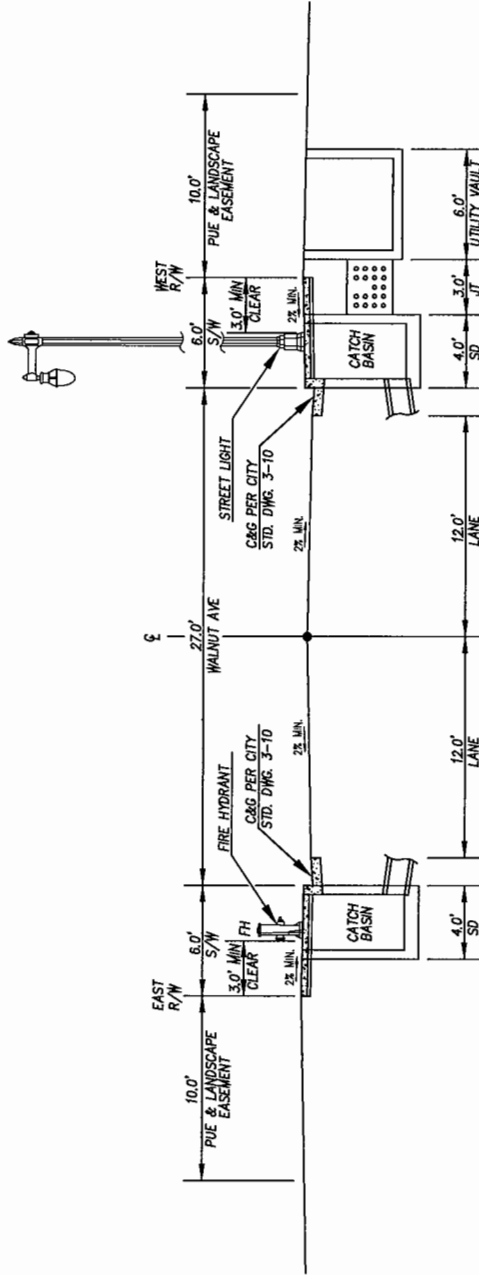
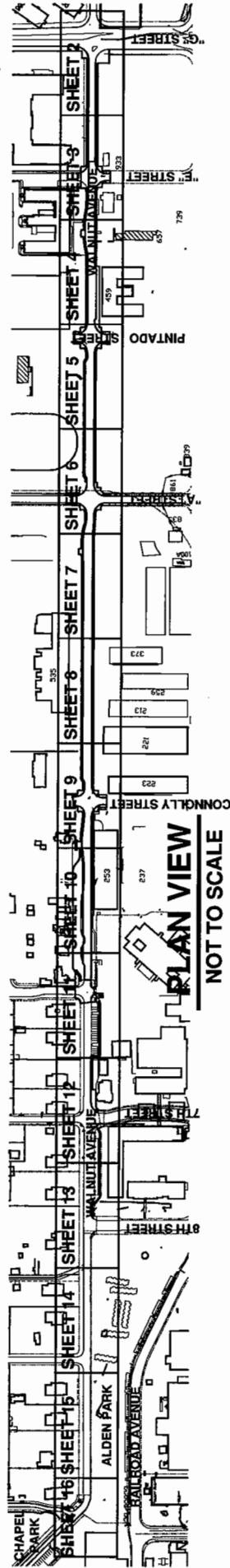
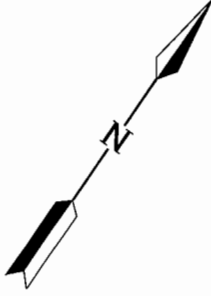
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**WALNUT AVENUE
6' MONOLITHIC SIDEWALK
INDEX SHEET**

MARCH 13, 2008
SHEET 11 C

0000077A/VP-WALNUT/ALT-2/01-PP-W-ALT-17X1



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TYPICAL SECTION
NOT TO SCALE

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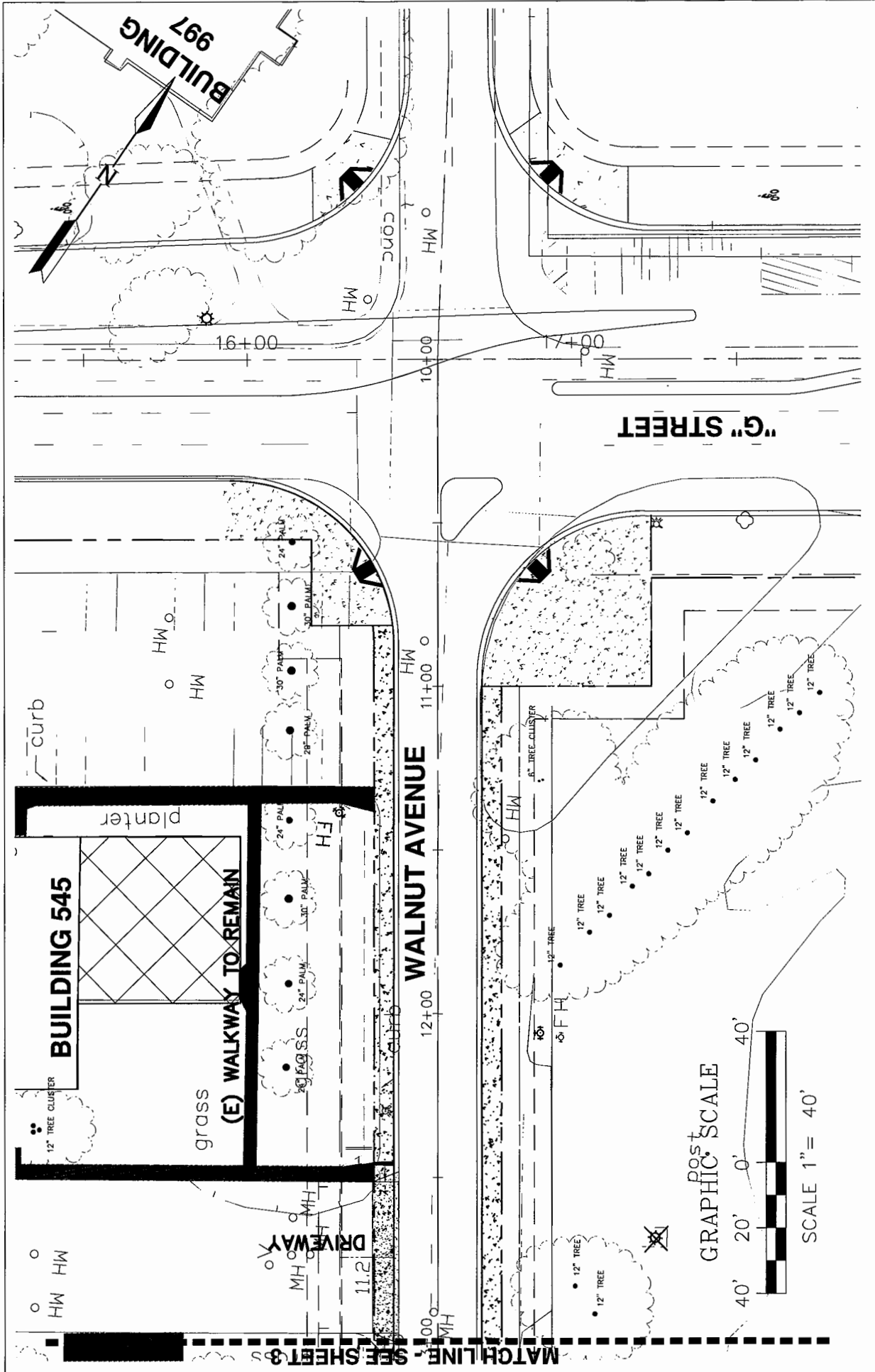
LENNAR MARE ISLAND

WALNUT AVENUE
6' MONOLITHIC SIDEWALK
INDEX SHEET

APRIL 1, 2008

SHEET 1 OF 16

\\0008077\IP-WALNUT\ALT-2\01-PP-W-ALT.DWG



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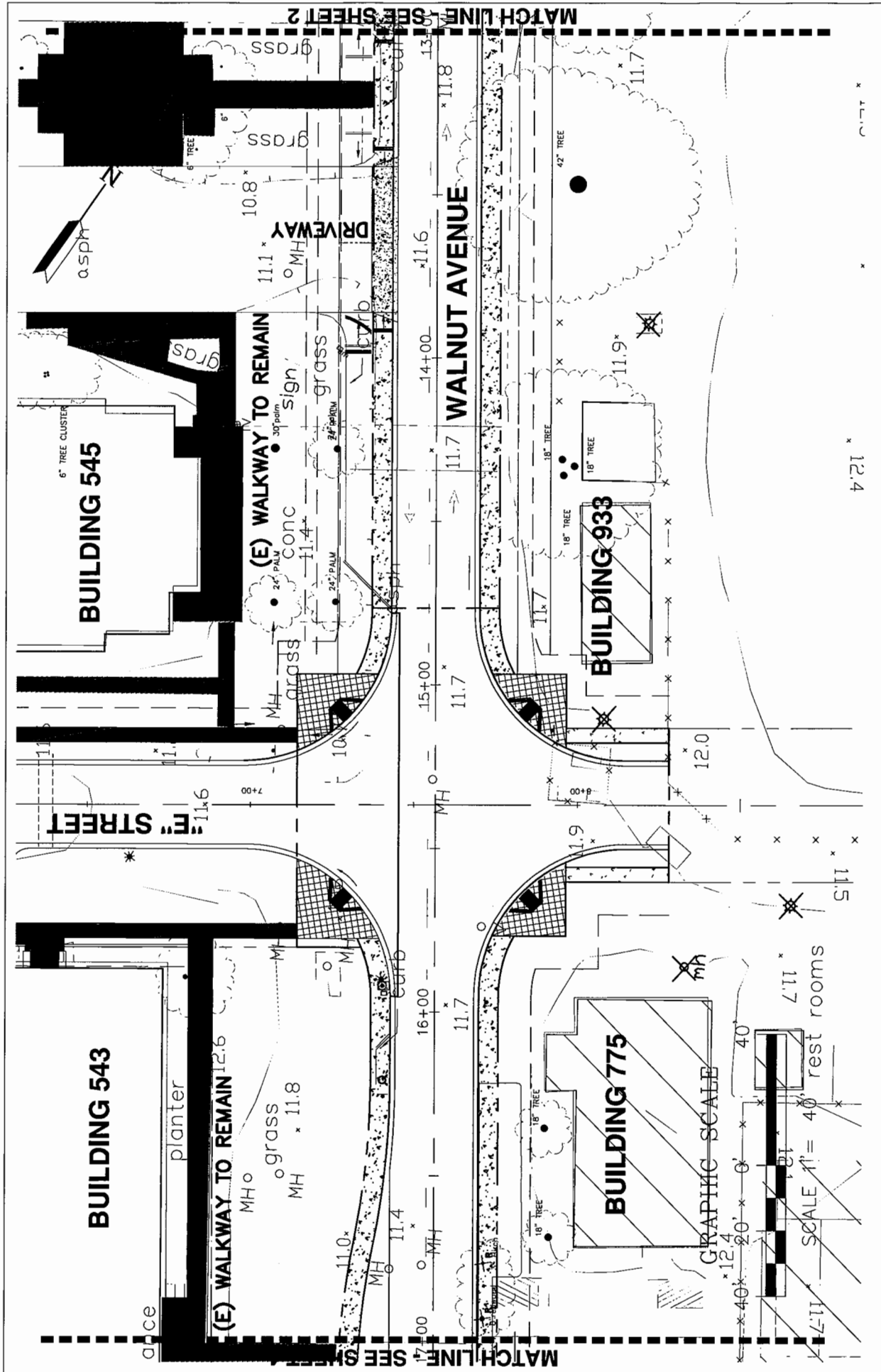
**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 9+00 TO 13+00

APRIL 1, 2008

SHEET 2 OF 16

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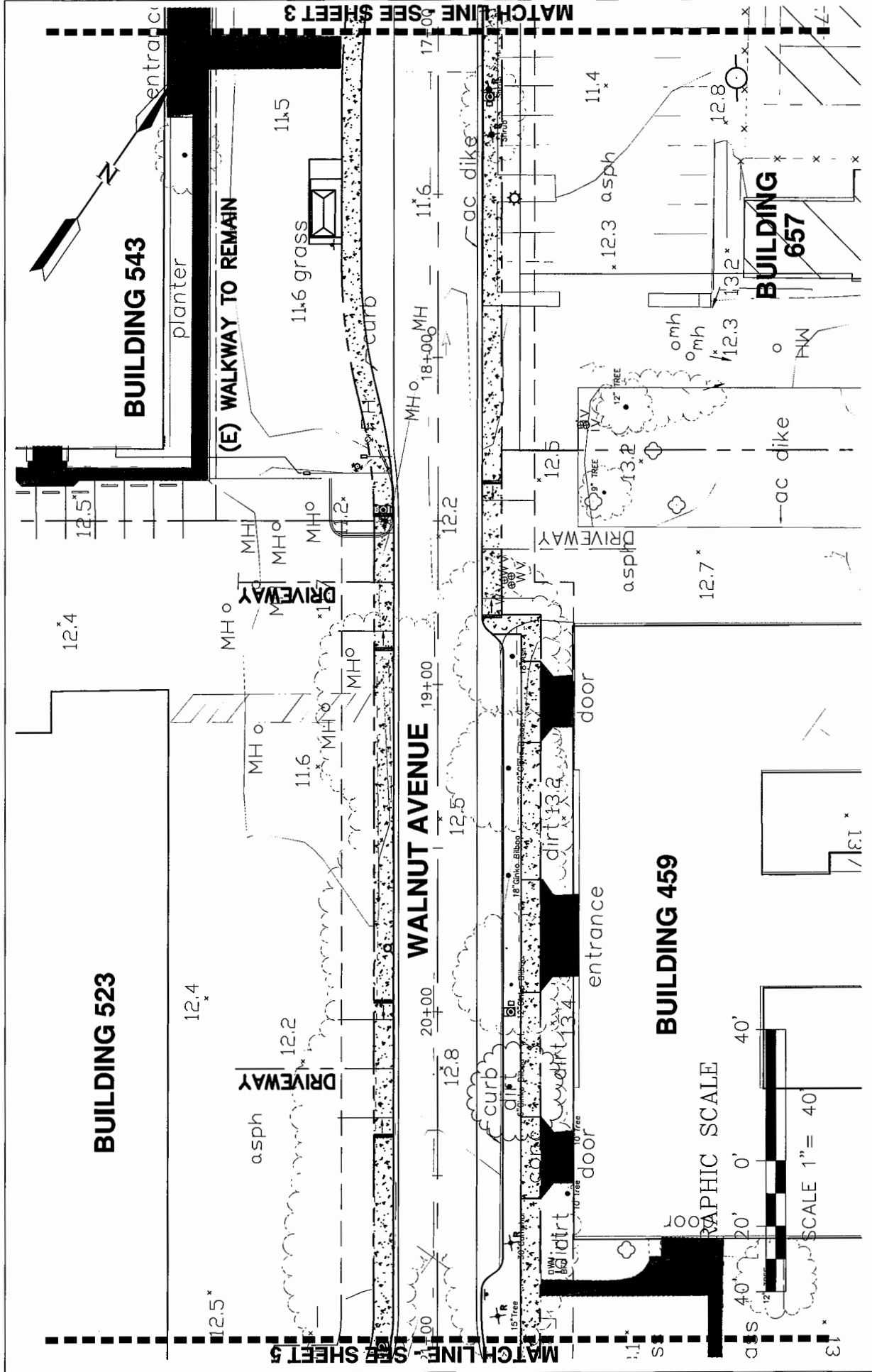
**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 13+00 TO 17+00

APRIL 1, 2008

SHEET 3 OF 16

\\0008077\p-walnut\ALT-2\01-PP-W-ALT.DWG



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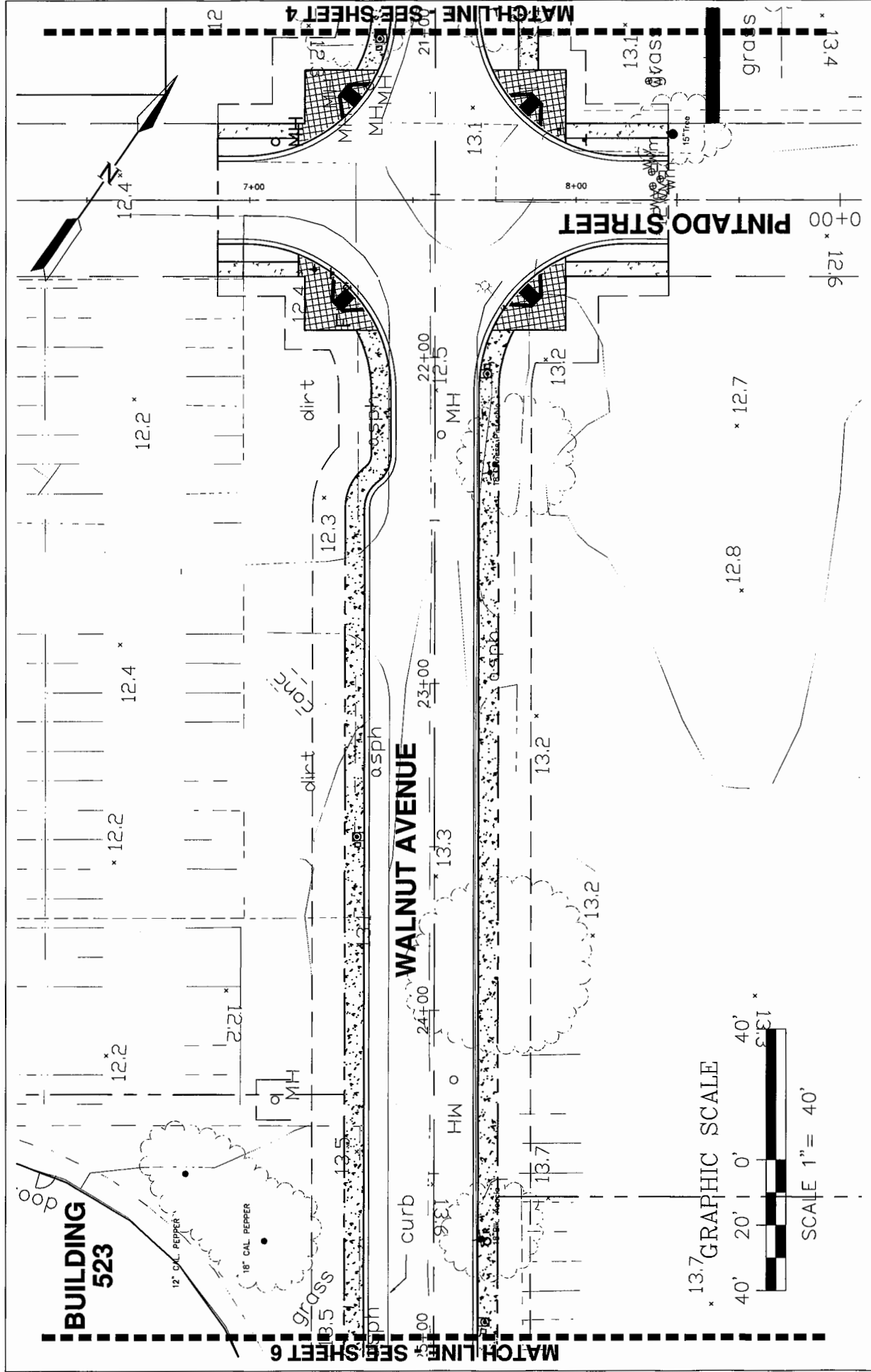
LENNAR MARE ISLAND

**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 17+00 TO 21+00

APRIL 1, 2008

SHEET 4 OF 16



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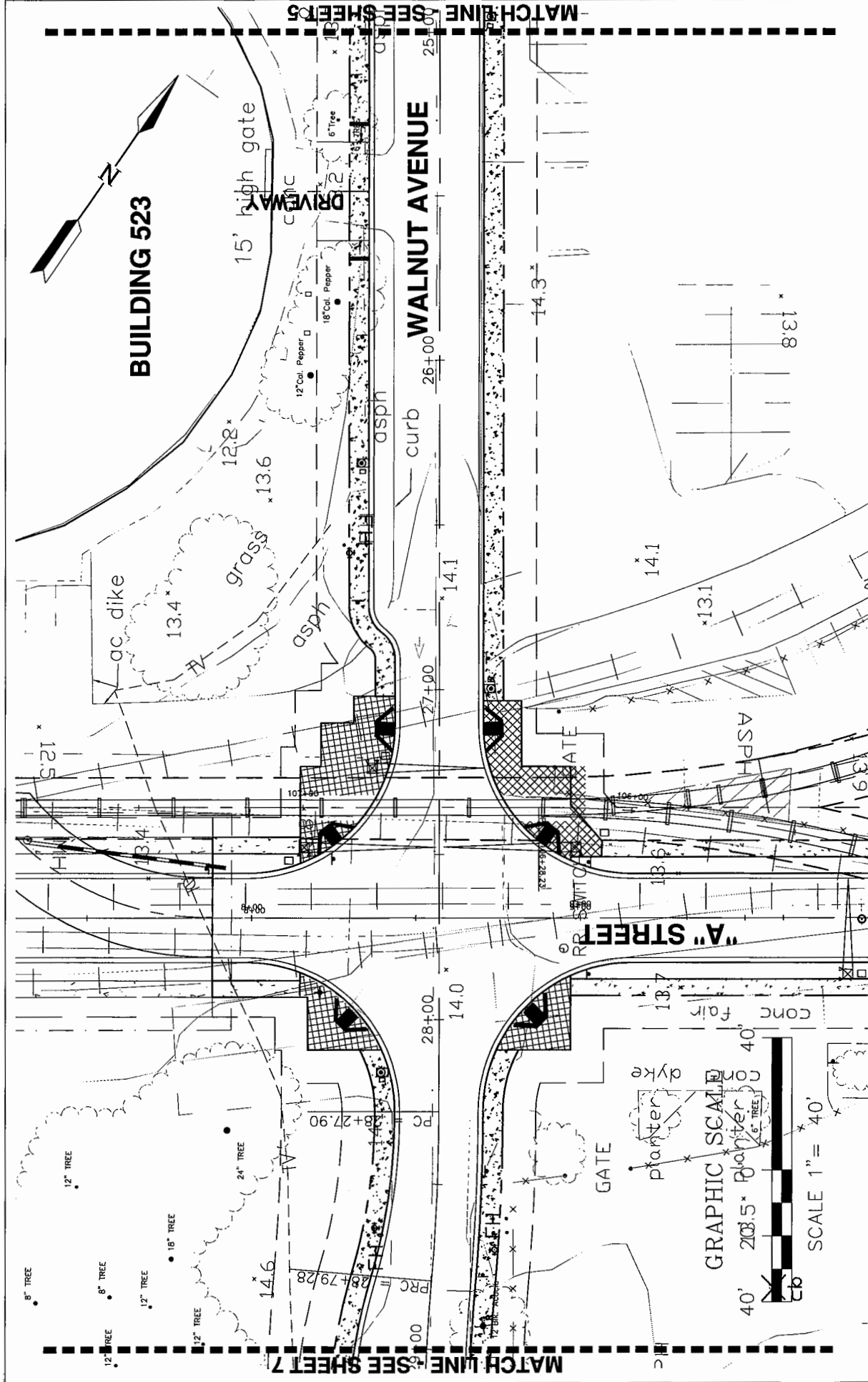
**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 21+00 TO 25+00

APRIL 1, 2008

SHEET 5 OF 16

\\00080771\IP-WALNUT\ALT-2\01-PP-W-ALT.DWG



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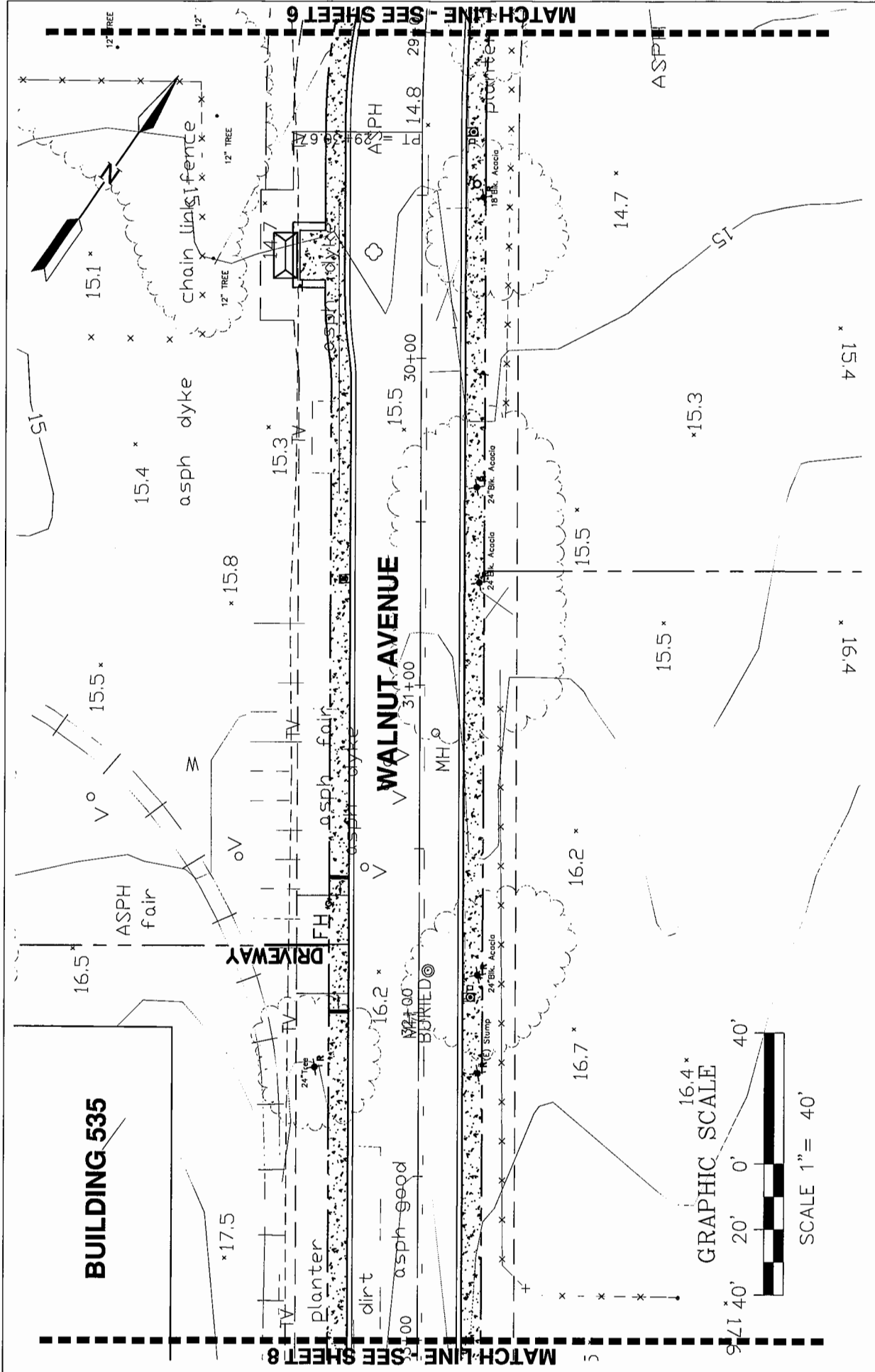
LENNAR MARE ISLAND

**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**
 STA: 25+00 TO 29+00

APRIL 1, 2008

SHEET 6 OF 16

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**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

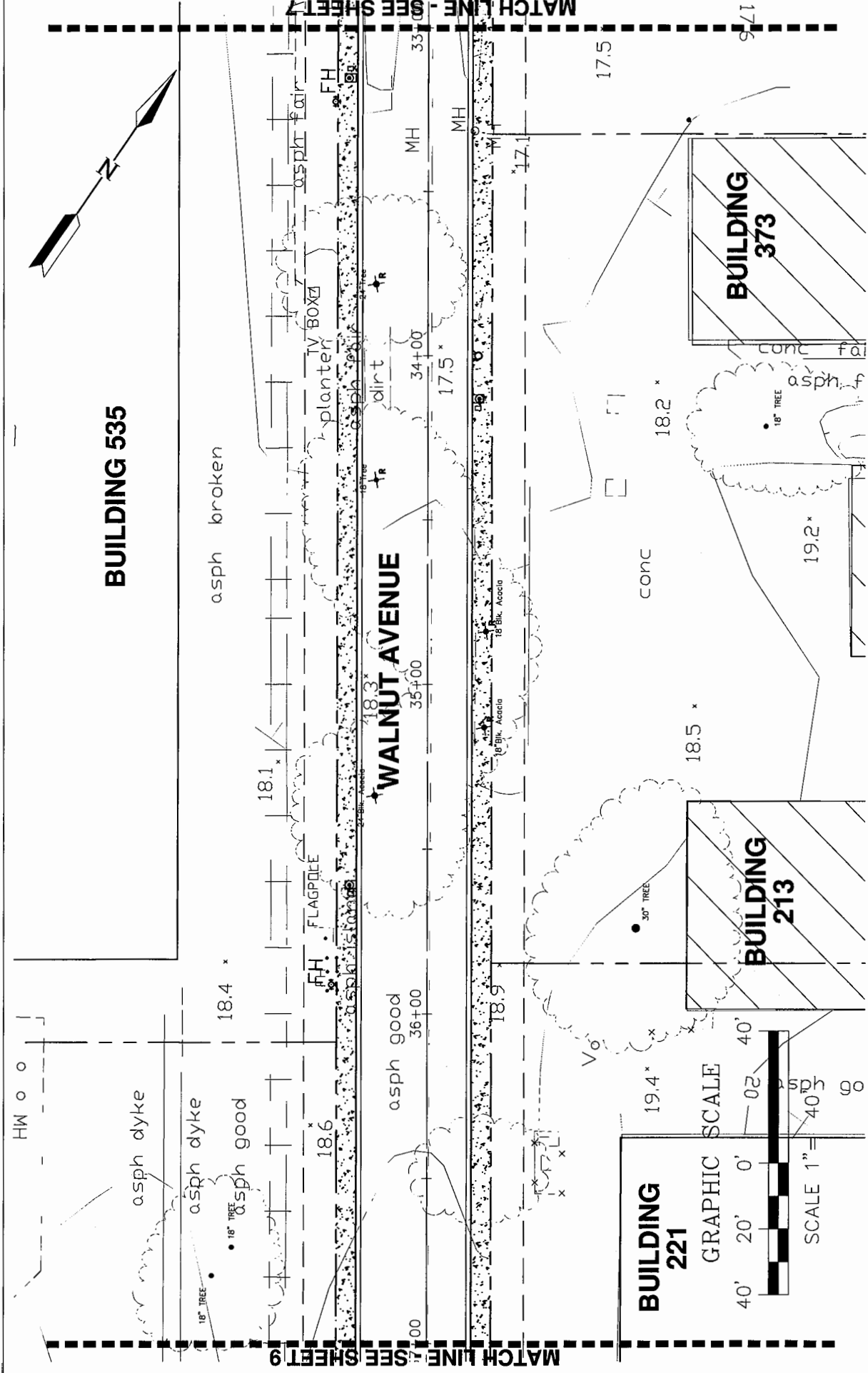
STA: 29+00 TO 33+00

APRIL 1, 2008

SHEET 7 OF 16

\\0008077\JP-WALNUT\ALT-2\01-PP-W-ALT.DWG

BUILDING 535



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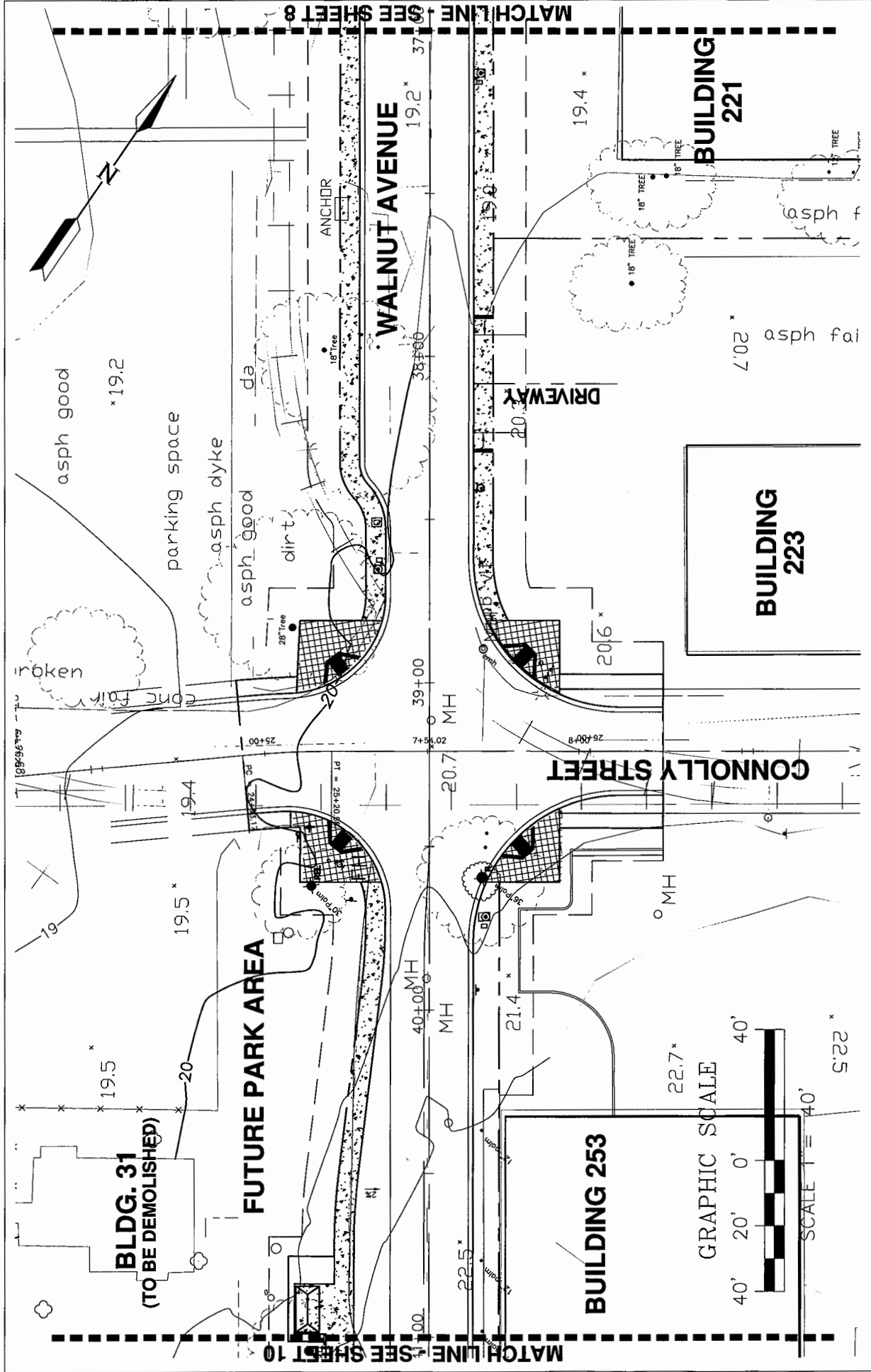
LENNAR MARE ISLAND

**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**
 STA: 33+00 TO 37+00

APRIL 1, 2008

SHEET 8 OF 16

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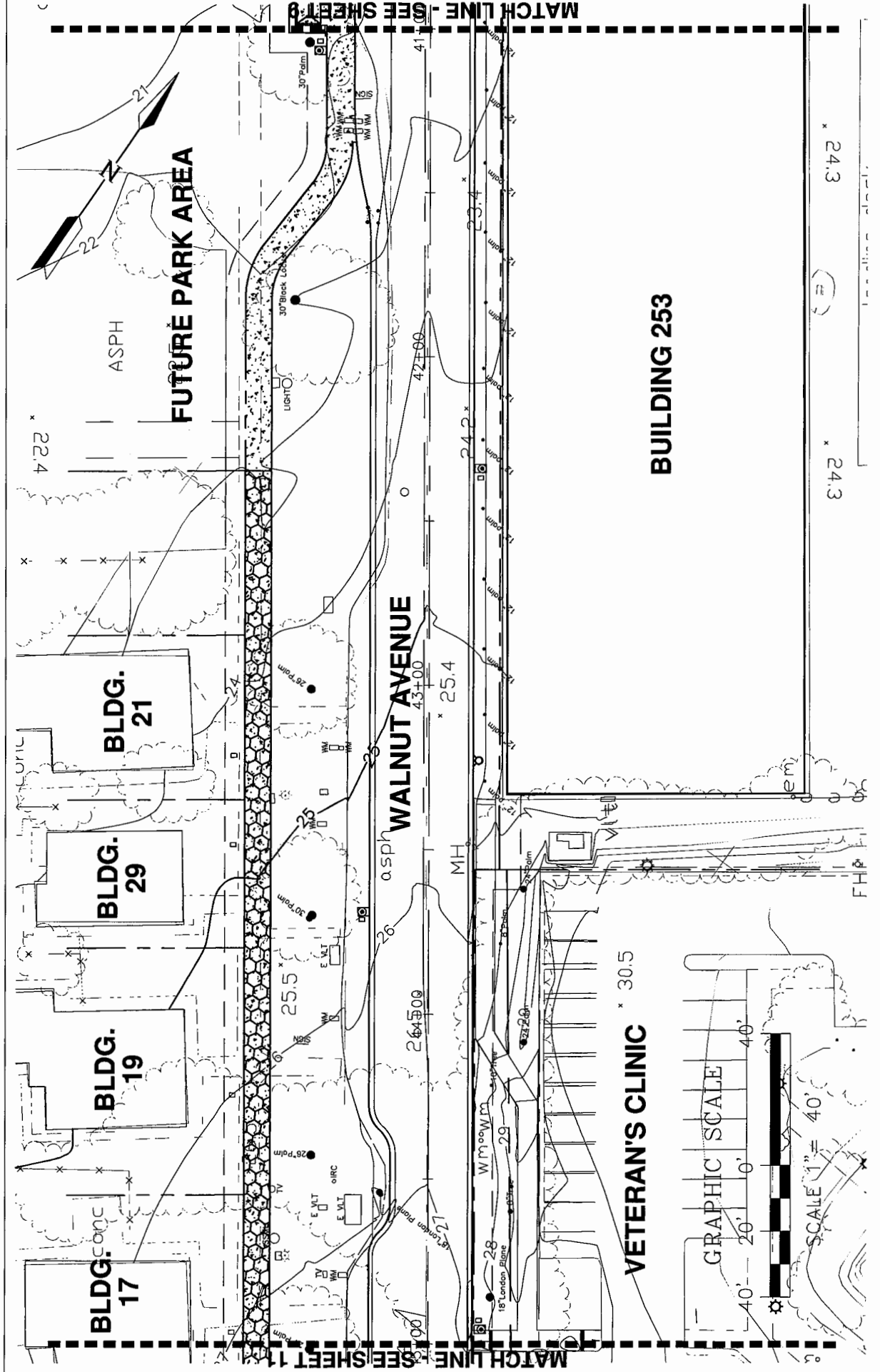
LENNAR MARE ISLAND

**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**
 STA: 37+00 TO 41+00

APRIL 1, 2008

SHEET 9 OF 16

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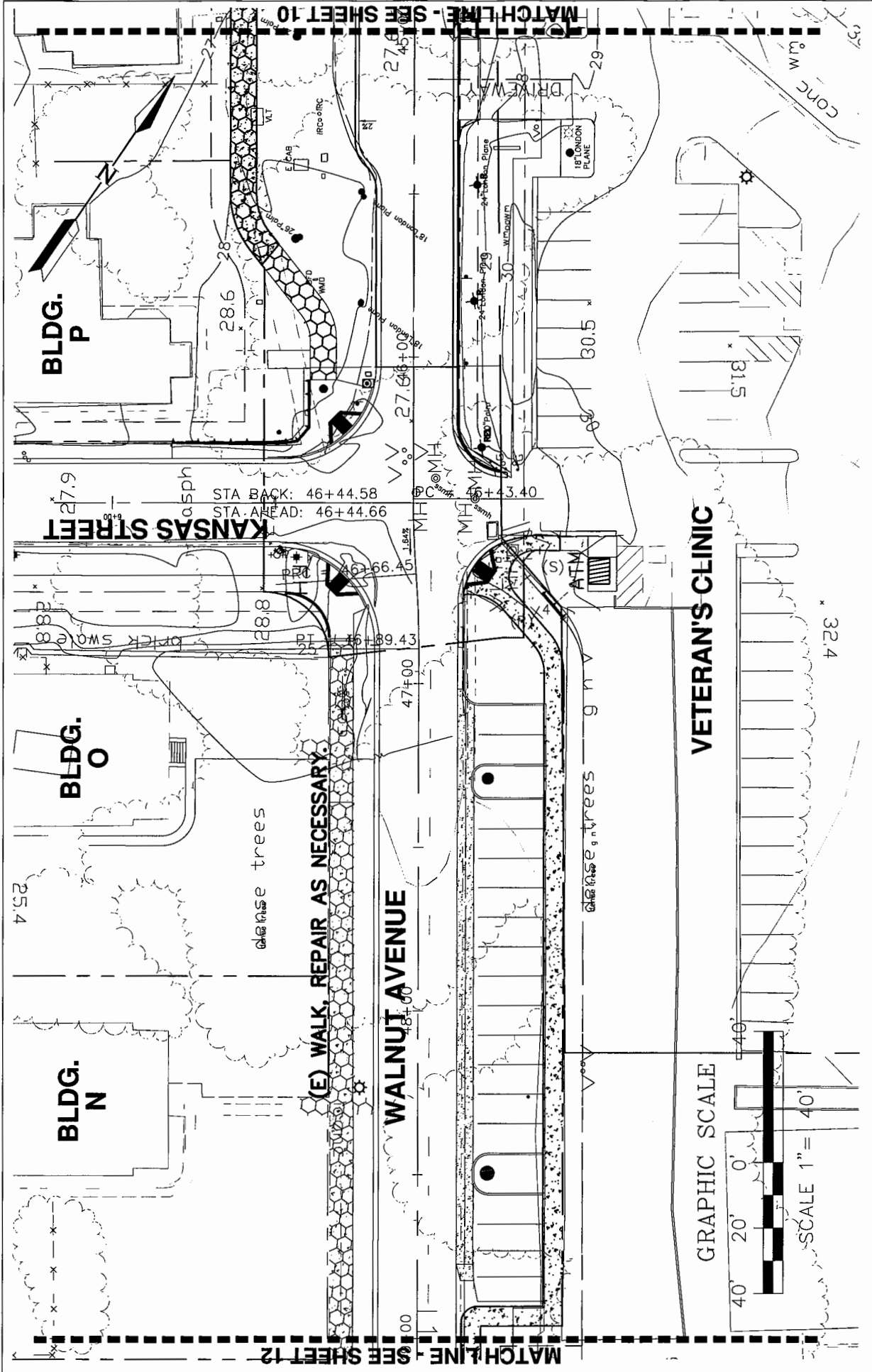
**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 41+00 TO 45+00

APRIL 1, 2008

SHEET 10 OF 16

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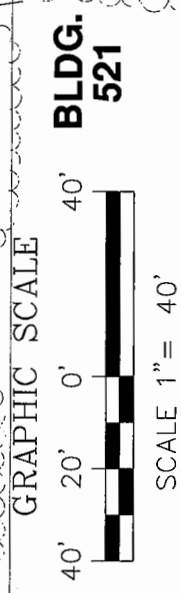
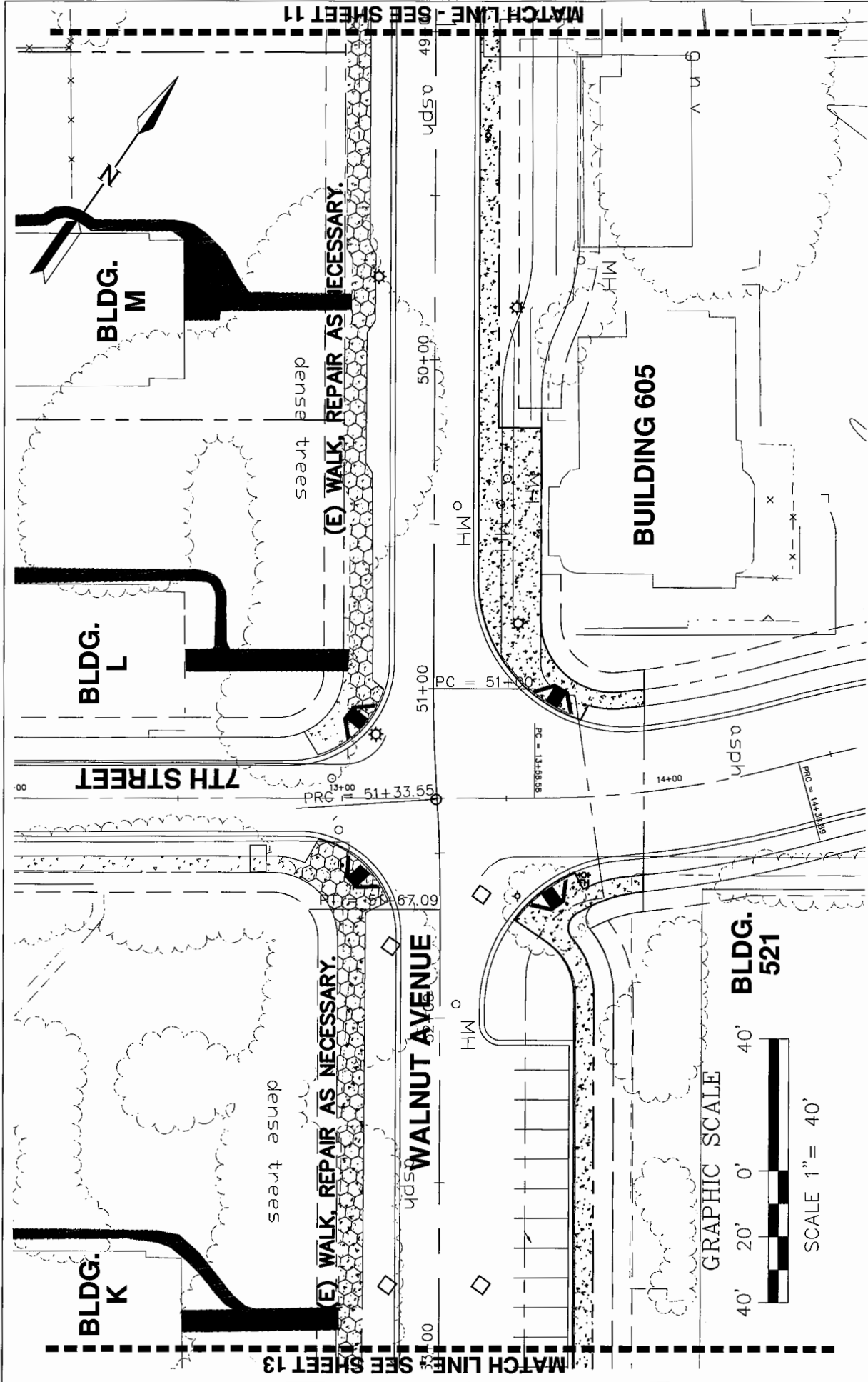
**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 45+00 TO 49+00

APRIL 1, 2008

SHEET 11 OF 16

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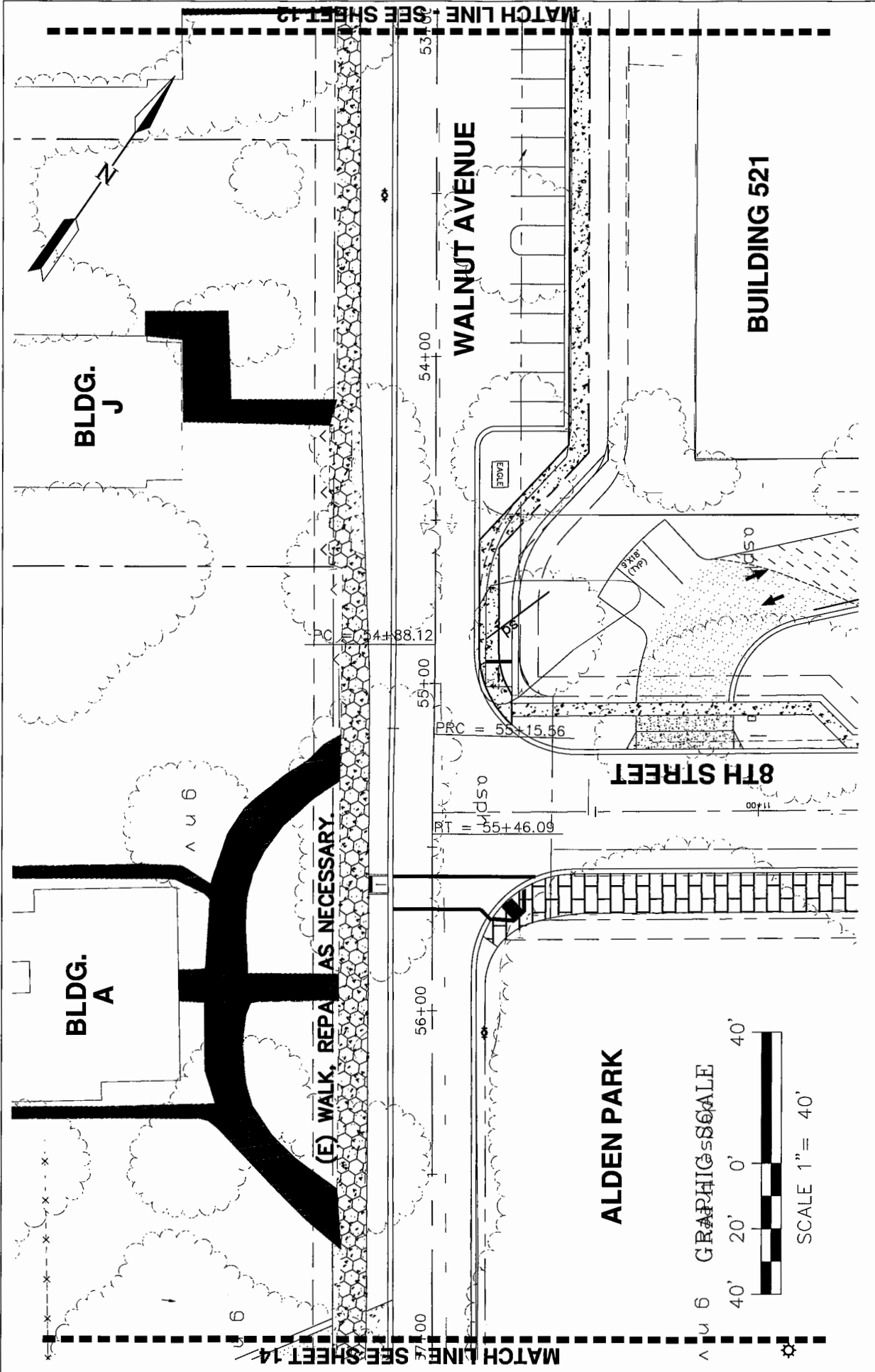
**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 49+00 TO 53+00

APRIL 1, 2008

SHEET 12 OF 16

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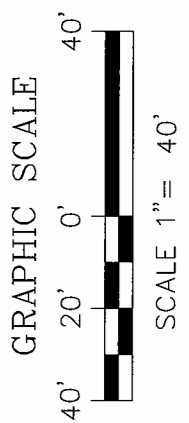
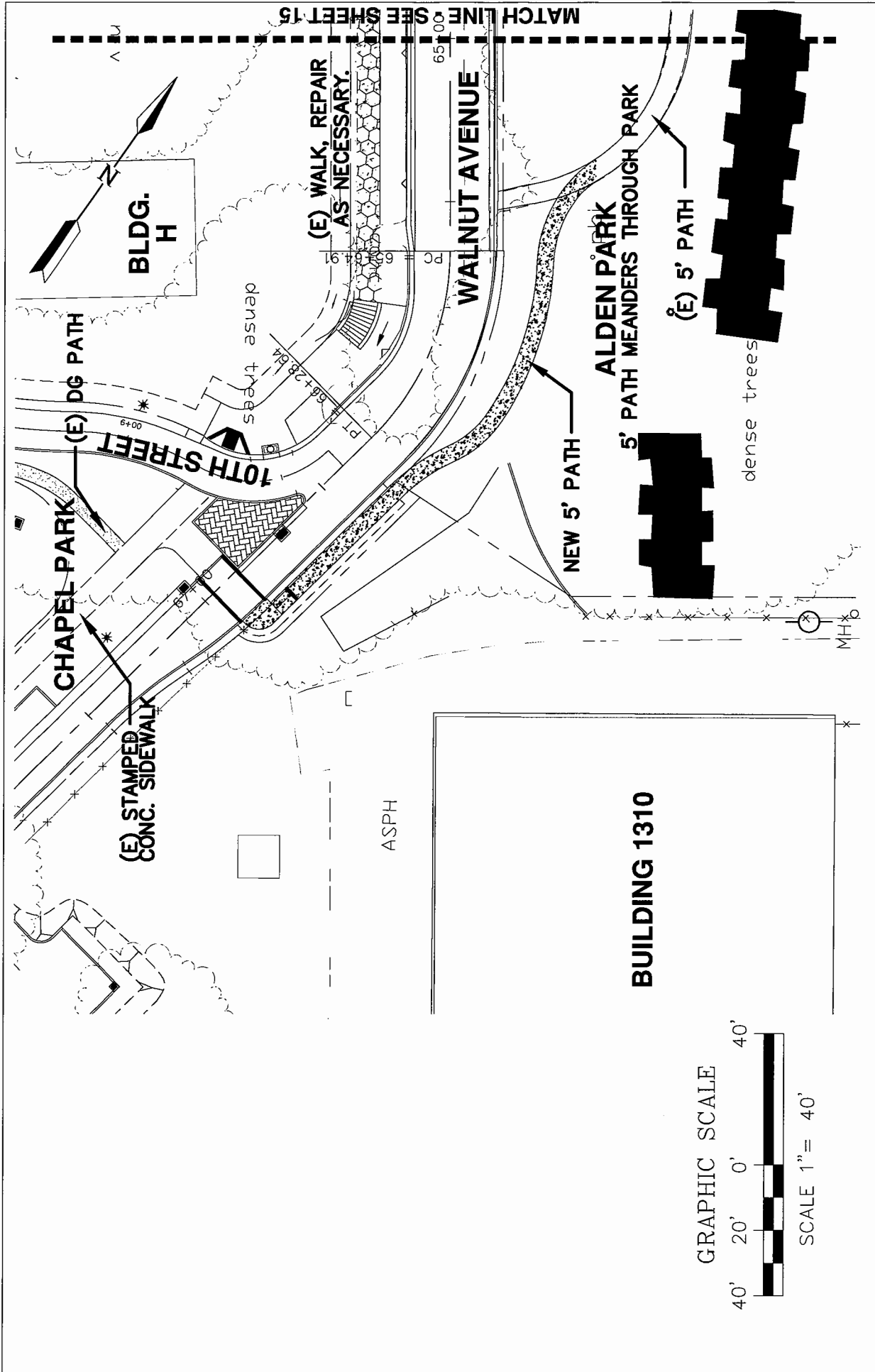


LENNAR MARE ISLAND

**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**
 STA: 53+00 TO 57+00

APRIL 1, 2008

SHEET 13 OF 16
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**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 65+00 TO 67+00

APRIL 1, 2008

SHEET 16 OF 16

\\0008077\IP-WALNUT\ALT-2\01-PP-W-AL.T.DWG

ATTACHMENT 3

DRAFT ADDENDUM TO THE 2005 SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

DRAFT

**ADDENDUM II
TO THE 2005 FINAL SUBSEQUENT
ENVIRONMENTAL IMPACT REPORT
FOR THE MARE ISLAND SPECIFIC PLAN
AMENDED AND RESTATED**

**ADOPTED BY
THE VALLEJO CITY COUNCIL
MAY 2008**

A. INTRODUCTION

This document is an Addendum to the Subsequent Environmental Impact Report (SEIR), State Clearinghouse #2003092057 for the 2005 Mare Island Specific Plan Amended and Restated (2005 Specific Plan). The SEIR was certified by the Vallejo City Council in November 2005. The purpose of this Addendum is to disclose and discuss any potential environmental impacts associated with a proposed amendment to the Specific Plan, referenced in this document as SPA III.

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15164, an Addendum to a previously-certified EIR may be prepared by the Lead Agency when a proposed action will not lead to a new significant effect or a significant effect being substantially more severe than shown in the previous EIR. CEQA requires that the decision making body consider the Addendum with the Final EIR prior to making a decision on the project.

The fundamental conclusion of this Addendum, as further described in Section C of this document, is that the SPA III will not result in new significant impacts beyond those already identified in the SEIR for the original project (2005 Specific Plan) and will not result in substantially more severe impacts than those disclosed in the SEIR. Thus, a subsequent or supplemental EIR need not be prepared.

B. PROJECT DESCRIPTION

Project Location and Setting

Mare Island occupies approximately 5,250 acres within the City of Vallejo. The Island is bounded by the San Pablo Bay to the west, Carquinez Strait to the southwest, Mare Island Strait to the northeast, with the mainland further east, and a series of sloughs and marshlands and Highway 37 to the north. Mare Island generally encompasses 1,400 acres of dry uplands and 3,800 acres of wetlands, submerged lands and inactive dredged material disposal ponds.

Mare Island Naval Shipyard closed operation as a naval facility in 1996. The Shipyard was listed as a National Historic Landmark (NHL) in 1975 and in the National Register in 1997. The entire project area is within the Mare Island Historic District and portions are within the NHL District A.

The proposed amendment involves changes to Walnut Avenue, one of the primary roadways on the Island. Walnut Avenue contains two travel lanes and generally runs north-south. The street has sidewalks that range from three to seven feet in width along most of the west side and portions of the east side. The surrounding area is developed with a diverse mix of uses including former military barracks that have been renovated as office space, large vacant industrial warehouse buildings, a sports center, open space (Morton Field and Alden Park), existing historic mansions that are currently being used as office space, and several vacant sites.

Project Background and Previous Environmental Review

In 1993 prior to closure of the Shipyard, the City of Vallejo conducted a community-based planning process for the potential reuse of Mare Island as a civilian area of the City. This effort resulted in the development of the Final Mare Island Reuse Plan (Reuse Plan), which identified 13 Reuse Areas for Mare Island, as well as wetlands and dredge ponds areas on the west side of the Island. The Reuse Plan described the desired character of each Reuse Area and the potential redevelopment opportunities. The City Council accepted the Final Mare Island Reuse Plan in July 1994 and certified an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Disposal and Reuse of Mare Island Naval Shipyard in 1998.

In 1999 the City Council adopted the Mare Island Specific Plan (1999 Specific Plan) as the implementation document for the Reuse Plan after approving an Addendum to the 1998 EIS/EIR. The 1999 Specific Plan included additional detail regarding land use policies, allowable land uses and development standards. Amendments to the City of Vallejo Municipal Code (V.M.C.) Zoning Ordinance and General Plan were also made to

address policies related to the treatment of the historic resources, and to ensure consistency with the 1999 Specific Plan.

The City selected Lennar Mare Island (Lennar) as the Master Developer of approximately 650 acres of uplands on Mare Island, and in 2001 entered into a Development Agreement (DA) with Lennar to provide a binding mechanism to ensure the timely, efficient, and orderly development of the area. In December 2005, the City Council approved Lennar's proposal to amend and restate the 1999 Mare Island Specific Plan and adopted the 2005 Mare Island Specific Plan Amended and Restated (2005 Specific Plan). The 2005 Specific Plan covers the entire Island and generally consists of a development program similar to that in the 1999 Specific Plan as well as the 1994 Mare Island Final Reuse Plan. The primary changes from the 1999 Specific Plan included an additional 2.7 million square feet of development potential; more detailed development policies; elimination of a third access point from the mainland to the Island, via the Southern Crossing; and inclusion of the Historic Project Guidelines. The adopted 2005 Specific Plan replaced and superseded the 1999 Specific Plan.

Pursuant to the requirements of the California Environmental Quality Act (CEQA), the City Council certified a Final Subsequent Environmental Impact Report (SEIR) for the 2005 Specific Plan on November 29, 2005. The SEIR identified and analyzed the significant impacts associated with the incremental change in intensity and distribution of land uses on Mare Island from the 1999 Specific Plan, as described in the 2005 Specific Plan. The SEIR concluded that the incremental change would result in unavoidable adverse impacts in cultural resources, transportation, air quality, and noise categories. Three project alternatives were also analyzed that included a No Project Alternative, Historic Preservation Alternative, and the Reuse Area 1A Increased Development Alternative.

The SEIR identified mitigation measures to lessen the severity of potential adverse environmental impacts, some of which would not reduce the impacts to a level of insignificance. While most of the mitigation measures were incorporated as part of the approved project, several were rejected by the City Council as infeasible. The Council concluded that although the 2005 Specific Plan would result in adverse environmental impacts that cannot be avoided even with the incorporation of all feasible mitigation measures into the project, the anticipated economic, social, technological or other benefits of the project outweighed the unavoidable adverse effects, and such effects were considered acceptable. Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15093, the City Council adopted a Statement of Overriding Considerations for the 2005 Specific Plan and SEIR. A Mitigation Monitoring Program was also adopted. The SEIR is available at the City of Vallejo Planning Division and is incorporated herein by reference.

In July 2007, the City Council adopted a second amendment to the Specific Plan (SPA II) and the Vallejo Municipal Code (V.M.C.) as proposed by Lennar that addressed policies generally related to historic resources on Mare Island. An Addendum was prepared and

adopted by City Council for the SPA II project. The July 2007 Specific Plan supersedes both the 1999 and 2005 Specific Plan documents.

Proposed SPA III

Lennar proposes to amend the Specific Plan to eliminate a planned 12-foot wide Class I Bikeway/Multi-Use Path Off-Street (bikeway/path) along the west side of Walnut Avenue from G Street to 10th Street, and replace it with a Class III Bikeway, On-Street Shared, Signage designation. A six-foot wide monolithic sidewalk (typical concrete walkway next to the curb), generally along both sides of the roadway would also be constructed. The purpose of the amendment is to provide consistent sidewalks along Walnut Avenue from G Street to 8th Street, planned as part of the Town Center, and to maintain the historic integrity of the area, which previously did not contain a multi-use path. The proposed amendment would affect the south side of the Island only (South of G Street) and would require modifications to Section 5.7 and Figure 5.3 of the Specific Plan document, as well as applicable sheets in Appendix D Street Cross-sections.

The Specific Plan currently designates three Class I bikeway/paths for the Island. The Class I designation is planned to accommodate both bicycles and pedestrians on an off-street facility contained within an 8-foot area with a two-foot shoulder on each side. Two of the bikeway/paths are planned along the outer east and west edges of the Island, specifically along the Waterfront Promenade and Azuar Drive that ultimately link to the Regional Park at the southern end. The third mid-Island bikeway/path is designated along Walnut Avenue. The proposed amendment would maintain the two bikeway/paths along the outer edges, eliminate the center path, and provide a Class III bikeway along Walnut Avenue as a mid-Island bikeway.

SPA III also includes text changes to Section 5.7 that would allow the Planning Division to have flexibility and discretion in selecting the final type of all future bikeway/paths appropriate for an area in light of the surrounding character and development along the paths. Such determination could be made as long as the exercise of flexibility remains consistent with the Specific Plan and applicable laws and ordinances.

C. SCOPE OF THE ADDENDUM

This Addendum to the 2005 SEIR examines the potential environmental impacts associated with the proposed SPA III. The Addendum has been prepared pursuant to the requirements of CEQA and in accordance with the CEQA Guidelines, and is intended to inform the public and the City Council of potential environmental impacts that may occur with the adoption of the proposed SPA III.

CEQA Guidelines Section 15164 provides authority for use of an addendum to document the basis for a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately analyzed in an existing certified EIR. That section states, in pertinent part:

- a. The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- b. An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- c. The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- d. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As noted above, the lead agency's decision to use an addendum must be supported by substantial evidence that none of the following conditions that would trigger the preparation of a Subsequent EIR, as provided in Section 15162, are present. That section limits the requirement for preparation of a Subsequent EIR to the following situations, presented below in pertinent part:

- a. Substantial changes are proposed in the project, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects;

- b. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete ... shows [that]: The project will have ...significant effects not discussed in the previous EIR...[or] Significant effects previously examined will be substantially more severe than shown in the previous EIR.

SPA III would not trigger preparation of a Subsequent EIR, under conditions set forth in CEQA Guidelines Section 15162 for the following reasons:

- a. The proposed SPA III does not represent a substantial change from the 2005 Specific Plan. The replacement of an off-street bikeway/path along Walnut with a shared bikeway modifies the type of bicycle/pedestrian facility provided in the current plan; however, the two more appropriately located bikeway/paths would remain as part of the Plan and are generally one to three blocks from Walnut Avenue. The proposal does not involve any change in the development plan that would affect the environmental impacts analyzed as part of the Subsequent EIR.
- b. SPA III contains no substantial changes that would require major revisions to the 2005 SEIR due to the involvement of significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The SEIR references the provision of a "pedestrian-bicycle corridor along Walnut Avenue" as part of the proposed plan and identified a "Less Than Significant" impact for the project, citing that the "bicycle and pedestrian network should provide a high degree of convenient connections between the residential, recreational, employment and education uses on Mare Island and should minimize the number of intra-island automobile trips." The bicycle/pedestrian facilities designated in the Specific Plan provides for three bikeway/paths within a five-block area. The retention of two of the paths as well as the provision of an on-street bikeway along Walnut Avenue would maintain the high degree of connections between uses on the Island and would not have a significant environmental effect nor substantially increase the significant effects previously identified in the SEIR.

The SEIR also identifies a project related impact resulting from modification of streets, sidewalks, landscaping and infrastructure within the Historic District, potentially affecting the Historic District's integrity of setting. The SEIR indicates that this impact would have a "Less Than Significant Impact" with the implementation of the Mare Island Historic Design Guidelines (Design Guidelines). The Design Guidelines provides policies for projects and generally recommends that new construction should be minimized within the Historic District. The proposal to eliminate a 12-foot wide bikeway/path and construct a 6-foot monolithic path within the Historic District would require less modification of the sidewalks and adjacent landscaping, and would therefore minimize the project impact and is consistent with the Design Guidelines.

- c. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous SEIR was certified as complete, and the proposed SPA III would not have significant effects not discussed in the previous SEIR. SPA III proposes to modify the type of bicycle/pedestrian facility provided on the Island along Walnut Avenue. This change would not result in new or substantially increased environmental effects previously identified in the SEIR.

Environmental Analysis

The following is a complete list and analysis of the significant and mitigable impacts and the significant unavoidable impacts identified in the SEIR. In this case, the proposed project is in reference to the 2005 Mare Island Specific Plan. (A complete description, analyses and associated mitigation measures are contained in the SEIR.) Importantly, in analyzing the impacts of the proposed SPA III to the project as originally approved, the City is not assessing whether the impacts are significant compared with existing physical conditions. Rather, the City is assessing the significant impacts compared with the level of significance disclosed in the certified SEIR. Based on the analysis, no new significant impacts will result from the proposed SPA III.

A. Cultural Resources

Impact A.1: The proposed demolition of Contributing Resources would diminish the integrity of the Mare Island Historic District.

The proposed SPA III would not affect the demolition of Contributing Resources that could diminish the integrity of the Mare Island Historic District. Elimination of a new 12-foot wide bikeway/path planned in an area where this type of facility did not historically exist would maintain the integrity of the Historic District.

Impact A.2: The proposed demolition of Notable Resources would impact each of these Contributing Resources at the level of the individual resource.

The proposed SPA III would not affect the demolition of Notable Resources.

Impact A.3: The proposed project would contribute to the cumulative impacts on Mare Island historical resources.

The proposed SPA III would lessen the cumulative impacts on Mare Island historical resources. The proposal to not construct a 12-foot wide bikeway/path would reduce the cumulative impact of the project on historic resources.

B. Traffic

Impact B.6: The full buildout of the proposed project would increase demand for public transit service to an area that is not currently served by transit.

The proposed SPA III project would not affect the total amount of development on Mare Island as defined in the 2005 Specific Plan, nor buildout of the project and would therefore not result in any new or increased impacts related to the use of public transit. The bicycle system as proposed would be modified but would continue to provide a high level of connectivity throughout the Island which may reduce intra-island vehicle trips and the demand for public transit.

Impact B.10: Traffic generated by full buildout of the proposed project would cause levels of service to degrade to unacceptable levels on one roadway segment in the long-term 2020 Future Baseline Plus Project scenario.

The proposed SPA III project would not affect the buildout of the project and would therefore not result in any new or increased impacts related traffic. As previously stated, the bicycle system as proposed would be modified but would continue to provide a high level of connectivity throughout the Island which may reduce intra-island vehicle trips.

Impact B.11: Traffic generated by full buildout of the proposed project with the 2020 Baseline would cause several impacts to study intersections and roadway segments that are significant and unavoidable.

The proposed SPA III project would not affect the buildout of the project and would therefore not result in any new or increased impacts related traffic. The bicycle system as proposed would be modified but would continue to provide a high level of connectivity throughout the Island which may reduce intra-island vehicle trips and reduce the traffic generated by full build-out.

C. Air Quality

Impact C.2: Operation including occupation and use of the development would cause long-term traffic-related emissions of ozone precursors and particulate matter.

The proposed SPA III project would not affect the buildout of the project and would therefore not result in any new or increased impacts related traffic-related air-quality issues.

D. Noise

Impact D.5: Traffic would cause noise increases at locations near sensitive land uses.

The proposed SPA III project would not affect the buildout of the project and would therefore not result in any new or increased impacts related to traffic or noise. The bicycle system as proposed would be modified but would continue to provide a high level of connectivity throughout the Island which may reduce intra-island vehicle trips and noise increases at locations near sensitive land uses.

D. CONCLUSION

The proposed SPA III lessens the environmental impacts to the Mare Island Historic District by eliminating the construction of an off-street multi-use bikeway/path along Walnut Avenue and retaining the historic character of the street. Based on the environmental analysis supported by substantial evidence provided in this Addendum, the City concludes that the proposed SPA III does not require major changes to the 2005 Specific Plan and the proposed changes do not rise to the level of change that require a Subsequent EIR. The City concludes, as set forth in this Addendum, that no new significant or substantially more severe environmental effects would result from the proposed SPA III. The City also determines that none of the criteria in CEQA Guidelines Section 15162 are present and therefore no subsequent EIR or additional CEQA compliance is required for the adoption of SPA III.

ATTACHMENT 4

**STAFF REPORT TO THE ARCHITECTURAL
HERITAGE AND LANDMARKS COMMISSION
DATED MARCH 27, 2008
(Without Attachments)**

ARCHITECTURAL HERITAGE & LANDMARKS COMMISSION

STAFF REPORT

Date of Hearing: March 27, 2008

Agenda Item: 13a

Applications: Amendment to the 2007 Mare Island Specific Plan, (SP #98-01D); and Certificate of Appropriateness #08-0004 as governed by Chapter 16.38, Architectural Heritage and Historic Preservation, Vallejo Municipal Code.

Recommendation: Forward a recommendation to the City Council to **Adopt** an Amendment to the Mare Island Specific Plan, (SP #98-01D) subject to the findings contained in this staff report; and **Approve** Certificate of Appropriateness #08-0004 subject to the findings and conditions contained in this staff report.

1. **LOCATION:** Walnut Avenue, South from G Street to 10th Street;
Mare Island Historic District

2. **APPLICANT:** Tom Sheaff
Lennar Mare Island LLC
690 Walnut Ave, Suite 100
Vallejo, CA 94592

3. **MASTER DEVELOPER:** Lennar Mare Island, LLC
690 Walnut Avenue
Vallejo, CA 94590

4. PROJECT DESCRIPTION SUMMARY:

Lennar Mare Island, LLC (Lennar) proposes to amend the 2007 Mare Island Specific Plan, (Specific Plan), referenced as Specific Plan Amendment III (SPA III), to eliminate a 12-foot wide bikeway/path planned along the west side of Walnut Avenue south of G Street, replace it with a Class III Bike Route, and to construct a six-foot wide monolithic sidewalk generally along both sides of the roadway. The purpose of the amendment is to provide a consistent sidewalk pattern along Walnut Avenue and to maintain the historic character of the street.

The project area includes the southern portion of Walnut Avenue from G Street to 10th Street. (See Attachment A.) The subject area is entirely within the Mare Island Historic District and partially within the National Historic Landmark (NHL) Area A. The NHL area generally includes the north side of Alden Park and the

Captain's Row of mansions located on the west side of Walnut from Connolly to 10th Street.

SPA III also includes text changes that would allow the Planning Division to have discretion in selecting the final type of all future bikeway/paths appropriate for an area in light of the surrounding character and development along the paths.

5. ENVIRONMENTAL REVIEW

A Subsequent Environmental Impact Report (SEIR) was certified by the City Council in November 2005 for the Mare Island Specific Plan Amended and Restated (2005 Specific Plan). In accordance with Section 15164 of the California Environmental Quality Act, (CEQA), a second addendum to the previously certified SEIR has been prepared for the proposed project and concludes the following: 1) there are no substantial changes to the project that necessitate revisions to SEIR, 2) there are no substantial changes in the circumstances under which the project is undertaken that necessitate revisions to SEIR, and 3) there is no new information of substantial importance which was not known and could not have been known at the time SEIR was certified that indicates that the project will cause more significant or severe impacts than what was discussed in SEIR. Additionally, the mitigation measures established in SEIR have been adopted and will be implemented.

It is worth noting that in July 2007, the City Council adopted a first addendum to 2005 SEIR for the 2007 Specific Plan amendment, which superseded the 2005 document.

6. NOTICING AND PUBLIC COMMENTS

On March 17, 2008, a public notice was mailed to property owners on Mare Island, Mare Island federal tenants, nearby neighborhood groups, and interested parties. Notices were also mailed to bicycle interest groups in the area.

7. PROJECT DESCRIPTION

Background

In December 2005, the City Council approved Lennar's proposal to amend and restate the 1999 Mare Island Specific Plan. The Mare Island Specific Plan guides the future development of Mare Island, a former Naval Shipyard which closed operation in 1996. As previously mentioned, the City Council adopted an amendment to the 2005 Specific Plan in July 2007. The 2007 amendment addressed historic preservation issues.

Transportation Element and Street Cross-Section

The Transportation Element of the Specific Plan defines the bicycle and pedestrian facilities proposed for the Island. As illustrated in Figure 5.3 of the Specific Plan (See Attachment B and Diagram 1 below), two Class I bikeway/paths are designated along the outer edges of the Island specifically along Azuar Drive and the Waterfront Promenade (shown in blue), and a third mid-Island bikeway/path is proposed along Walnut Avenue, south of G Street. The bikeway/paths would accommodate both pedestrians and bicycles within an 8-foot wide area with a two-foot shoulder on each side.

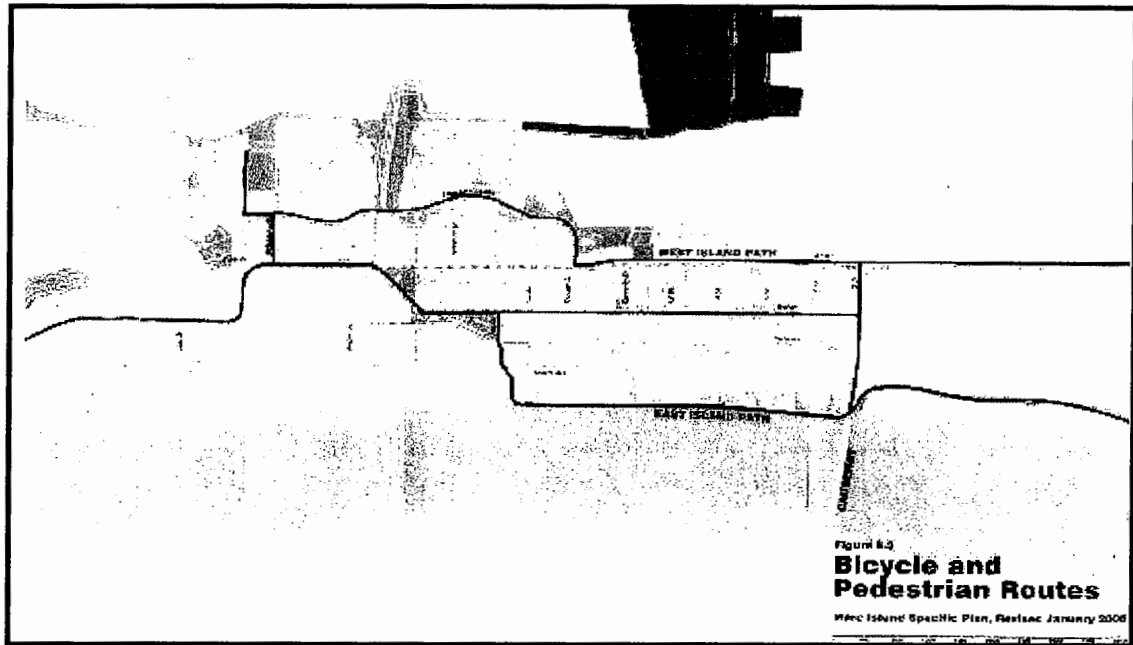


Diagram 1: Existing Figure 5.3

The Walnut Avenue Street Cross-Sections (Appendix D) of the Specific Plan specifically shows a bikeway/path along the west side of Walnut Avenue from G Street to Kansas Street. At Kansas Street, the path crosses Walnut Avenue to the east side of the street up to 8th Street. Thereafter, the path meanders through Alden Park (outer edge along the east side of Walnut Avenue) to 10th Street where it links to the path along the west side of Chapel Park, connects with Azuar Drive and ultimately the Regional Park in Reuse Area 12. As indicated in the Street Cross-sections, most of the east side of Walnut Avenue includes a five-foot wide sidewalk. (See Diagram 2 Below.)

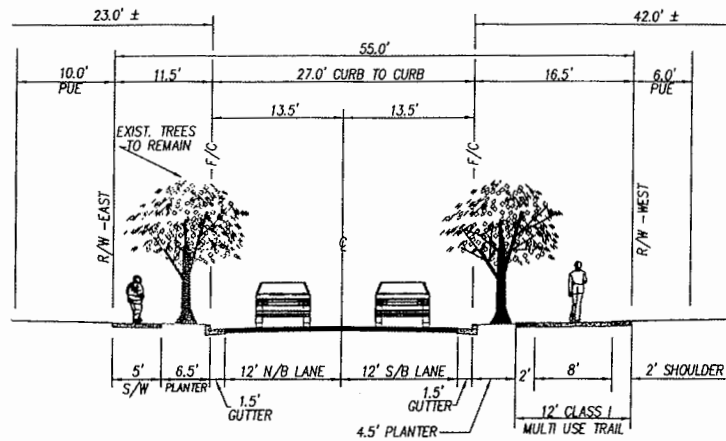


Diagram 2: Existing Street Cross-Section, Walnut Avenue, G Street to E Street

Proposal

Lennar proposes to amend the Transportation Element of the Specific Plan to eliminate the Class I bikeway/path designation along Walnut Avenue south of G Street and replace it with a Class III facility. Currently, Walnut Avenue, south of G Street, contains an inconsistent sidewalk pattern throughout the corridor, including a separated four-foot wide sidewalk in some areas, no sidewalks in other areas, and a four to seven-foot wide historic sidewalk with hexagonal shaped pavers that specifically fronts the Captains Row mansions. (See Attachment C for photographs of the area.)

A six-foot wide monolithic sidewalk, defined as a typical concrete walkway that abuts the street curb, is proposed along the west and east sides of Walnut from G Street to Connolly Street. At Connolly Street, the monolithic sidewalk would continue on the west side only, and at Kansas Street, the new sidewalk would be constructed only on the east side. In several cases, the monolithic sidewalk would also require the elimination of a 6.5' planter planned along the east side of the street. However, a 10-foot wide public utility and landscape easement would be constructed behind the sidewalk. The existing sidewalks fronting the historic mansions would be retained on the west side of Walnut from Connolly Street to 10th Street. (See Attachment E and Diagram 3 Below.)

As part of the proposed Class III route, signage indicating a shared bicycle and vehicular lane would be installed between G Street to 8th Street. At 8th Street, the Class III facility would connect with the bike/pedestrian path through Alden Park. The AHLC recently approved a COA to repair and replace an existing path ranging from three to five feet wide, with a consistent 5-foot wide path through Alden Park.

The proposal modifies Figure 5.3 (See Attachment B) and amends Section 5.7 (See Attachment D) of the Specific Plan, as well as the Walnut Avenue Street Cross-Sections.

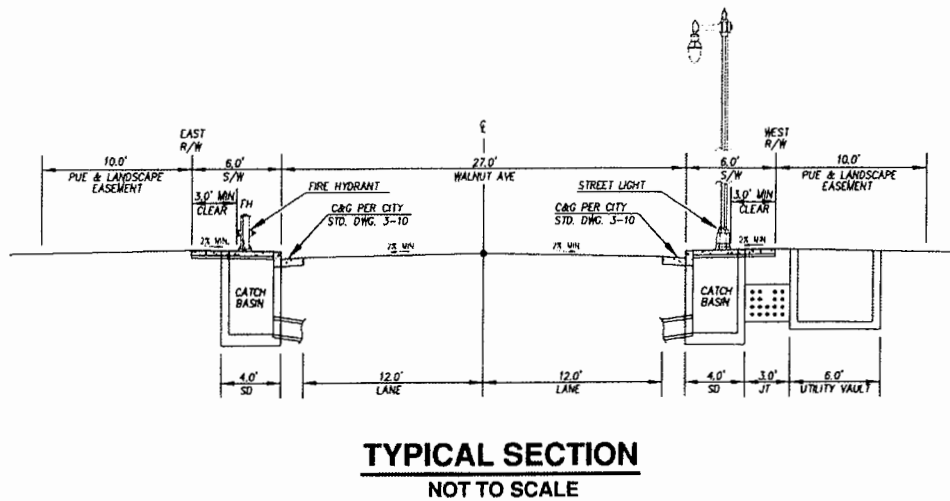


Diagram 3: Proposed Street Cross-Section Walnut Avenue (Typical)

In September 2007, the Planning Commission approved Tentative Map #07-0006 (Town Center) to subdivide a commercial area on Mare Island. A portion of Walnut Avenue is part of the Town Center subdivision. To complete the subdivision process that would ultimately allow the property to be transferred and redeveloped, Public Improvement Plans for Walnut Avenue must be approved by the Public Works Department. The subject SPA III and request to construct the sidewalks along Walnut Avenue will facilitate the completion of these Improvement Plans.

8. PROJECT ANALYSIS

AHLC Jurisdiction

The proposed project area is within the Mare Island Historic District. Per Section 8.2.1 of the Mare Island Historic Project Guidelines (Appendix B.1 to the Specific Plan), the request to construct a six-foot wide monolithic sidewalk and install signs for a Class III bikeway along Walnut Avenue requires review and approval from the AHLC. The proposed SPA III to remove the planned Class I bikeway/path and replace it with a Class III facility requires review and recommendations by the AHLC. SPA III also requires a recommendation from the Planning Commission, and the City Council is the final-decision making body on both the SPA III and supporting CEQA Addendum.

Significance Documentation

The following description of the resources are provided from the 1996 Mare Island National Register Nomination Form:

Mare Island Historic District National Register District: *"The dominant characteristic of the historic district is its diversity... Because the district is so varied, the resources included therein can only be appreciated in the*

context in which they were built. That context is defined by two variables: the function with which a resource is associated...and the period in which the resource was built.” (from Summary Description of the MINR Nomination)

Project Impact on Historic Resources

The project proposes to preserve Walnut Avenue within the Historic District as a two-lane roadway with a typical 6-foot sidewalk along both sides, except as noted above, and to maintain the historic sidewalks fronting the mansions. To achieve this goal, the project must reinforce historic spatial characteristics, materials, and forms, and be visually compatible with the character of the Historic District in general.

Secretary of Interior Standards

According to the Historic Project Guidelines, the proposed project must be reviewed for compliance with the Secretary of Interior’s Standards for the Treatment of Historic Properties (Standards). The treatment that would apply to the proposed sidewalks and signage within the Historic District is Rehabilitation. “Rehabilitation” is defined as “the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use, while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values.”

The project meets the Standards as per the following analysis:

1. *A property would be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

The proposed property use does not change for this project. Walnut Avenue will be preserved as a two-lane north-south roadway. The addition of consistent 6-foot sidewalks generally along both sides of the roadway will require minimal change to the materials, features, spaces and special relationships within the area.

The area contains an historic mix of land uses, including former military barracks renovated into office space, vacant warehouses and office buildings, an indoor sports/recreation center, light industrial uses, a medical clinic, historic mansions that are currently being used for offices, parking lots, open space areas including Morton Field and Alden Park, and several vacant parcels. As illustrated in Figure 3.1 of the Specific Plan, the Walnut Avenue corridor is part of Reuse Areas 2A, 2B, 3B, and 4. Most of the area, primarily from G Street to Connolly Street is part of the 2A Town Center, which is planned as a vibrant pedestrian friendly center that will attract a continued mix of uses with new commercial/industrial buildings on the vacant sites as well as reuse of the

existing buildings. The original designation of the Class I path along Walnut was intended to provide a mid-Island bike/pedestrian route; however, the remaining two paths designated along the outer edges of the Island where limited or no vehicular traffic or street crossings are planned, and where a smaller mix of land uses are proposed are more appropriate and will remain as part of the plan.

2. *The historic character of a property will be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property will be avoided.*

The overall character of the Historic District is preserved in this proposed project. The project does not require the removal of any historic materials and the construction of sidewalks in the area will not alter features and spaces that characterize the surrounding properties. The retention of the existing sidewalks fronting the mansions preserves the character of the Historic District.

It is recommended that the applicant submit the proposed design of signage for the Class III bikeway to the Secretary of the AHLC for review and approval prior to the construction of the sidewalks.

3. *Each property would be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, would not be undertaken.*

The project does not involve changes that create a false sense of historical development. The proposed changes will be differentiated from the original design of the sidewalks by the materials and construction details.

4. *“Changes to a property that have acquired historic significance in their own right will be retained and preserved.”*

No changes to the property that have acquired historic significant in their own right will be affected by the proposed project.

5. *“Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.”*

The project does involve changes to any distinctive historic materials, features, finishes and examples of craftsmanship in the area. As proposed, the historic sidewalks fronting the mansions will be retained.

6. *“Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of*

missing features will be substantiated by documentary and physical evidence.”

No deteriorated historic features are proposed for rehabilitation in this project.

7. *“Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.”*

No chemical or physical treatments are proposed for this project.

8. *“Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.”*

Archeological resources have not been previously identified in the subject area. Should any archeological resources be discovered in the course of project implementation, the practices prescribed under the Mare Island Archeological Treatment Plan shall be followed.

9. *New additions, exterior alterations, or related new construction would not destroy historic materials, features, and spatial relationships that characterize the property. The new works shall be differentiated from the old and would be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

The proposed concrete sidewalks would not destroy any historic materials features, or spatial relationships that characterize the property. The new 6-foot monolithic sidewalks would be differentiated from the historic sidewalks fronting the mansions.

10. *New additions and adjacent or related new construction would be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The addition of new sidewalks and signage would not impair the essential form and integrity of the surrounding historic district. While the area contains several vacant parcels and areas void of sidewalks, the consistent 6-wide monolithic sidewalks generally along both sides of the roadway would allow for a consistent development pattern for future uses.

Mare Island Historic District Design Guidelines Review

As required by the Historic Project Guidelines, the proposed project must be reviewed for compliance with the Mare Island Specific Plan Historic Design

Guidelines (Appendix B.4 to the Specific Plan) and referenced as Design Guidelines. The Design Guidelines provide policies for new construction, including sidewalks and streets within the Historic District. As illustrated in the Character Area Map provided in the Design Guidelines, the project is within three historic character areas including Residential, Industrial, and Administrative/Institutional. The proposal to remove the path from Walnut Avenue and to construct sidewalks on both sides is consistent with following Design Guidelines policies:

10.1 Improvements to the streetscape should not impede on one's ability to interpret the historic industrial character of the area.

The construction of six-foot wide monolithic sidewalks within the area would not affect the ability to interpret the historic character of the area.

10.4 Visually blend a sidewalk with the adjacent ground plane.

The construction of monolithic sidewalks would allow blending of the walk with adjacent ground plane.

10.4 (a.) Pedestrian walkways and sidewalks should be simple in character, reflecting the industrial nature of the area.

A six-foot wide monolithic sidewalk is considered simple in character and would reflect the industrial nature of the area.

10.5 (c) An attached sidewalk is appropriate.

The proposed monolithic sidewalk is considered an attached sidewalk and is consistent with this policy.

11.1 The overall character of the streetscape should respect historic development and use patterns.

The proposed construction of six-foot wide monolithic sidewalks would accommodate pedestrian access throughout the historic and future mix of land uses in the area.

11.1 (b.) Streetscape improvements should be simple and modest in character and meet basic function requirements for improvements typically found within the public right-of-way.

The project proposes a simple, modest sidewalk that is typically found within the public right-of-way of a commercial/industrial area.

11.2 (a) Maintain the alignment of Railroad and Walnut Avenues.

The project proposes to maintain the general alignment of Walnut Avenue. In some areas where the right-of-way allows, on-street parking will be provided where it currently does not exist.

11.5 Sidewalks should reflect those seen historically in the Administrative Institutional Character Areas.

Historically, parts of the Administrative/Institutional Character Areas provided three to six-foot wide sidewalks. The proposal to construct a consistent six-foot wide monolithic sidewalk throughout the area is consistent with this policy.

CONCLUSION

The inclusion of a Class I bikeway/pedestrian path through the Historic District has long been a source of discussion due to its potential impact along the Walnut Avenue corridor. Staff believes the proposal to replace the Class I path with a Class III bikeway, and the construction of monolithic sidewalks along this historic corridor is more in keeping with the existing character of the area and maintains the integrity of the Historic District. Staff further believes that the proposal will allow for a consistent development pattern along the Walnut Avenue corridor as well as the establishment of pedestrian friendly environment for the Town Center.

9. STAFF RECOMMENDATION:

Staff recommends that the AHLC forward a recommendation to the City Council to approve Specific Plan Amendment III (SP #98-01D) subject to the findings below:

1. The proposed amendment to the 2007 Mare Island Specific Plan is consistent with General Plan goals to: (1) provide facilities that encourage greater use of bicycles for recreation, commuting and shopping; and (2) to have safe and pleasant access for pedestrians throughout the community. The reclassification of the bikeway along Walnut Avenue maintains bicycle and pedestrian connections throughout the Island; the proposed signage for the Class I bikeway provides for a safe environment for bicyclist alerting vehicles of the shared lane condition; and the proposed sidewalks will provide exclusive use for pedestrians allowing for safe pedestrian access throughout the area.
2. The proposed amendment to the 2007 Mare Island Specific Plan is consistent with Zoning Ordinance. The adopted Historic Project Guidelines, as required by the Zoning Ordinance requires projects to be consistent with the Mare Island Historic Project Guidelines. As provided in Section 8 of this report, the project is consistent with the applicable policies of the Design Guidelines.

Further, staff recommends that the AHLC **Approve COA #08-0004** subject to findings and conditions below:

Findings

1. The proposed project, as conditioned, shall not adversely affect the relationship and congruity between the subject property and the surroundings area per Section 8 of this report.
2. The proposed project, as conditioned, would not adversely affect the special character of the Historic District per Section 8 of this report.
3. The proposed project, as conditioned, is consistent with the Secretary of Interior Standards.

Conditions of Approval

1. The applicant shall submit the Class III Bikeway signage design and location for review and approval by the Secretary of the AHLC prior to the construction of the sidewalks.

Project Requirements

1. The practices for protecting archeological resources detailed in the Mare Island Archeological Treatment Plan shall be applied.
2. The applicant shall submit 3 sets of construction plans to the Department of Public Works for review and approval. Such plans shall be consistent with the Plans submitted for the subject permit.
3. All contractors and subcontractors on the project shall obtain City of Vallejo business licenses.
4. Construction-related activities shall be limited to between the hours of 7 a.m. and 6 p.m., Monday through Saturday. No construction is to occur on Sunday or federal holidays. Construction equipment noise levels shall not exceed the City's maximum allowable noise levels.
5. The conditions herein contained shall run with the property and shall be binding on the applicant and all heirs, executors, administrators, and successors in interest to the real property that is the subject of this approval.
6. The applicant shall defend, indemnify, and hold harmless the City of Vallejo and its agents, officers, and employees from any claim, action, or proceeding against the City and its agents, officers, and employees to

attack, set aside, void, or annul this approval by the City. The City may elect, at its discretion, to participate in the defense of any action.

ATTACHMENTS:

- A. Project Location/500' Radius Conflict of Interest Map
- B. Existing and Proposed Specific Plan Figure 5.3
- C. Photographs of the Project Area
- D. Section 5.7 Text Amendment to the Mare Island Specific Plan
- E. Walnut Avenue 6' Monolithic Sidewalk Drawings Prepared by Chaudhary & Associates Inc.
- F. Addendum to the 2005 Subsequent Environmental Impact Report for the Mare Island Specific Plan

Prepared by:  _____
Michelle Hightower, Senior Planner