

# **Pokrajac Properties**

**Rezoning Permit No. Z-16-01  
Parcel Merger CC-16-09  
Draft Initial Study and  
Negative Declaration**

**April 24, 2017**

**Prepared By  
Department of Resource Management  
County of Solano**

## TABLE OF CONTENTS

INTRODUCTION.....	4
ENVIRONMENTAL DETERMINATION .....	5
1.0 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION .....	6
1.1 ENVIRONMENTAL SETTING:.....	6
1.2 PROJECT DESCRIPTION:.....	6
1.3 CONSISTENCY WITH EXISTING GENERAL PLAN, ZONING, AND OTHER APPLICABLE LAND USE CONTROLS:.....	8
1.4 PERMITS AND APPROVALS REQUIRED FROM OTHER AGENCIES (RESPONSIBLE, TRUSTEE AND AGENCIES WITH JURISDICTION):.....	9
2.0 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION AND/OR PROTECTION MEASURES .....	10
2.1 AESTHETICS .....	11
2.2 AGRICULTURAL RESOURCES .....	12
2.3 AIR QUALITY .....	10
2.4 BIOLOGICAL RESOURCES .....	11
2.5 CULTURAL RESOURCES .....	14
2.6 GEOLOGY AND SOILS.....	13
2.7 GREENHOUSE GAS EMISSIONS .....	16
2.8 HAZARDS AND HAZARDOUS MATERIALS .....	14
2.9 HYDROLOGY AND WATER .....	18
2.10 LAND USE AND PLANNING.....	19
2.11 MINERAL RESOURCES .....	17
2.12 NOISE.....	18
2.13 POPULATION AND HOUSING.....	19
2.14 PUBLIC SERVICES.....	19
2.15 RECREATION .....	20
2.16 TRANSPORTATION AND TRAFFIC .....	20
2.17 UTILITIES AND SERVICE SYSTEMS .....	21

2.18	MANDATORY FINDINGS OF SIGNIFICANCE.....	22
3.0	AGENCY COORDINATION AND PUBLIC INVOLVEMENT .....	25
4.0	LIST OF PREPARERS.....	23
5.0	DISTRIBUTION LIST .....	26
6.0	APPENDICES.....	26

## DEPARTMENT OF RESOURCE MANAGEMENT PART II OF INITIAL STUDY OF ENVIRONMENTAL IMPACTS

### Introduction

The following analysis is provided by the Solano County Department of Resource Management as a review of and supplement to the applicant's completed "Part I of Initial Study". These two documents, Part I and II, comprise the Initial Study prepared in accordance with the State CEQA Guidelines, Section 15063.

<b>Project Title:</b>	Pokrajac Properties
<b>Application Number:</b>	Rezoning Petition- Z-16-01, Parcel Merger CC-16-09
<b>Project Location:</b>	4837 & 4849 Midway Road, Vacaville
<b>Assessor Parcel No.(s):</b>	0106-210-180, 190; 0106-150-400
<b>Project Sponsor's Name and Address:</b>	Applicant: Tom Phillippi Phillippi Engineering, Inc. 425 Merchant Street Suite 200 Vacaville, CA 95688  Owner: Steven and Corina Pokrajac 333 N. Madison Ave. Monrovia, CA 91016

### General Information

This document discusses the proposed project, the environmental setting for the proposed project, and the impacts on the environment from the proposed project and any measures incorporated which will minimize, avoid and/or provide mitigation measures for the impacts of the proposed project on the environment.

- Please review this Initial Study. You may order additional copies of this document from the Planning Services Division, Resource Management Department, County of Solano at 675 Texas Street, Suite 5500, Fairfield, CA, 94533.
- We welcome your comments. If you have any comments regarding the proposed project, please send your written comments to this Department by the deadline listed below.
- Submit comments via postal mail to

Planning Services Division  
Resource Management Department  
Attn: Karen Avery, Senior Planner  
675 Texas Street Suite 5500  
Fairfield, CA 94533

- Submit comments via fax to: (707) 784-4805
- Submit comments via email to: [kmavery@solanocounty.com](mailto:kmavery@solanocounty.com)
- Submit comments by the deadline of: May 29, 2017**

## Next Steps

After comments are received from the public and any reviewing agencies, the Department may recommend that the environmental review is adequate and that a Negative Declaration be adopted or that the environmental review is not adequate and that further environmental review is required.

## ENVIRONMENTAL DETERMINATION

### On the basis of this initial study:

- I find the proposed project could not have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project proponent has agreed to revise the project to avoid any significant effect. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project could have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.
- I find the proposed project could have a significant effect on the environment, but at least one effect has been (1) adequately analyzed in a previous document pursuant to applicable legal standards, and (2) addressed by mitigation measures based on the previous analysis as described in the attached initial study.  
An EIR is required that analyzes only the effects that were not adequately addressed in a previous document.
- I find that although the proposed project could have a significant effect on the environment, no further environmental analysis is required because all potentially significant effects have been (1) adequately analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are included in the project, and further analysis is not required.

April 24, 2017  
Date

Karen Avery  
Karen Avery  
Senior Planner

## 1.0 ENVIRONMENTAL SETTING and PROJECT DESCRIPTION

### 1.1 ENVIRONMENTAL SETTING:

The project site is located on the northeast corner of Midway Road and Hartley Road in unincorporated Solano County outside the boundaries of the City of Vacaville near the intersection of Interstate 505. The project site consists of three assessors parcels numbers totaling 16.64 acres in size. The site is mostly vacant land with mature non-native eucalyptus trees at the north and south end of the property and a single line of non-native eucalyptus trees bordering Hartley Road. The property is enclosed with a chain link fence along Hartley and Midway, and barbed wired fencing along I-505. The property currently has several storage containers on-site used for storage of tools and materials to maintain property by the property owner. There are no permanent structures on the property. The majority of the property is flat with a berm running north/south near Hartley Road. In the past, the center of the property was used as a materials borrow pit to construct the Interstate 505 and Midway Rd. overpass and subsequently the majority of topsoil was stripped off the property. The majority of the property is vegetated with annual grasses.

Access to the property is from a driveway located on the north side of Midway Road. The property is bordered by I-505 to the east, Hartley Road to the west then a commercial gas station, convenience store and bar. South of the property is a combination of non-developed and developed industrial land within the City of Vacaville and rural residential properties developed with single family dwellings and accessory structures are located north of the site.

### 1.2 PROJECT DESCRIPTION:

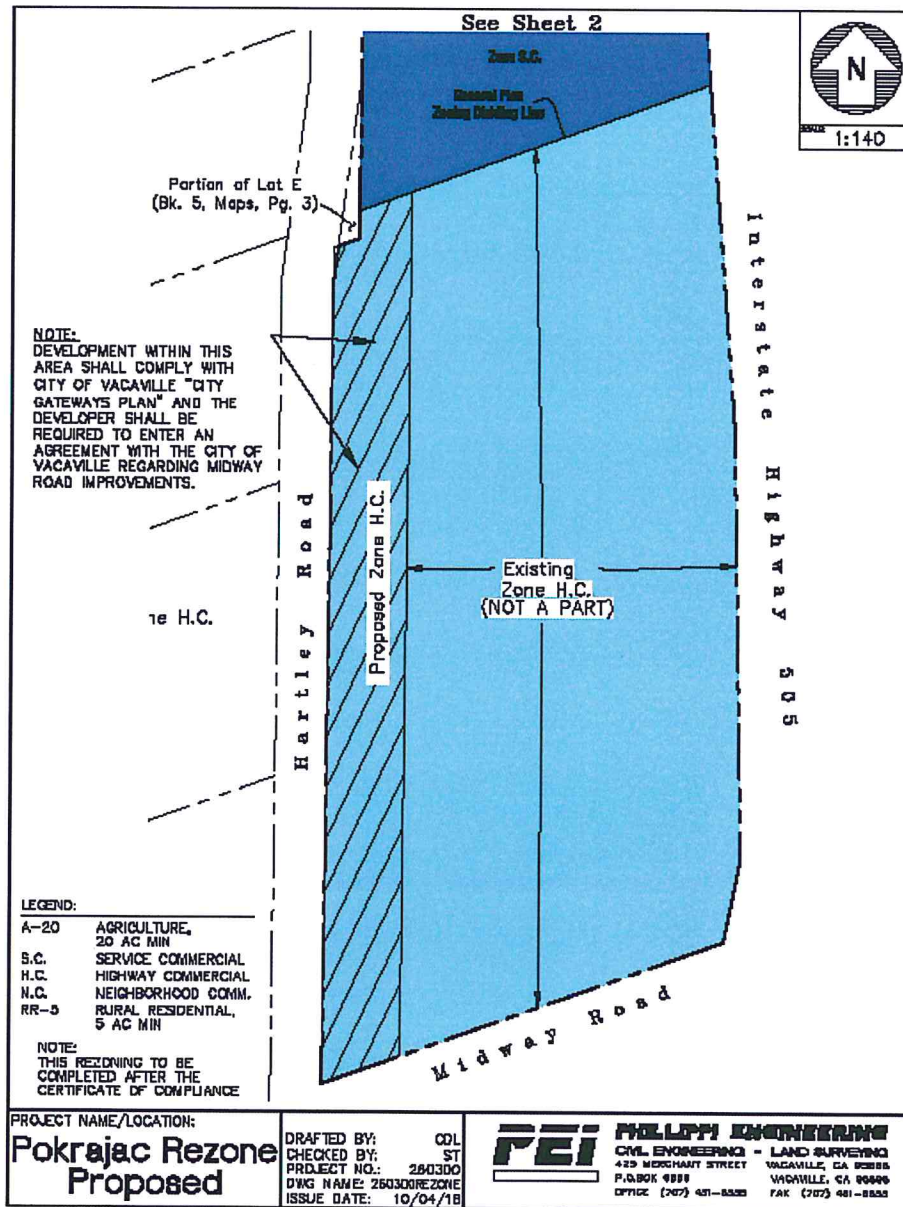
The applicant is proposing a rezoning of the properties to align the zoning designations with the current General Plan designations. Currently the property is under four zoning designations – rural residential, agricultural, neighborhood commercial and highway commercial. The current General Plan designations are Highway Commercial and Service Commercial. The applicant is proposing to rezone the properties eliminating the rural residential, agricultural zoning and neighborhood commercial and recognizing the General Plan designations approved in the Solano County General Plan. Total number of acres being rezoned from Agricultural and Rural Residential is approximately 16 acres. Currently, there are no proposed uses associated with this rezoning application request and parcel merger.

APNs	Current Zoning	Current General Plan	Proposed Zoning	Acres
0106-210-180	Rural Residential (RR 2.5) Neighborhood Commercial (NC)	Highway Commercial	Highway Commercial	5.02
0106-210-190	Agricultural (A-20) Neighborhood Commercial (NC)	Highway Commercial and Service Commercial	Highway and Commercial Service	11.15
0106-150-400	Rural Residential (RR 2.5)	Service Commercial	Commercial Service	.47

The applicant is also proposing a parcel merger to merge assessors parcels 0106-210-180 and 0106-150-400 into 0106-210-190. The purpose of the merger is to clean-up the parcel boundaries to align

with the General Plan and proposed rezoning. The applicant has requested the merger and rezoning in order to help facilitate in the marketing of the property.

No development is proposed at this time. However, because the property is located adjacent to the boundaries of the City of Vacaville and because Midway Road is a City of Vacaville maintained road, the project proponent has agreed to comply with the City of Vacaville's Gateways Plan (see appendices) for the portion of the property that is being rezoned to Highway Commercial. Also, for any development within the property being rezoned to Highway Commercial, the developer will be required to enter into an agreement with the City of Vacaville regarding road improvements to Midway Road.



**1.2.1 ADDITIONAL DATA:**

NRCS Soil Classification:	San Ysidro sandy loam 0-2% slopes- Class III
Agricultural Preserve Status/Contract No.:	N/A
Non-renewal Filed (date):	
Airport Land Use Referral Area:	Rezoning applications must be reviewed by ALUC. Property is within Zone E per Travis AFB LUCP and not within radius of the Nut Tree Airport Plan
Alquist Priolo Special Study Zone:	N/A
Primary or Secondary Management Area of the Suisun Marsh:	N/A
Primary or Secondary Zone identified in the Delta Protection Act of 1992:	N/A
Other:	None

**1.2.2 Surrounding General Plan, Zoning and Land Uses**

	General Plan	Zoning	Land Use
North	Rural Residential	RR 5	Residential – Single Family dwellings
South	City of Vacaville	City of Vacaville	Undeveloped and Developed Industrial
East	I-505, then Highway Commercial	Park	Outdoor Paintball Facility
West	Commercial Neighborhood	Commercial Neighborhood	Neighborhood Market, Bar and Gas Station

**1.3 CONSISTENCY WITH EXISTING GENERAL PLAN, ZONING, AND OTHER APPLICABLE LAND USE CONTROLS:**

**1.3.1 General Plan and Zoning**

As described above, the applicant is requesting a rezoning of the subject parcels to bring the project site into conformance with the General Plan designations thus making the project consistent with the General Plan and Zoning Regulations of Solano County. Approximately 16 acres will be rezoned from noncommercial use to commercial use. The General Plan designation of Highway Commercial and Service Commercial established that the future development of the project site would be with commercial land uses. An EIR (Environmental Impact Report) for the General Plan was prepared, reviewed and adopted by the Solano County Board of Supervisors and the voters of Solano County approved the General Plan in November of 2008.

One of the implementation programs described in the General Plan includes creating and adopting Gateway Design Guidelines for properties located in the unincorporated areas but adjacent to city boundaries. The Gateway Design Guidelines are to be drafted with the assistance of each city, and be consistent with that city's adopted commercial and/or industrial guidelines. Highway Commercial uses in the I-505 and Midway Road area would follow these Gateway Design Guidelines. However, since the Gateway Design Guidelines for this project area have not been written; staff is recommending that all new commercial uses in this area be subject to Architectural Review. This



would include allowed by-right uses and uses allowed with further permitting by the Department of Resource Management. Future subdivision or development of the project site will be subject to a consistency determination with the General Plan and Zoning Regulations.

The Solano County Zoning Regulations Chapter 28.41.11 defines Highway Commercial and Commercial Service as:

Highway Commercial (C-H) District

The C-H districts are intended for commercial uses to serve the highway traveler. The bulk of highway frontage throughout the County is not appropriate for commercial uses but is reserved for exclusive agricultural uses, and is so zoned. C-H districts are to be established in areas of four acres or larger, and shall be located only where need is clearly indicated.

Commercial Service (C-S) District

The C-S district is designed to provide an area for commercial services of an extensive or heavy nature in support of industrial, construction, or other business activities.

Section 28.41.20 of the Solano County Zoning Regulations describes the allowed uses and uses allowed with further permitting by the Department of Resource Management as follows:

Allowed Uses and Permit Requirements

Table 28.41A identifies the land uses allowed by this Zoning Ordinance in each commercial zoning district and the land use permit required to establish each use. In addition to the land use permit required by Table 28.41A, special requirements may apply to certain uses.

Architectural Review

Architectural Approval may be required for certain uses, in compliance with Section 28.102 (Architectural Approval).

Building Permits

A Building Permit shall be required prior to any construction.

Land Use Regulations

Where the last column in Table 28-41A (Land Use Regulations) includes a section number in the zoning regulations in the referenced section apply to the use.

Site Development and Other Standards

All uses shall comply with the provisions of Section 28-90, Site Development and Other Standards, which includes standards for parking, signs and other project elements.

Though no uses are being proposed at this time, Table 28.41A Allowed Uses describe land uses that are allowed by-right and allowed with additional permit approval from the Department of Resource Management (see attached). Allowed by-right land uses include:

- Emergency shelters
- Automobile service station
- Hotel/Motel
- Pipelines within the public right-of-way
- Restaurant
- Refreshment stand

These allowed uses will be subject to architectural review prior to issuance of a building permit. Allowed uses, such as the automobile service station, will require further permitting through the Solano County Environmental Health Division for underground tank safety. There are a number of

uses listed as “allowed” but with additional review required at building permit to ensure that the proposed use is constructed as not to be offensive or objectionable because of odor, dust, smoke, noise or vibration.

## **1.4 Permits and Approvals Required from Other Agencies (Responsible, Trustee and Agencies with Jurisdiction):**

### **1.41 Agencies that May Have Jurisdiction over the Project**

City of Vacaville – Midway Road  
Caltrans – Midway Road/Interstate 505

## **AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION AND/OR PROTECTION MEASURES**

This chapter discusses the potential for adverse impacts on the environment. Where the potential for adverse impacts exist, the report discusses the affected environment, the level of potential impact on the affected environment and methods to avoid, minimize or mitigate for potential impacts to the affected environment.

### **Findings of SIGNIFICANT IMPACT**

Based on the Initial Study, Part I as well as other information reviewed by the Department of Resource Management, the project does not have the potential for significant impacts to any environmental resources.

### **Findings of LESS THAN SIGNIFICANT IMPACT Due to Mitigation Measures Incorporated Into the Project**

Based on the Initial Study, Part I as well as other information reviewed by the Department of Resource Management, the following environmental resources were considered and the potential for significant impacts were reduced to less than significant due to mitigation measures incorporated into the project. A detailed discussion of the potential adverse effects on environmental resources is provided below:

### **Findings of LESS THAN SIGNIFICANT IMPACT**

Based on the Initial Study, Part I as well as the review of the proposed project by the Department of Resource Management, the following environmental resources were considered and the potential for impact is considered to be less than significant. A detailed discussion of the potential adverse effects on environmental resources is provided below:

- Aesthetics
- Geology and Soils
- Greenhouse Gas Emissions
- Noise

## Findings of NO IMPACT

Based on the Initial Study, Part I as well as the review of the proposed project by the Department of Resource Management, the following environmental resources were considered but no potential for adverse impacts to these resources were identified. A discussion of the no impact finding on environmental resources is provided below:

- |  |  |
|--|--|
| <input type="checkbox"/> Agricultural Resources        | <input type="checkbox"/> Population & Housing        |
| <input type="checkbox"/> Air Quality                   | <input type="checkbox"/> Public Services             |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Recreation                  |
| <input type="checkbox"/> Cultural Resources            | <input type="checkbox"/> Transportation and Traffic  |
| <input type="checkbox"/> Greenhouse Gas Emissions      | <input type="checkbox"/> Utilities & Service Systems |
| <input type="checkbox"/> Hazards & Hazardous Materials |  |
| <input type="checkbox"/> Hydrology and Water           |  |
| <input type="checkbox"/> Land Use Planning             |  |
| <input type="checkbox"/> Mineral Resources             |  |

### 2.1 Aesthetics

Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock out-croppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Increase the amount of shading on public open space (e.g. parks, plazas, and/or school yards)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

a-d. The project site is located within ¾ mile of Interstate 505 which is designated by the Resources Chapter of the Solano County General Plan as a scenic roadway. The applicant is requesting a

rezoning of the subject property to match the General Plan designations on the property. Currently, the property has four zoning designations and the proposed project is to rezone to two zoning designations to match the two General Plan designations. No uses are being proposed with this rezoning application. There are no known scenic resources on the site proposed for removal. The proposed rezoning would not degrade the existing visual character of the site or its surroundings nor would it create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Architectural Review will be required upon development of the project site which may include landscaping standards such as those required by the City of Vacaville in their City Gateways Design Master Plan. Therefore, the rezoning project would have a **less than significant impact** to scenic resources.

e. The project would not increase shading on public open space. **No impact.**

## 2.2 Agricultural Resources

Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion:

a-c. A portion of the project site is currently zoned for agricultural uses. The property was stripped of topsoil which was used in the construction of the Interstate 505 and Midway Rd. overpass. The property is not under a Williamson Act contract and the soils are Class III which is not considered Prime Farmland by the State of California. The Solano County General Plan designated this area as Highway Commercial and Service Commercial thus recognizing the future intended land use of the property as commercial versus agricultural. The property is surrounded by commercial and rural residential uses; the rezoning of a portion of the project site from Agriculture (A-20) to Service Commercial/Highway Commercial would not significantly change or create further non-agricultural uses in the existing environment as there are none. **No impacts.**

## 2.3 Air Quality

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

a-e. The project site is in a rural area of Solano County and is managed by the Yolo Solano Air Quality Management District. No uses are proposed at this time. Depending on the future use of the property, further development may require review by the YSAQMD. However, the proposed rezoning will have a **less than significant effect** on implementation of the applicable air quality plans established by the YSAQMD.

**2.4 Biological Resources**

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any aquatic, wetland, or riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act including, but not limited to, marsh, vernal pool, coastal, etc., through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

a The project site has been previously disturbed by the current property owner and previous property owners. The property has been used for storage of equipment by the property owner. The property is located in an area designated as Highway and Service Commercial and the Solano County General Plan did not designate this area as a priority habitat area per Figure RS-1. These Priority Habitat Areas are located throughout the County but not within this area in rural Vacaville. **No impacts** expected.

b-f. The proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites, conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **No impact.**

**2.5 Cultural Resources**

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d. There are no structures proposed for removal, historical or otherwise. The proposed rezoning/parcel merger would not cause substantial adverse change in the significance of a historical resource or significant of an archaeological resource, or directly or indirectly disturb or destroy a unique paleontological resource or site or unique geological feature or any human remains. Therefore, **no impacts** are anticipated.

## 2.6 Geology and Soils

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.				
1) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, differential settlement, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion:

a-i,ii. The Public Health and Safety Chapter of the General Plan indicates that the area is not in an earthquake fault zone and does not have unique geologic or physical features. The closest known fault, Midland Fault, is approximately five miles east. Rupture of this fault or any fault, could expose people or structures to potential substantial adverse effects and strong ground shaking. No uses are planned at this time; however, properly designed structures, using the current Uniform Building Code requirements, should reduce any damage from ground shaking impacts to be **less than significant**.

a.iii & c. Figure HS-6 (Liquefaction Potential) of the Health and Safety chapter in the General Plan, shows the subject property to be located within an area of low liquefaction potential. No uses are planned at this time. However, a geotechnical study will be required for any building permit approval to ensure the building and structure foundations meet the required standards for the soil conditions on site. Thus impacts are anticipated to be **less than significant**.

a.iv. The project site was not mapped in the Solano County General Plan, per Solano County General Plan Figure HS-5 – Landslide Stability. However, the property is located on flat lands with a slope up to 2%. **No impacts** due to landslides is expected.

b. Per Solano County General Plan Figure HS-6, the proposed site is located in an area that is not prone to liquefaction. **No impacts** are expected.

d. As noted above, the site specific geotechnical studies would be required at the time of building permit application. This would verify the absence or presence of potentially expansive soils and any mitigation necessary. Therefore, impacts are expected to be **less than significant**.

e. The proposed rezoning would not require the installation of a waste water disposal system. No impacts to soils with regard to septic systems are anticipated. **No impact**.

## 2.7 Greenhouse Gas Emissions

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. No one single project can have a significant impact on greenhouse gas emissions (GhG) as the impact of GhG emissions is considered to be global in nature. **No impact**.

b. As proposed, the project should not conflict with goals and policies of the Solano County Plan which are intended to reduce or indirectly reduce GhG emissions. Nor would the project conflict with the County's recently adopted Climate Action Plan (June 2011). **Less than significant impact**.

## 2.8 Hazards and Hazardous Materials

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	accident conditions involving the release of hazardous materials into the environment?				
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

a-d. The proposed rezoning would not create a significant hazard to the public or the environment, emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste, or be located on a site which is included on a list as a hazardous materials sites. The proposed project would not cause a significant impact on the environment and **no impacts** are anticipated.

e-f. The project is located within Zone E of the Travis Air Force Base Land Use Compatibility Plan which has no prohibitions on land uses or maximum residential densities. Per the Nut Tree Airport Airport/Land Use Compatibility Plan, the project site is not located within an area of development restrictions. **No impacts** are expected.

g-h The project would not impair the implementation or physically interfere with an emergency response or evacuation plan. The project site is located in an area of low to moderate fire risk; however, and the rezoning project should not expose people or structures to a significant risk of loss. **No impact.**

## 2.9 Hydrology and Water

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Be subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

a-i. The proposed parcel merger and rezoning poses no impact to groundwater since neither water wells nor septic systems are proposed. According to FEMA maps, the project area is not located within a 100-year flood zone (Panel #06095C0162F – dated 8/2/2012). No uses are proposed at this time which would violate any water quality standards or waste discharge requirements. No waste water will be produced as part of this project. Further development of the property will require soil testing for onsite sewage disposal system and testing of well water. **No impact** to water quality or waste discharge is expected.

j. Per the Health and Safety Chapter of the Solano County General Plan, the proposed project is not located in an area prone to inundation due to dam or levee failure, seiche, tsunami, or mudflow. Therefore, the project will have **no impacts**.

## 2.10 Land Use and Planning

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion:

a-c. The project would not divide an established community as the project is in a rural area of Solano County. The project site currently has four separate zoning designations (Agricultural-20, Rural Residential-2.5, Highway Commercial, and Neighborhood Commercial), the proposed project will rezone the project site to match the Solano County General Plan designation of Highway Commercial and Service Commercial. The project will not conflict with any Habitat Conservation Plan or natural Community Conservation Plan as there is no conservation plan in the area. **No impacts** are expected.

## 2.11 Mineral Resources

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Discussion:**

a-b. There are no known mineral resources of value to the region in the project area and no locally important mineral resource recovery sites delineated in County documents. Therefore, no mineral resources will be lost and **no impacts** will occur.

**2.12 Noise**

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of, excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

a-d. The rezoning petition would not expose persons to noise levels in excess of standards established in the local general plan or noise ordinance, or expose persons to excessive groundbourne vibrations. Other than storage, there is no other commercial use of the property at this time. Though, no uses are proposed at this time that would create permanent increase in ambient noise levels, further noise evaluations may be required when the property is further developed. Impacts associated with the rezoning is **less than significant impact**.

e-f. The project is located near Nut Tree airport, a public airport; however, the rezoning petition will not expose employees to excessive noise. **No impact.**

### 2.13 Population and Housing

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion:

a-c. The proposed project will not induce population growth directly or indirectly or construct infrastructure that could induce population growth. The project does not involve the displacement of homes or people or necessitate construction of more housing elsewhere. **No impact.**

### 2.14 Public Services

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5) Other Public Facilities?

**Discussion:**

The project itself will have a minimal effect on public services.

(a 1-5) The Fire District has adequate facilities and this project does not require the need for new fire station facilities. The Sheriff's Department has adequate facilities and staff to serve the area. The project would not require the need for new schools or parks. Approval of this proposed project would have **no impact** on public services.

**2.15 Recreation**

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

a-c. The proposed project would not increase the number of use of existing parks or other recreational facilities, nor require the construction or expansion of new recreational facilities nor physically degrade existing recreational resources. **No impact.**

**2.16 Transportation and Traffic**

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

a,b,e,f. The subject properties are bounded by Interstate 505 on the east, Midway Road on the south and Hartley Road on the west. The properties were designated for commercial land uses in the 2008 General Plan and based in large part on their available access to existing road and freeway networks. This project represents a rezoning to bring the property into compliance with the General Plan land use designations. No development proposal is available at this time so information regarding specific access points, emergency vehicle circulation, trip generation levels are speculative. The majority of the frontage on Midway Road is currently zoned Highway Commercial. Only a small portion of frontage on Midway Road is being rezoned from Neighborhood Commercial to Highway Commercial. However, any new development of the highway commercial portion of this rezoning will require the project proponent to sign a development agreement with the City of Vacaville for road improvements to Midway Road. The rezoning of the project would not impact the level of service standard, change air traffic patterns or impact emergency access or parking capacity and, as a result, there would be **no impact**. Future development of the project site will require further review.

c. The closest airport is the Nut Tree Airport but the project site does not fall within the siting requirements of the Nut Tree Airport Compatibility Plan. Because the project is a rezoning petition, it is required to be reviewed by the Airport Land Use Commission; however, **no impacts** are expected.

g. The proposed project does not conflict with adopted policies, plans, or programs supporting alternative transportation. **No impact**.

**2.16 Utilities and Service Systems**

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

applicable Regional Water Quality Control Board?

b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

a-g. Wastewater and potable water are not required for the rezoning of the subject site and the proposed project will not generate any wastewater. Hook-ups to utilities such as power and telephone service is nearby; however, no uses are proposed at this time that would require such service. Any future uses would be evaluated for compliance with the County Environmental Health requirements and State Water Board requirements. Hay Road landfill has sufficient capacity to accommodate the project's requirements. **No impacts** are anticipated at this time.

**2.17 Mandatory Findings of Significance**

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Does the project have the potential to (1) degrade the quality of the environment, (2) substantially reduce the habitat of a fish or wildlife species, (3) cause a fish or wildlife population to drop below self-sustaining levels, (4) threaten to eliminate a plant or animal community, (5) reduce the number or restrict the range of a rare or endangered plant or animal, or (6) eliminate important examples of the major periods of California history or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



prehistory?

- |    |   |                          |                          |                          |                                     |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. | Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:**

a. The rezoning project will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory.

b. The project will not have impacts that are individually limited, but cumulatively considerable. The commercial uses were planned per the General Plan. The surrounding areas within the County have been developed with other commercial and residential uses. Properties located within the City of Vacaville are currently vacant and zoned for industrial uses. The rezoning of these 16 acres will not have a cumulative impact.

c. The project will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.

**3.0 Agency Coordination and Public Involvement**

**3.1 Consultation and Coordination with Public Agencies**

The Initial Study is being circulated for public comment.

**3.2 Public Participation Methods**

The Initial Study is available at the Solano County Department of Resource Management and online at the Department's Planning Services Division website at:

<http://www.solanocounty.com/depts/rm/documents/eir/default.asp>

Interested parties may contact the planner assigned to this project at the contact points provided below:

Karen Avery  
Senior Planner

Planning Services Division  
Resource Management Department  
675 Texas Street Suite 5500  
Fairfield, CA 94533

PHONE: (707) 784-6765  
FAX: (707) 784-4805  
EMAIL: kmavery@solanocounty.com

#### **4.0 List of Preparers**

This Initial Study was prepared by the Solano County Department of Resource Management. The following staff and consultants contributed to the preparation of this Initial Study:

Solano County Department of Resource Management Staff

#### **4.1 References**

Part I of the Initial Study, Pokrajac Application Z-16-01/CC-16-09  
Solano County General Plan, November 2008  
Solano County Zoning Regulations, October 6, 2015  
Nut Tree Airport Land Use Compatibility Plan, May 1988  
Travis Air Force Base Land Use Compatibility Plan, October 8, 2015

#### **5.0 Distribution List**

##### **State Agencies**

Caltrans

##### **Regional Agencies**

##### **Other**

City of Vacaville

#### **6.0 Appendices**

- 6.1 Initial Study, Part I – Application**
- 6.2 Assessor's Parcel Map**
- 6.3 Existing General Plan Map**
- 6.4 Existing Zoning Map**
- 6.5 Proposed Zoning Map**
- 6.6 Solano County Zoning Regulations Section 28.41 Commercial Districts**
- 6.7 City of Vacaville – City Gateways Plan**

# 6.0 Appendices

# 6.1



DEPARTMENT OF RESOURCE MANAGEMENT
PLANNING SERVICES APPLICATION FORM

675 Texas Street Suite 5500, Fairfield, CA 94533

(707) 784-6765 Phone
(707) 784-4805 Fax

www.solanocounty.com

- Application Type: [ ] New [ ] Extension (maps) [ ] Minor Revision [ ] Map Modification
[ ] Administrative Permit (AD) [ ] Minor Use Permit (MU) [ ] Sign Permit (SGN)
[ ] Architectural Review (AR) [ ] Mobilehome Storage Permit (MH) [ ] Use Permit (U)
[ ] General Plan Amendment (G) [ ] Mutual Agreement (MA) [ ] Variance (V)
[ ] Major Subdivision (S) [ ] Performance Standards (PS) [ ] Waiver (WA)
[ ] Marsh Development Permit (MD) [ ] Policy Plan Overlay (PP) [ ] Zone Text Amendment (ZT)
[ ] Minor Subdivision (MS) [ ] Rezone (Z)

FOR OFFICE USE ONLY

Application No: 2-16-01 MR# Hrg: AD ZA PC BOS Date Filed: 11/3/16 Plnr: Avery

Project Name: Pokrajac Rezoning Application

Subject Site Information

Site Address: 4837 and 4849 Midway Road City: Vacaville State: CA Zip: 95688

Assessor's Parcel Number (s): 0106-210-(180, 190, 200, & 210); 0106-15-400 Size (sq. ft/acre): 21.40 AC

Preferred Property Access by Staff: [ ] OK to access [x] Call applicant before access [ ] Call owner before access

Contact Information

Property Owner Name: Steven and Corina Pokrajac

Contact Name: Steven Pokrajac Phone: (951) 712-4500 Email: pokrajac@msn.com

Mailing Address: 333 N. Madison Ave. City: Monrovia State: CA Zip: 91016

Architect/Engineer/Land Surveyor Company Name: Phillippi Engineering, Inc.

Contact Name: Tom Phillippi Phone: (707) 451-6556 Email: tphillippi@phillippieng.com

Mailing Address: 425 Merchant Street Suite 200 City: Vacaville State: CA Zip: 95688

Applicant/Company Name: See Engineer

Contact Name: Phone: Email:

Mailing Address: City: State: Zip:

Other Contacts:

Name: Phone: Email:

Mailing Address: City: State: Zip:

**1 Project Narrative**

Describe the type of development, proposed uses/business, phases, changes or alterations to the property or building and intent or purpose of your proposal clearly. Attach additional sheets as necessary.

This application is simply an effort to "clean up" the property with respect to the various Zoning and General Plan designations that exist on the property. For example, there are currently four zoning designations that exist

Rural Residential, Neighborhood Commercial, Highway Commercial and Agriculture. In addition, there are two General Plan designations that exist that do not appear to align with the zoning designations. The new County General Plan designates the front portion of the property Highway Commercial and the rear portion of the property Service Commercial. The property owner would also like to clean up the numerous APNs that exist on the property but which have no relevance. The owner is in the process of a lot merger to clean up some of the lot lines.

**2 General Plan, Zoning and Utilities:**

General Plan, Zoning or Williamson Act Contract information is available at our offices or can be obtained by visiting [www.solanocounty.com](http://www.solanocounty.com). Click on the "Interactive Map" icon, then search by address or assessor parcel number.

Current General Plan Designation: Highway and Service Comm. Current Zoning: HC, AG, RR, & Neigh. Comm

Proposed General Plan Designation: Highway and Service Comm. Proposed Zoning: Highway and Service Comm.

Current Water Provider: On Site Well Current Sewage Disposal: Septic Tank & Leach Field

Proposed Water Provider: On Site Well Proposed Sewage Disposal: Septic Tank & Leach Field

**3 Williamson Act Contract**

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A. Is any portion of the property under Williamson Act Contract?  Yes  No

If yes, Contract No. \_\_\_\_\_ please provide a copy.

If yes, has a Notice of Non-Renewal been filed?  Yes  No

*If yes, please provide a copy.*

B. Are there any agricultural conservation, open space or similar easements affecting the use of the project site?  
(such easements do not include Williamson Act contracts)

Yes  No *if yes, please list and provide a copy.*

**4 Additional Background Information**

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A. Does the proposal propose the demolition or alteration of any existing structures on the subject site?

Yes  No *If yes, please describe in the project narrative.*

B. List any permits that are required from Solano County and/or other local, state, federal agencies (i.e. building permit, Department of Fish and Game permits, etc.)

None known

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C. List any known previously approved projects located on the property (i.e. Use Permit, Parcel Maps, etc). Identify the project name, type of project and date of approval.

None known

---

D. List any known professionally prepared reports for the project (i.e. biological survey, traffic study, geologic, hazardous materials, etc.)

None known

---

E. Does the project involve Housing and Urban Development (HUD) federal funding?  Yes  No  
Is HUD funding anticipated?  Yes  No

*If yes, indicate the type of funding (i.e. CDBG grant, HOME, Investment Partnership Program, etc), funding amount, whether awarded or application pending and fiscal year of award or application request.*

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H. Is this part of a larger project? If yes, please explain.  Yes  No

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## 5 Existing Conditions

Describe in general the project site and surrounding properties as they presently exist; including but not limited to, information on existing land uses, unique physical and topographic features, soil stability, plants and animals, cultural, historical, or scenic aspects, and any other information which would assist the Department in understanding the project's environmental setting. Clear, representative color photographs may be submitted to show the project area. Draw in property boundaries on the photographs.

A. Project site:

Currently the site is vacant

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B. Surrounding properties:

The west is a commercial and rural residential, the east is I-505, to the south is commercial vacant land in the City of Vacaville and to the north is rural residential, agriculture and I-505.

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C. Existing use of land:

Currently there is no use on the land

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---

D. Describe number and type of existing structures: None

	Type/Number	Square Feet
Residential		
Agricultural		
Commercial		
Industrial		
Other		

E. Describe existing vegetation on site, including number and type of existing trees.

Currently there is native grasses and a number of eucalyptus trees.

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F. If in agricultural use, describe type of use or crop (cattle, sheep, hay, vegetables, fruit, etc).

Not applicable

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None

G. Slope of property:

Flat or sloping (0 - 6% slope) 21.40 acres  
Rolling (7 - 15% slope) \_\_\_\_\_ acres  
Hilly (16 - 24% slope) \_\_\_\_\_ acres  
Steep (> 24% slope) \_\_\_\_\_ acres

H. Describe existing drainage conditions on site. Indicate direction of surface flows, adjacent parcels affected.

\_\_\_\_\_  
\_\_\_\_\_

I. Describe land uses on adjacent parcels (specify types of crops if agricultural).

North	Rural residence, I-505 and Ag.	South	Commercial land in the City of Vacaville - vacant
East	I-505 Freeway	West	Commercial (bar and gas station and rural residential)

J. Distance to nearest residence(s) or other adjacent use(s): 500 +/- ft. (ft/mi)

K. Describe and indicate location of any power lines, water mains, pipelines or other transmission lines which are located on or adjacent to the property.

Power lines exist along Hartley Road and along Midway Road

L. Describe number and location of natural creeks or water courses through or adjacent to the property. Specify names (if any). Indicate whether ephemeral (brief flows following rains), intermittent (seasonal flows during wet season), or perennial (year-round flows). None

M. Describe number and location of man-made drainage channels through or adjacent to the property. Specify names, if any. None

N. Identify and describe any on-site or adjacent marshes, wetlands, vernal pools, wet meadows, riparian (i.e. dependant on water bodies) vegetation, etc.: None Known

O. Are there any unique, sensitive, rare, threatened, or endangered animals, plants, or habitats on the project site or located in close proximity which may be affected by the project?

Yes \_\_\_\_\_ No X Don't Know \_\_\_\_\_ If yes, please list:

P. Describe existing vehicle access(s) to property: Midway Road and Hartley Road

Q. List and describe the nature and location of all existing easements serving or affecting the property, including access, utility, and other public or private easements (see deed or recent preliminary title report).

None

R. List and describe any freestanding and attached signage on the property. Describe the dimensions, area and height. Include the location on the site plan.

None

## 6 Proposed Changes to the Site **No changes proposed**

A. Topography and grading (attach copy of grading plan showing existing and proposed topography and drainage patterns.)

i. Percent of site previously graded: 0 %.

ii. Project area (area to be graded or otherwise disturbed): None sq. ft./acres.

iii. Estimate amount of soil to be moved (cut and/or fill):

None Less than 50 cubic yds<sup>3</sup> \_\_\_\_\_ More than 50 cubic yds<sup>3</sup> \_\_\_\_\_ More than 1000 cubic yds<sup>3</sup>

iv. Estimate amount of soil to be:

Imported None yd<sup>3</sup> Exported \_\_\_\_\_ yd<sup>3</sup> Used on site \_\_\_\_\_ yd<sup>3</sup>.

B. Number, size and type of trees, and type and quantity of vegetation to be removed. ( size of trees = diameter at 4ft. above grade) **None**

C. Number, type and use of existing structures to be removed, and removal schedule:  
**None**

D. Describe proposed fencing and/or visual screening (landscaping):  
**None**

E. Proposed access to project site (road name, driveway location, etc.):

**No change, current access via Midway Road and Hartley Road**

F. Proposed source and method of water supply:

**None proposed at this time.**

G. Proposed method of sewage disposal (specify agency if public sewer):

**None proposed at this time.**

H. Provisions for solid/hazardous waste disposal (specify company or agency if applicable):

None

I. List hazardous materials or wastes handled on-site:

None

J. Duration of construction and/or anticipated phasing:

Nothing proposed at this time

K. Will the proposed use be affected by or sensitive to existing noise in the vicinity? If so, describe source (e.g. freeway, industrial) and distance to noise source.

No

## 7 Proposed Site Utilization

### A. RESIDENTIAL PROJECTS **Not Applicable**

1. Number of structures: Single Family: \_\_\_\_\_ Multi-family: \_\_\_\_\_ Accessory: \_\_\_\_\_

If multi-family, number of units: \_\_\_\_\_ Maximum height: \_\_\_\_\_

2. Signage: Freestanding: \_\_\_\_\_ Dimension(s): \_\_\_\_\_ Area: \_\_\_\_\_ (sq.ft)  
Attached/Wall: \_\_\_\_\_ Dimensions(s): \_\_\_\_\_ Area: \_\_\_\_\_ (sq.ft)

### B. NON-RESIDENTIAL PROJECTS (Commercial, Industrial, Agricultural, Other) **Not Applicable**

1. Lot coverage:

Building coverage: \_\_\_\_\_ (sq.ft) Surfaced area: \_\_\_\_\_ (sq.ft)

Landscaped or open space: \_\_\_\_\_ (sq.ft)

2. Total floor area: \_\_\_\_\_ (sq.ft)

3. Number of stories: \_\_\_\_\_ Maximum height: \_\_\_\_\_ (ft.)

4. Proposed hours of operation:

Days: \_\_\_\_\_

From: \_\_\_\_\_ a.m./p.m to \_\_\_\_\_ a.m./p.m

Year round:  Yes  No

Months of operation: from \_\_\_\_\_ through \_\_\_\_\_

5. Proposed construction schedule:  
Daily construction schedule: from \_\_\_\_\_ a.m./p.m. to \_\_\_\_\_ a.m./p.m.  
Days of construction: \_\_\_\_\_
6. Will this project be constructed in phases? Describe:  
\_\_\_\_\_  
\_\_\_\_\_
7. Maximum number of people using facilities:  
At any one time: \_\_\_\_\_ Throughout day: \_\_\_\_\_
8. Total number of employees: \_\_\_\_\_  
Expected maximum number of employees on site: \_\_\_\_\_  
During a shift: \_\_\_\_\_ During day: \_\_\_\_\_
9. Number of parking spaces proposed: \_\_\_\_\_
10. Maximum number of vehicles expected to arrive at site:  
At any one time: \_\_\_\_\_ day: \_\_\_\_\_
11. Radius of service area: \_\_\_\_\_
12. Type of loading/unloading facilities:  
\_\_\_\_\_  
\_\_\_\_\_
13. Type of exterior lighting proposed:  
\_\_\_\_\_  
\_\_\_\_\_
14. Describe all anticipated noise-generating operations, vehicles or equipment on-site.  
\_\_\_\_\_  
\_\_\_\_\_
15. Describe all proposed uses which may emit odors detectable on or off-site.  
\_\_\_\_\_  
\_\_\_\_\_
16. Describe all proposed freestanding and wall signage. Include the dimensions, area and height.  
\_\_\_\_\_  
\_\_\_\_\_

## 8 Environmental Checklist

Indicate the following items applicable to the project or its effects. Discuss in Section 9 all items checked "Yes" or "Maybe". **Attach additional sheets as necessary.**

	YES	MAYBE	NO
A. Change in existing natural features including any bays, tidelands, lakes, streams, beaches, natural landforms or vegetation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B. Change in scenic views or vistas from existing residential areas, public lands or roads.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C. Change in scale, pattern or character of general area of project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D. Increased amounts of solid waste or litter.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
E. Dust, ash, smoke, fumes or odors on site or in vicinity.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
F. Change in ground water quality or quantity.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
G. Alteration of existing drainage patterns, or change in surface water quantity or quality.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
H. Change in existing noise or vibration levels.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I. Construction on filled land or construction or grading on slopes of 25% or more.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
J. Storage, use or disposal of materials potentially hazardous to man or wildlife, including gasoline and diesel fuel. (See Environmental Health Division for assistance or information).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
K. Increase in demand for public services (police, fire, water, sewer, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
L. Increase in fossil fuel consumption (electricity, natural gas, oil, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
M. Change in use of or access to an existing recreational area or navigable stream.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
N. Change in traffic or vehicular noise on road system in immediate vicinity.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O. Increased hazards for vehicles, bicycles or pedestrians.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
P. Removal of agricultural or grazing lands from production.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Q. Relocation of people.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**9 Additional Information by Applicant**

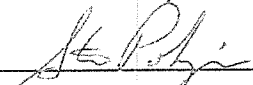
In order to make this application COMPLETE, please submit any additional data, information or special study reports that may be necessary to determine whether the project may have significant effect on the environment or to evaluate any adverse impacts, and to determine how they may be mitigated. Add additional pages as necessary.

**10 Information Verification - Signed by Owner and Applicant**

Owner and Applicant must sign below certifying that all information is to the best of his/her knowledge true and correct.

If the applicant is not the owner of record of all property included in this application, the signature given below is certification that the owners of record have knowledge of and consent to the filing of this application and supporting information. Additionally, the undersigned does hereby authorize representatives of the County to enter upon the above mentioned property for inspection purposes. This certification acknowledges that if the project exceeds double that of the application fee, applicants are subject to the hourly billing rate of staff time. You will be notified if the project is approaching this threshold.

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Owner signature:  Date: Oct. 26, 2016

PRINTED NAME: Steven Pokrajac

Applicant signature:  Date: Oct. 26, 2016

PRINTED NAME: Thomas Phillippi

**For Office Use Only**

Planning Permit Fee(s)		Environmental Review Fees	
2-16-01	\$ 3447	Initial Study	\$ _____
-	\$ _____	Archaeological Study (Sonoma State NWIC)	\$ _____
-	\$ _____	Negative Declaration	\$ _____
-	\$ _____	CA Fish and Games (ND or EIR)	\$ _____
-	\$ _____	Initiate EIR	\$ _____
-	\$ _____	Mitigation Monitoring Plan	\$ _____
Total	\$ 3447	Total	\$ _____
Total Fees Paid (P + E)	\$ _____	Receipt No.:	DATE: _____

Staff verify: Zoning: \_\_\_\_\_ GP Land Use & Consistency: \_\_\_\_\_

Comments: \_\_\_\_\_ Staff/Date: \_\_\_\_\_

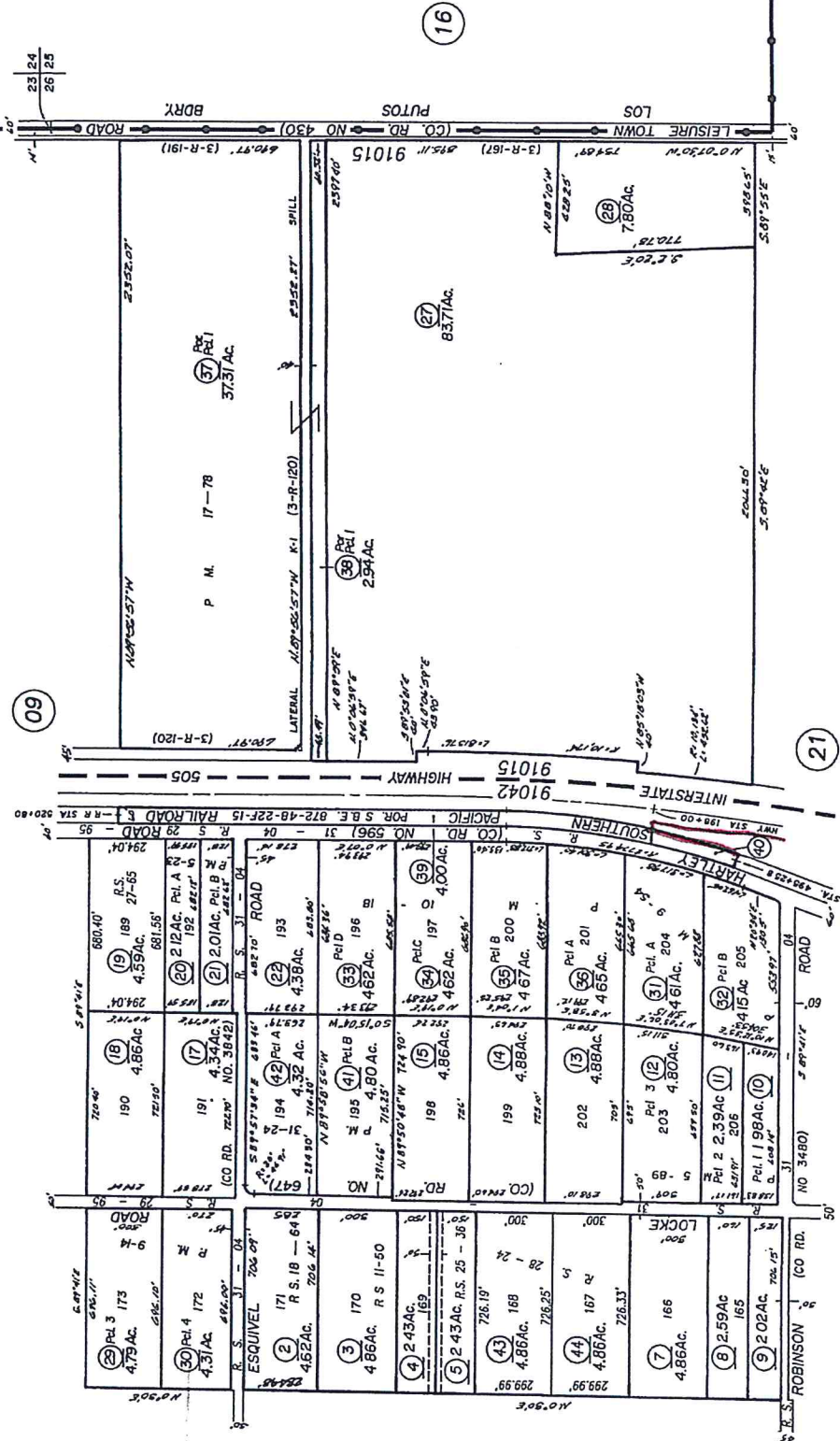
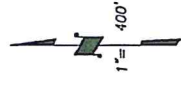
T:\PLANNING\Planning Templates\Front Counter Application and Instruction Forms\COUNTER FORMS - (O-R-I-G-I-N-A-L-S)\Land Use Permit\Permit Application & Instructions\Land Use Permit Application.doc(June 23, 2011)

# 6.2

Tax Area Code  
 91015  
 91042

POR. LOT 38, RANCHO LOS PUTOS  
 POR. SEC. 26, T.7N., R.1W., M.D.B. & M. EXT.

106-15



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

REVISION	DATE	BY
R.S. 31-04	6-21-13	CR
R.S. 29-95	10-21-10	CR
150-43 & 44 (RS)	8-13-07	DV
150-19 (RS)	9-7-06	DV

CITY OF VACAVILLE  
 Assessor's Map Bk. 106 Pg. 15  
 County of Solano, Calif.

Locke-Paddon Colony No.9 , R.M. Bk. 5 Pg. 3

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

14-15

FILE COPY



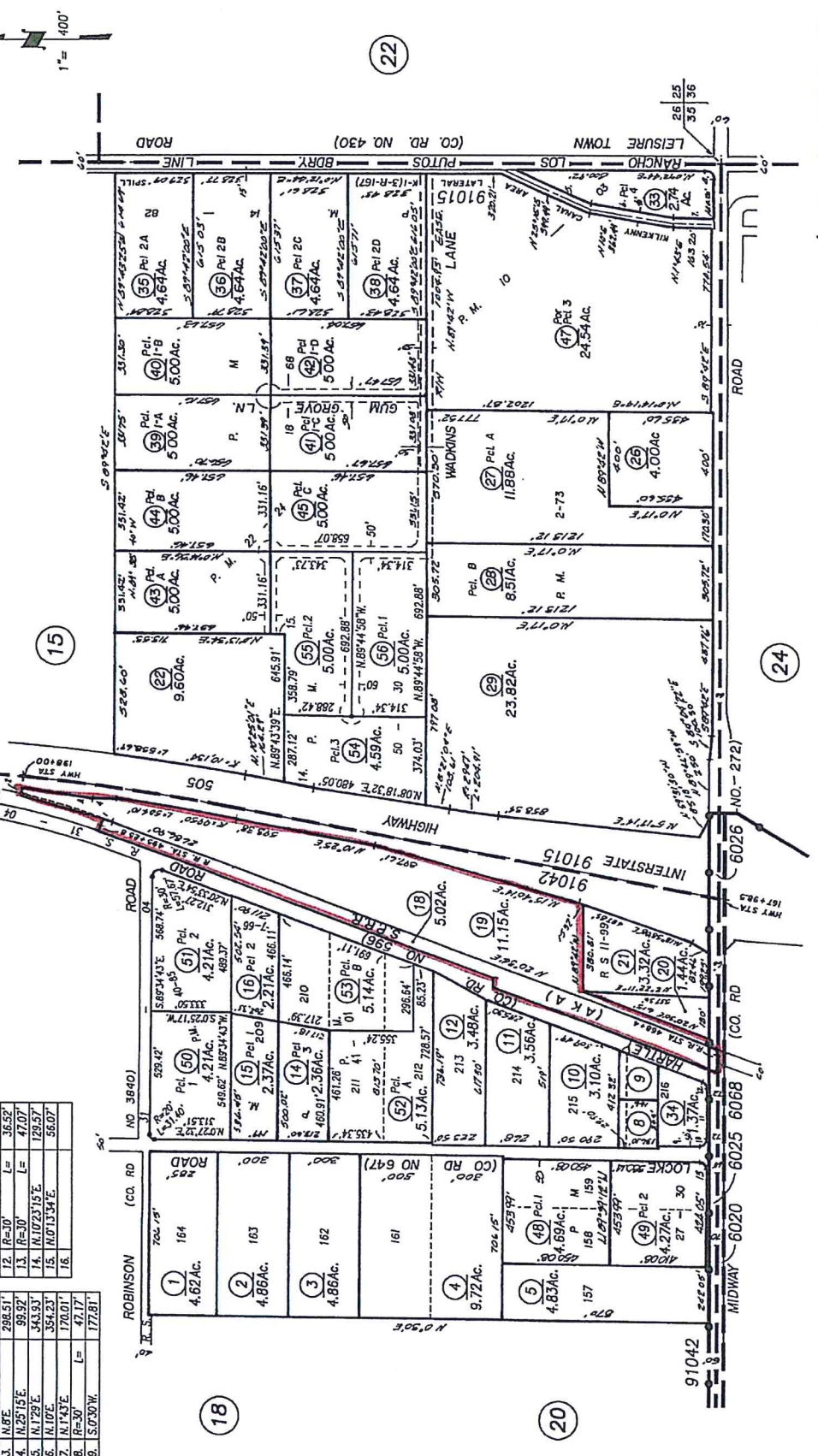
106-21

Tax Area Code  
91015  
91042

POR. LOT 38, RANCHO LOS PUTOS  
POR. SEC. 26, T.7N., R.1W., M.D.B. & M. EXT.

1. S.15°39'30"W.	397.97'	L=	47.22'
2. N.64°46'40"W.	28.08'	L=	245.92'
3. N.87°E.	298.51'	L=	36.52'
4. N.25°15'E.	98.92'	L=	47.07'
5. N.129°E.	343.93'	L=	129.57'
6. N.10°E.	354.23'	L=	56.07'
7. N.1°43'E.	170.01'	L=	47.17'
8. R=30'	47.17'	L=	177.81'
9. S.0°30'W.	177.81'	L=	47.22'

10. R=30'	L=	47.22'
11. S.89°41'W.	L=	245.92'
12. R=30'	L=	36.52'
13. R=30'	L=	47.07'
14. N.10°23'15"E.	L=	129.57'
15. N.0°13'34"E.	L=	56.07'
16.		



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

P.S. 31-04	6-21-13	Cr
210-54,55,56 (Pm)	4-6-12	Cr
210-52,65,3 (Pm)	6-4-98	Fc
210-50,65,1 (Pm)	3-2-98	Fc
REVISION	DATE	BY

Locke - Paddon Col. No. 9, R. M. Bk. 5 Pg. 3

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

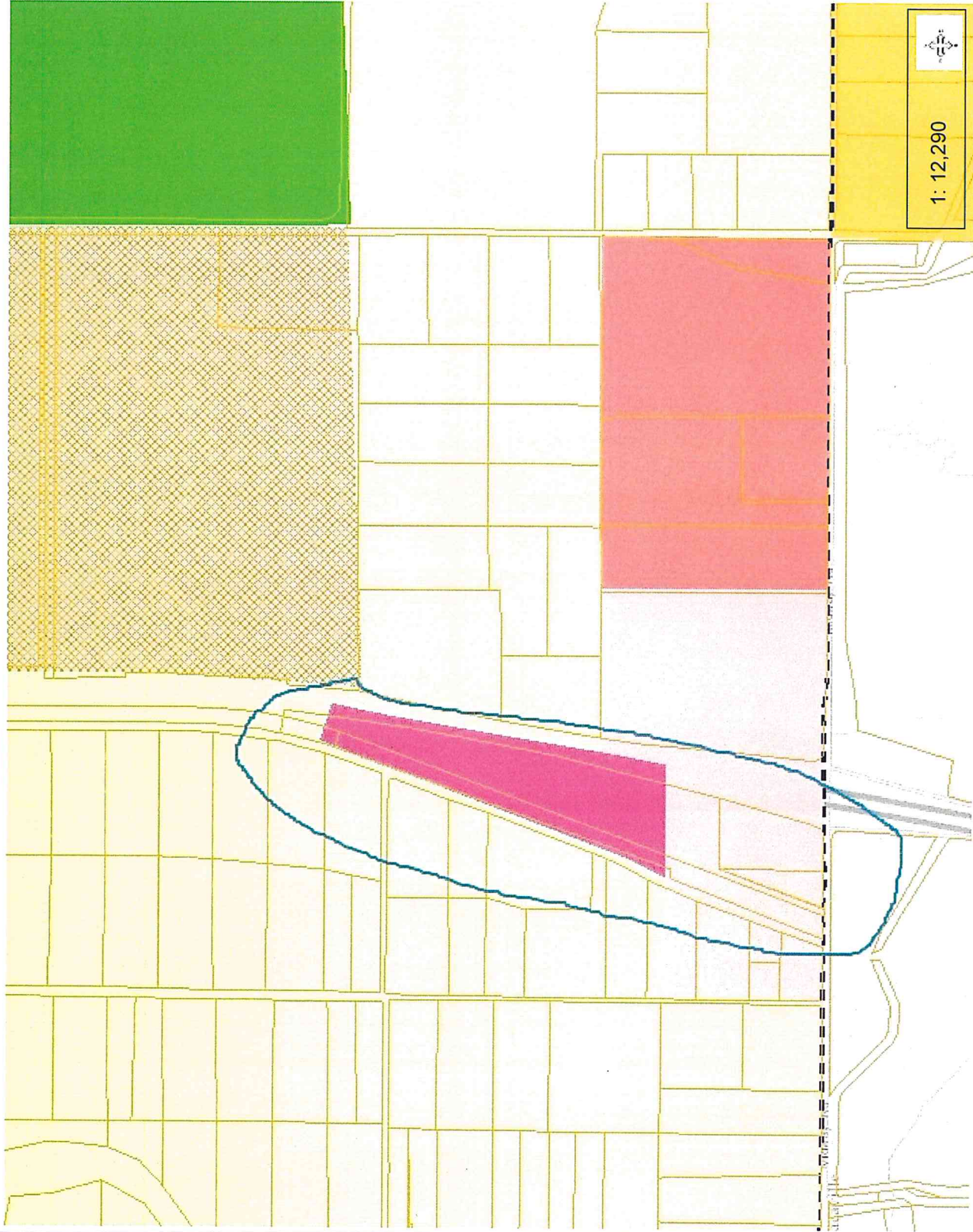
Assessor's Map Bk. 106 Pg. 21  
County of Solano, Calif.

14-15

FILE COPY

# 6.3

# General Plan Map



1: 12,290

**Legend**

- Parcels
- Municipal Service Area
- GP Overlays
  - Vacaville-Fairfield-Solano Greenbel
  - Travis Reserve Area
  - Agricultural Reserve Overlay
  - Tri-City/County Cooperative Plannin
  - Resource Conservation Overlay
- Agricultural Tourism Center
- Joint Study Area
- GP Land Use 2008
  - Water Bodies and Courses
  - Park and Recreation
  - Marsh
  - Watershed
  - Agriculture
  - Public/Quasi-Public
  - Rural Residential
  - Traditional Community - Residential
  - Traditional Community - Mixed Use
  - Urban Residential
  - Neighborhood Commercial
  - Neighborhood Agricultural/Tourist C
  - Commercial Recreation
  - Service Commercial
  - Highway Commercial

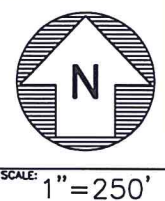
**Notes**

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
© Latitude Geographics Group Ltd.

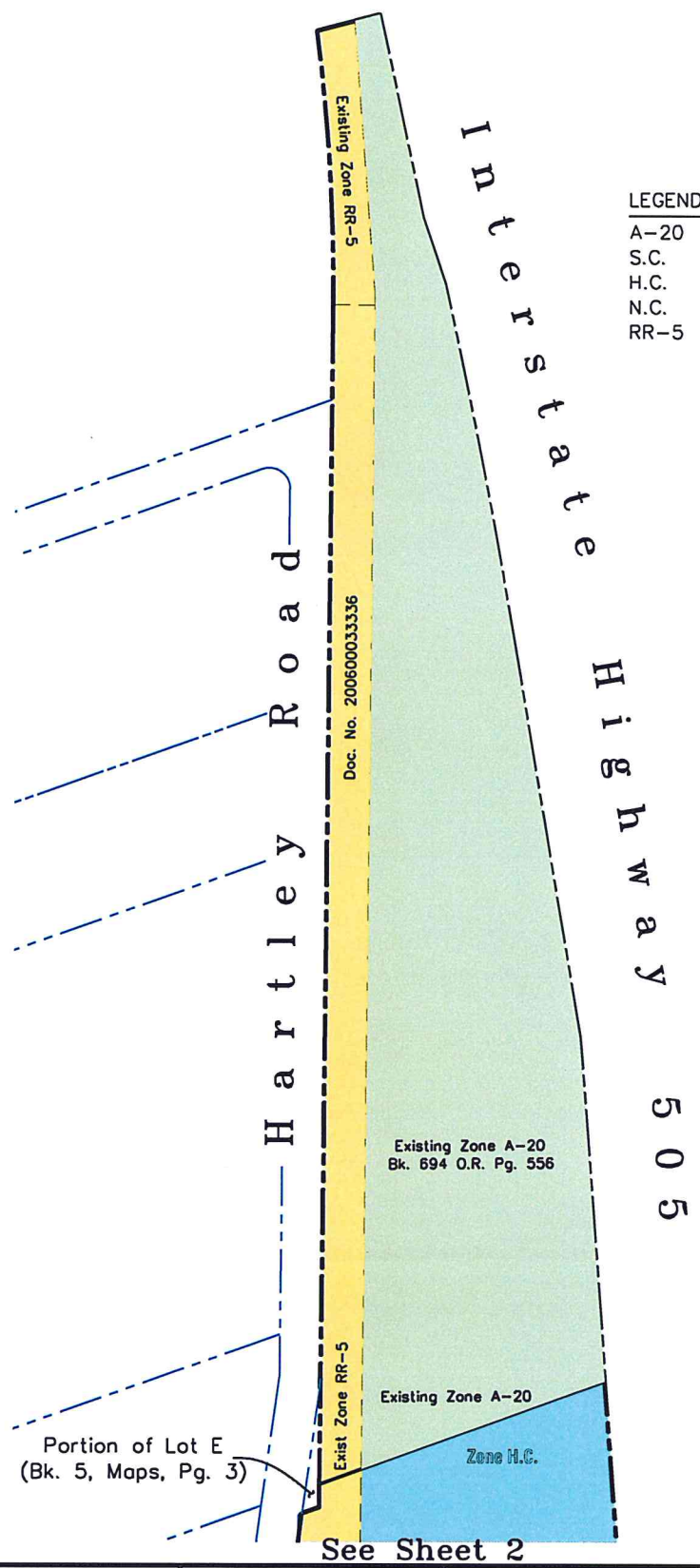
# 6.4



LEGEND:

A-20	AGRICULTURE, 20 AC MIN
S.C.	SERVICE COMMERCIAL
H.C.	HIGHWAY COMMERCIAL
N.C.	NEIGHBORHOOD COMMERCIAL
RR-5	RURAL RESIDENTIAL, 5 AC MIN

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PROJECT NAME/LOCATION:  
**Pokrajac Rezone Existing**

DRAFTED BY: CDL  
 CHECKED BY: ST  
 PROJECT NO.: 260300  
 DWG NAME: 260300REZONE  
 ISSUE DATE: 01/27/17



**PHILLIPPI ENGINEERING**  
 CIVIL ENGINEERING - LAND SURVEYING  
 425 MERCHANT STREET VACAVILLE, CA 95688  
 P.O. BOX 6556 VACAVILLE, CA 95696  
 OFFICE (707) 451-6556 FAX (707) 451-6555

See Sheet 1



SCALE: 1:140

Portion of Lot E  
(Bk. 5, Maps, Pg. 3)

Exist Zone RR-5

Existing Zone A-20

Existing Zone RR-5

Existing Zone H.C.

Hartley Road

Doc. 20080033336

Interstate Highway 505

Bk. 1672 O.R. Pg. 609

Existing N.C.

Bk. 694 O.R. Pg. 555

Midway Road

LEGEND:

- A-20 AGRICULTURE, 20 AC MIN
- S.C. SERVICE COMMERCIAL
- H.C. HIGHWAY COMMERCIAL
- N.C. NEIGHBORHOOD COMMERCIAL
- RR-5 RURAL RESIDENTIAL, 5 AC MIN

PROJECT NAME/LOCATION:

**Pokrajac Rezone  
Existing**

DRAFTED BY: CDL  
 CHECKED BY: ST  
 PROJECT NO.: 260300  
 DWG NAME: 260300REZONE  
 ISSUE DATE: 10/04/16



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**6.5**

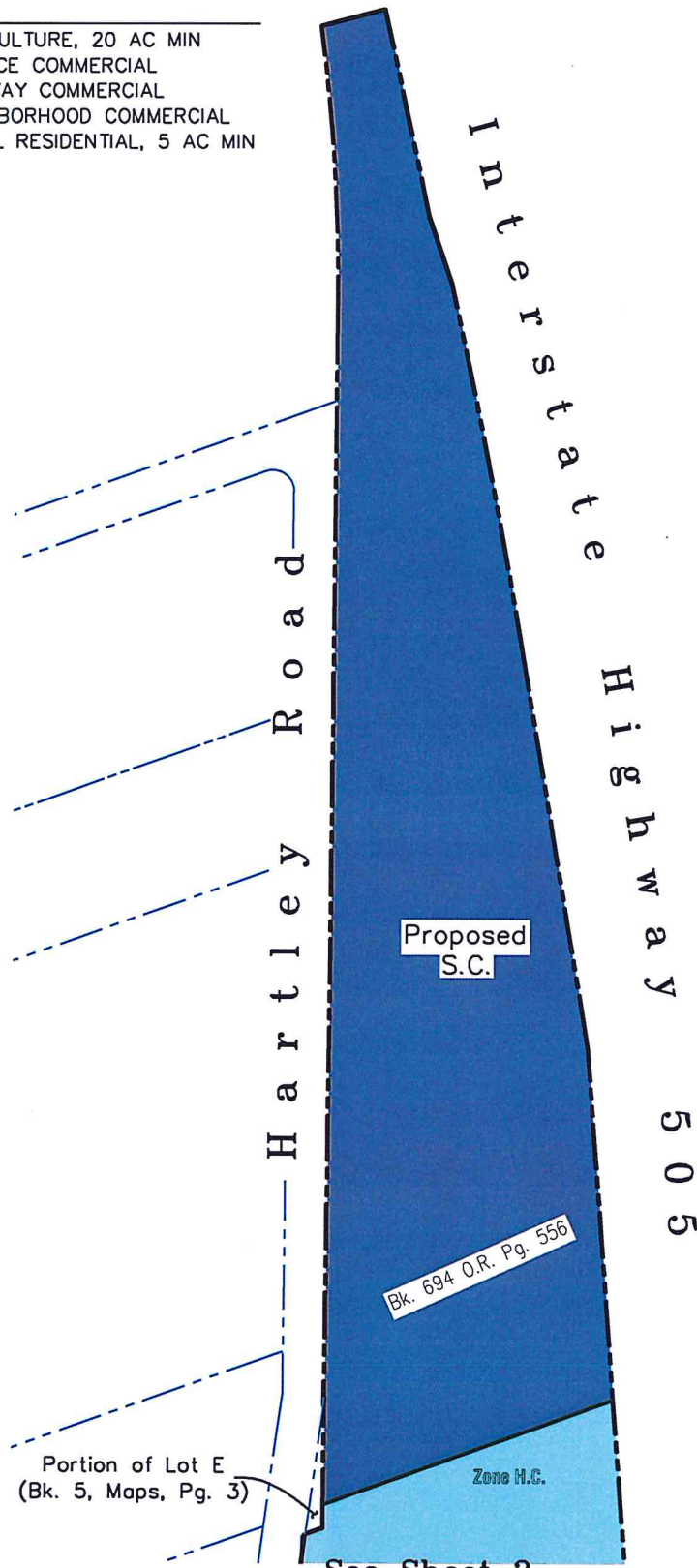
LEGEND:

A-20	AGRICULTURE, 20 AC MIN
S.C.	SERVICE COMMERCIAL
H.C.	HIGHWAY COMMERCIAL
N.C.	NEIGHBORHOOD COMMERCIAL
RR-5	RURAL RESIDENTIAL, 5 AC MIN



SCALE: 1"=250'

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NOTE:  
THIS REZONING TO BE  
COMPLETED AFTER THE  
CERTIFICATE OF COMPLIANCE

PROJECT NAME/LOCATION:

**Pokrajac Rezone  
Proposed**

DRAFTED BY: CDL  
CHECKED BY: ST  
PROJECT NO.: 260300  
DWG NAME: 260300REZONE  
ISSUE DATE: 10/04/16



**PHILLIPPI ENGINEERING**  
CIVIL ENGINEERING - LAND SURVEYING  
425 MERCHANT STREET VACAVILLE, CA 95688  
P.O. BOX 6556 VACAVILLE, CA 95696  
OFFICE (707) 451-6556 FAX (707) 451-6555



See Sheet 2



SCALE: 1:140

Zone S.C.

General Plan  
Zoning Dividing Line

Portion of Lot E  
(Bk. 5, Maps, Pg. 3)

Hartley Road

Proposed  
Zone H.C.

Interstate Highway 505

Midway Road

LEGEND:

- A-20 AGRICULTURE,  
20 AC MIN
- S.C. SERVICE COMMERCIAL
- H.C. HIGHWAY COMMERCIAL
- N.C. NEIGHBORHOOD COMM.
- RR-5 RURAL RESIDENTIAL,  
5 AC MIN

NOTE:  
THIS REZONING TO BE  
COMPLETED AFTER THE  
CERTIFICATE OF COMPLIANCE

PROJECT NAME/LOCATION:

**Pokrajac Rezone  
Proposed**

DRAFTED BY: CDL  
CHECKED BY: ST  
PROJECT NO.: 260300  
DWG NAME: 260300REZONE  
ISSUE DATE: 10/04/16



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CIVIL ENGINEERING - LAND SURVEYING  
425 MERCHANT STREET VACAVILLE, CA 95688  
P.O. BOX 6556 VACAVILLE, CA 95696  
OFFICE (707) 451-6556 FAX (707) 451-6555

**6.6**

**TABLE 28.41A ALLOWED USES: (C-H), (C-S) DISTRICTS**

**(SPECIFIC TO POKRAJAC PROPERTIES – CH AND SC ONLY)**

A= Allowed by right, AP= Administrative Permit, MUP= Minor use permit, PD = Planned Unit Development, UP= Use permit, E=Exempt, - - = Prohibited

ALLOWED USES* •See Definition Section 28-10	Permitted Uses		Land Use Regulations** **See Section 28.70.10
	C-H	C-S	
<b>28.71 AGRICULTURAL USES <sup>2</sup></b>			
<b>A. CROP PRODUCTION</b>			
Accessory uses and structures	---	---	28.71.10(A) & (B)(1)
Crop Production	---	---	28.71.10(A)
Non-irrigated and non-cultivated farming	---	---	28.71.10(A)
Grazing	---	---	28.71.10(A)
<b>B. AGRICULTURAL PROCESSING USES</b>			
On-site Agricultural Processing	---	---	28.71.20(A) & (B)(1)
<b>28.72 RESIDENTIAL USES</b>			
<b>A. DWELLINGS</b>			
Primary Dwelling	---	---	28.72.10
Emergency Shelter	---	A	
<b>B. TEMPORARY RESIDENTIAL USES</b>			
None Allowed			
<b>C. AGRICULTURAL AND ANIMAL FACILITIES INCIDENTAL TO A RESIDENCE</b>			
None Allowed			
<b>D. OTHER RESIDENTIAL USES</b>			
None Allowed			

**TABLE 28.412A ALLOWED USES: (C-H), (C-S) DISTRICTS**

A= Allowed by right, AP= Administrative Permit, MUP= Minor use permit, PD = Planned Unit Development, UP= Use permit, E=Exempt, - - -= Prohibited

ALLOWED USES* *See Definition Section 28-10	Permitted Uses		Land Use Regulations** **See Section 28.70.10
	C-H	C-S	
<b>28.73 RECREATION, EDUCATION AND PUBLIC ASSEMBLY USES<sup>2</sup></b>			
<b>A. RECREATION USES</b>			
Amusement Facilities	MUP	---	
Commercial Outdoor Recreation			28.73.10(A)
Not including enclosed structures	---	---	28.73.10(A)
Including enclosed structures	---	---	28.73.10(A)
Complementary commercial facilities	---	---	
Marina			
Boat launching facilities	---	---	
Boat and boat trailer storage	---	---	
Boat construction, servicing, sales and repair	---	---	
Floating home	---	---	
Marsh oriented recreation	---	---	
Recreational Vehicle Park and/or Campground	---	---	28.73.10(A)
<b>B. EDUCATION USES</b>			
Ecological and agricultural education	---	---	
Business school; art, modeling, music, or dance studio	---	---	
<b>C. PUBLIC ASSEMBLY USES</b>			
Auditorium, exhibition hall, sports arena, drive-in theater	---	UP <sup>4</sup>	28.73.30(A)
Church	MUP	MUP <sup>4</sup>	28.73.30(A) & (B)(1)
Circus, Carnival, Fair, or Revival	MUP	MUP <sup>4</sup>	28.73.30(A)
Nursery School	---	MUP <sup>4</sup>	28.73.30(A)
<b>28.74 RETAIL AND OFFICE USES</b>			
<b>A. RETAIL USES</b>			
Automobile parking lot	---	A <sup>4</sup>	28.74.10(A) & (B)(2)
Automobile Repair Garage	MUP	MUP <sup>4</sup>	28.74.10(A) & (B)(3)
Automobile Service Station	A	A <sup>4</sup>	28.74.10(A)
Food Establishments open to the outside air	MUP	---	28.74.10(A)
Bank	---	---	28.74.10(A)
Florist Shop (Indoor)	---	---	28.74.10(A)
Hotel, Motel	A	---	28.74.10(A)
Massage establishments, slenderizing establishments, and similar personal services	---	---	28.74.10(A)
Merchandise Showroom	---	---	28.74.10(A)
Neighborhood Commercial Uses			28.74.10(A)
Less than 1,500 square feet	---	MUP <sup>4</sup>	28.74.10(A)
More than 1,500 square feet	---	UP <sup>4</sup>	28.74.10(A)
Outdoor sales and service	---	MUP <sup>4</sup>	28.74.10(A)
Serving Liquor within 200 feet of an R-District	---	MUP <sup>4</sup>	28.74.10(A)

A= Allowed by right, AP= Administrative Permit, MUP= Minor use permit, PD = Planned Unit Development, UP= Use permit, E=Exempt, - - -= Prohibited

ALLOWED USES* *See Definition Section 28-10	Permitted Uses		Land Use Regulations**
	C-H	C-S	**See Section 28.70.10
Pharmacy	---	---	28.74.10(A)
Refreshment Stand	A	---	28.74.10(A)
Restaurant	A	---	28.74.10(A)
Serving Liquor within 200 feet of an R-District	UP	---	28.74.10(A)
Retail Dairies	MUP	---	28.74.10(A)
Roadside Stand	MUP	---	28.74.10(A) & (B)(8)
Roadside stand for the sale of agricultural products grown on-site			28.74.10(A) & (B)(8)
More than 80 feet from the centerline of the street	---	---	28.74.10(A) & (B)(8)
Less than 80 feet from the centerline of the street	---	---	28.74.10(A) & (B)(8)
Shop, store and service for retail sales (indoor)	---	---	28.74.10(A)
Serving Liquor within 200 feet of an R-District	---	---	28.74.10(A)
<b>B. OFFICE USES</b>			
Business and Professional Office	---	---	28.74.20(A)
Component Assembly of Pre-manufactured items	---	---	28.74.20(A)
Indoor General Storage	---	---	28.74.20(A)
Medical and Dental Clinic	---	---	28.74.20(A)
Research and Development	---	---	28.74.20(A)

**TABLE 28.41A ALLOWED USES: (C-H), (C-S) DISTRICTS**

A= Allowed by right, AP= Administrative Permit, MUP= Minor use permit, PD = Planned Unit Development, UP= Use permit, E=Exempt, --- = Prohibited			
ALLOWED USES* *See Definition Section 28-10	Permitted Uses		Land Use Regulations**
	C-H	C-S	**See Section 28.70.10
<b>28.75 TOURIST USES</b>			
None Allowed			
<b>28.76 COMMERCIAL SERVICE USES</b>			
Animal Hospital		MUP <sup>4</sup>	28.76.20(A) & (B)(1)
Automobile, mobilehome, recreational vehicle or boat sales garage	---	A <sup>4</sup>	28.76.20(A)
Automobile, mobilehome, recreational vehicle or boat sales lot	---	A <sup>4</sup>	28.76.20(A)
Bakery, dairy creamery, laundry and dry cleaning establishment	---	A <sup>4</sup>	28.76.20(A)
Corporation Yard	---	A <sup>4,5</sup>	28.76.20(A)
Equipment Rental Lot	---	MUP <sup>4</sup>	28.76.20(A)
General Service Uses	---	A <sup>4</sup>	28.76.20(A)
Lumber yard	---	MUP <sup>4</sup>	28.76.20(A)
Medical laboratory	---	A <sup>4</sup>	28.76.20(A)
Mortuary, Funeral Home	---	---	28.76.20(A)
Newspaper and commercial printing shop, blueprint shop	---	A <sup>4</sup>	28.76.20(A)
Nursery and Landscaping Materials and Supplies	UP	A <sup>4</sup>	28.76.20(A)
Outdoor Storage	---	MUP <sup>4</sup>	28.76.20(A)
Sales of Construction and Landscaping Supplies and Materials	---	MUP <sup>4</sup>	28.76.20(A)
<b>28.77 INDUSTRIAL, MANUFACTURING, PROCESSING AND WHOLESALE USES</b>			
<b>A. Industrial, Manufacturing and Processing Uses</b>			
None Allowed			
<b>B. Wholesale Uses</b>			
Wholesale uses, warehouse	---	A <sup>4</sup>	28.77.20(A)

**TABLE 28.41A ALLOWED USES: (C-H), (C-S) DISTRICTS**

A= Allowed by right, AP= Administrative Permit, MUP= Minor use permit, PD = Planned Unit Development, UP= Use permit, E=Exempt, - - = Prohibited

ALLOWED USES* *See Definition Section 28-10	Permitted Uses		Land Use Regulations**
	C-H	C-S	**See Section 28.70.10
<b>28.78 COMMUNICATION, INFRASTRUCTURE AND SERVICE USES</b>			
<b>A. COMMUNICATION USES</b>			
Wireless communication facility			
Co-location	MUP	MUP	28.78.10 & 28.81
New tower	UP	UP	28.78.10 & 28.81
<b>B. INFRASTRUCTURE USES</b>			
Commercial wind turbine generator	UP	UP	28.80
Non-commercial wind turbine			28.80
<i>Under 100 feet</i>	A	A	28.80
<i>Over 100 feet</i>	MUP	MUP	28.80
Pipeline, transmission, or distribution line, in R.O.W.	A	A	28.78.20(B)(8)
Utility facilities or infrastructure, outside of R.O.W.	UP	UP	28.78.20(B)(9)
<b>C. TEMPORARY CONSTRUCTION AND INFRASTRUCTURE USES</b>			
Meteorological Tower, 1000 feet or less in height	AP	AP	28.78.20(A) & (B)(6)
Meteorological Tower, greater than 100 feet in height	MUP	MUP	28.78.20(A) & (B)(6)
<b>D. SERVICE USES</b>			
Hospital	---	---	28.78.30(A) & (B)(3)
Club, lodge, fraternal organization	---	MUP	28.78.30(A)
Public Service Facility	UP	UP	28.78.30(A) & (B)(4)
<b>28.79 RESOURCE CONSERVATION USES</b>			
None Allowed			

Notes:

1. Where uses are conducted entirely within a building and do not produce any dangerous, injurious, noxious or otherwise objectionable fire, explosive or other hazard; noise or vibration; smoke, dust, odor, or other form of air pollution; radioactivity, electrical or other disturbances; glare; liquid or solid refuse or wastes; in such amount as to adversely affect the surrounding area or adjoining premises and shall not exceed 50% of the net usable floor area per tenant.
2. Total square footage devoted to uses allowed shall not exceed 80% of the net usable floor area per tenant space and shall not generate more than one commercial delivery per day per tenant.
3. Shall not exceed 50% of the net usable floor area per tenant space and shall not generate more than one commercial delivery per day per tenant.

- 4 Incidental accessory uses, including processing and repair operations and services; provided, that such uses shall be clearly incidental to the sale or storage of products on the premises, and shall be so placed and constructed as not to be offensive or objectionable because of odor, dust, smoke, noise or vibration.
- 5 When enclosed by a minimum eight-foot fence, wall or vegetative screening.
- 6 Any development within the Suisun Marsh, as defined by Section 29114 of the Public Resources Code, shall be subject to obtaining a Marsh Development Permit pursuant to the Suisun Marsh Preservation Act of 1977, and as provided for in Section 28.104 of this Code.

Section 28.41.30 of the Solano County Zoning Regulations establishes the development standards for new commercial land uses which would include commercial development on the project site.

### Commercial District Development Standards

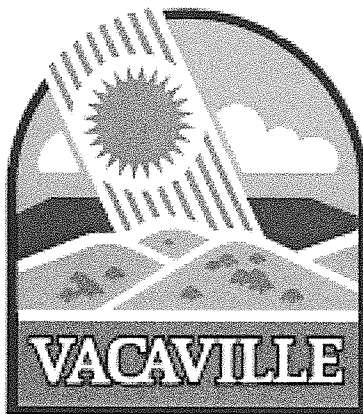
Subdivision, new land uses, main buildings including primary and secondary dwellings, and alterations to existing land uses and buildings, shall be designed, constructed, and/or established in compliance with the applicable development standards delineated or referenced in Table 28-41B.

<b>TABLE 28-41B</b>	
<b>Development Standards for Main Building, ACCESSORY STRUCTURES and USES</b>	
<b>PRIMARY BUILDING</b>	
<b>Minimum Lot Area</b>	<i>None</i>
<b>Setbacks</b>	
<b>Front</b>	
<b>C-H District</b>	<i>Twenty feet; unless otherwise indicated by building lines on the zoning maps.</i>
<b>C-S District</b>	<i>None, except that where the frontage of a block is partially in an R or A district, in which case the front yard shall be the same as required in such R or A districts; and except that buildings shall not encroach upon the building lines established on the zoning maps.</i>
<b>Sides (each)</b>	
<b>C-H District</b>	<i>None, except that where C-H districts abut upon any R or A district, side yards of not less than ten feet shall be required.</i>
<b>C-S District</b>	<i>None; except that where the side of a lot abuts upon the side of a lot in an R or A district, in which case the abutting side yard shall be not less than five feet; and except that, where the side yard of a corner lot abuts on a street where the frontage of the block is partially in an R or A district, in which case the side yard adjacent to the street shall be ten feet.</i>
<b>Rear</b>	<i>None; except when adjacent to a residential zone, then the minimum yard shall be fifteen feet.</i>
<b>Between structures</b>	<i>10 feet</i>
<b>Height limit</b>	



<b>C-H District</b>	<i>Thirty-five feet; provided that additional height may be permitted if a use permit is first secured.</i>
<b>C-S District</b>	<i>50 feet; provided, that the additional height may be allowed upon the obtaining of a use permit.</i>
<b>Accessory Structures</b>	<i>Accessory buildings shall not be less than sixty feet from the front property line nor less than twenty feet from any side or rear property line, nor less than thirty feet from any dwelling unit on the property.</i>
<b>OTHER STANDARDS</b>	
<b>Loading Requirements</b>	<i>Adequate, private, off-street space for the loading and unloading of all materials.</i>
<b>Parking Requirements</b>	<i>Parking shall be provided in conformance with the parking standards in Section 28.94</i>
<b>Signs</b>	<i>All signs shall comply with the sign requirements in Section 28.96</i>
<b>Fencing Requirements</b>	<i>In the C-S District, a minimum, six-foot high separating masonry wall or solid board shall be erected and maintained where any use abuts any R district.</i>
<b>Walls and Fences</b>	<i>For property lines abutting R-R Districts, a screen consisting of walls, fences, landscaping, berms or any combination to form a six-foot-high opaque screen shall be provided.</i>
<b>Lighting</b>	<i>Any illumination shall be directed away from adjacent properties and public rights-of-way. Low level lighting shall be used where possible.</i>
<b>Other Standards</b>	<i>1. Table 28.41A refers identifies allowable uses and permitting requirements. The last column of the table points to additional land use regulations for permitted uses, contained within Section 28-70. Please refer to this section for the additional requirements.</i>

**6.7**



# CITY GATEWAYS PLAN

ADOPTED BY THE  
VACAVILLE CITY COUNCIL

October 26, 1999

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Jeanne Peters

Robert Sesar

Rollie Simons

## PROJECT STAFF

Gregg Werner, Deputy City Manager

## TABLE OF CONTENTS

	Page
I. Introduction.....	1
A. Project Background .....	1
B. Project Objectives .....	3
C. Development of the Plan.....	4
II. Evaluation of the Existing Situation.....	5
A. Existing Visual Conditions.....	5
1. The Visual Experience along I-80 from East to West .....	5
2. The Visual Experience along I-80 from West to East .....	6
3. The Visual Experience along I-505 from North to South.....	7
4. The Visual Experience along I-505 from South to North.....	7
B. Key Committee Findings.....	8
III. Plan Recommendations .....	11
A. Concept Diagram .....	12
B. Design Elements .....	18
1. Landscaping .....	19
2. Public Art.....	20
3. Interchanges and Overcrossings .....	20
4. Public Signing .....	21
5. Billboard Removal.....	22
6. Undergrounding of Utilities .....	22
C. Capital Funding .....	22
D. Maintenance Funding .....	23
E. Development Standards .....	25
1. General Policies .....	25
2. Specific Revisions to Development Standards .....	26
3. Maintenance of Landscaping .....	27
IV. Implementation and Follow-up .....	28
A. Design Masterplan Preparation.....	28
B. Landscaping Partnerships .....	28
C. Development Impact Fee Update.....	29
D. Capital Improvement Projects.....	29
E. Freeway Frontage Infill.....	29
F. Grant and Funding Applications.....	30
G. Development Review .....	30

## I. Introduction

The Vacaville General Plan acknowledges the importance of the how the City looks and how it is perceived by both residents and visitors. The General Plan specifically directs that the City take steps to improve the way the City looks from the gateways to the City:

**Guiding Policy 2.1-67** "Develop standards for entry points to the City, including landscape design and a coherent signage design."

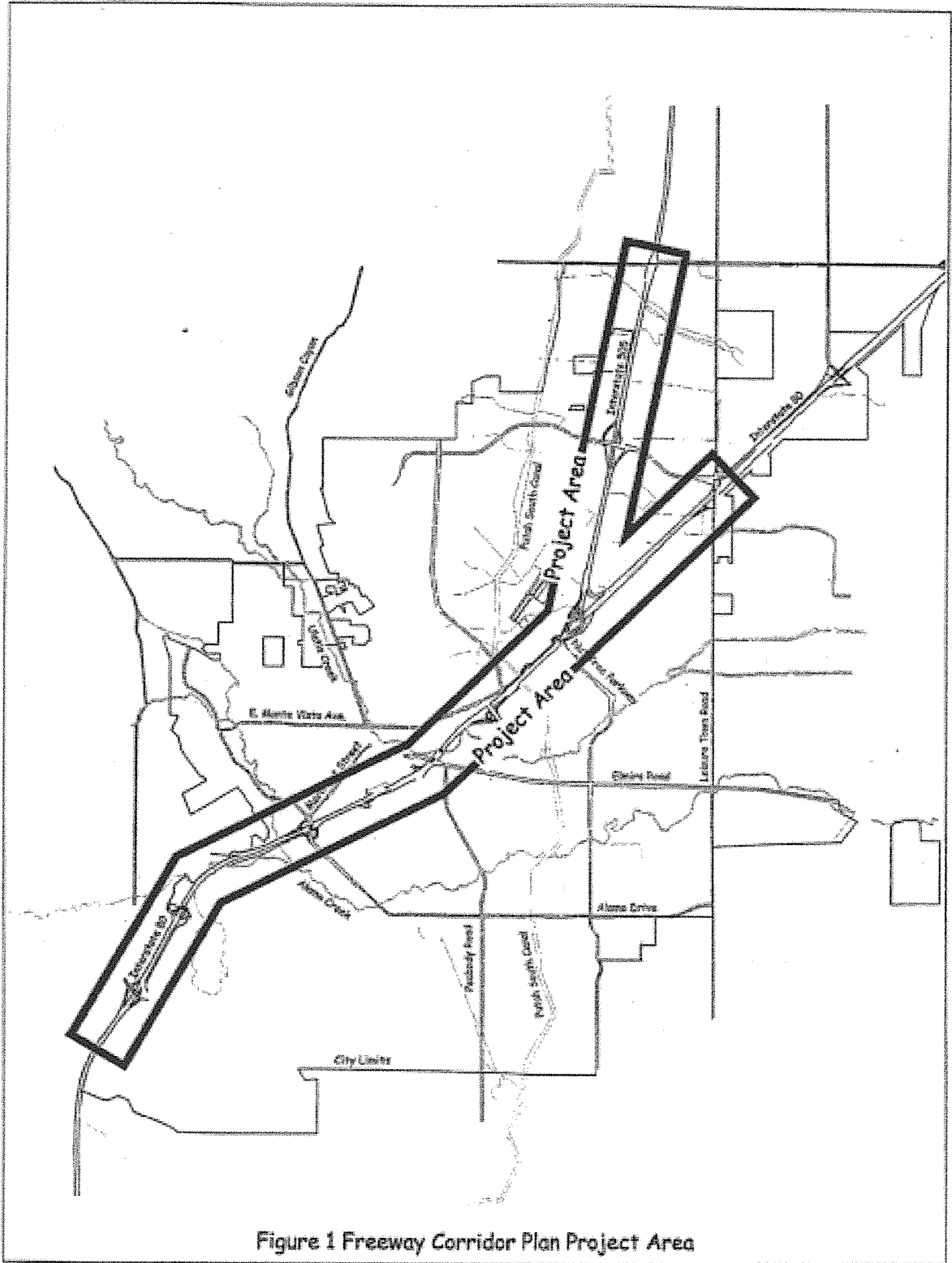
It is common to hear first-time visitors say, when they first tour the City away from the freeway corridor, that they did not know that Vacaville was such an attractive and well-planned community. Reality is that the City does not look its best when viewed from the freeways.

This City Gateways Plan outlines a comprehensive program to dramatically improve the way the City of Vacaville is perceived from the freeway over a period of ten years. This would be accomplished by creating a more attractive and unique visual experience for travelers along Interstate Highways I-80 and I-505 as they pass through the City. It is intended to result in maximized benefits at minimum cost by channeling existing and otherwise anticipated resources in a coordinated and consistent direction.

This Plan will serve as the City's official guide to direct relevant aspects of public and private development activity adjoining the two freeways. It directs initial follow-up actions by the City of Vacaville and envisions the staged implementation of the Plan's concepts as public improvement projects and private development occur in the future.

The City Gateways Plan generally focuses on the area between the Lagoon Valley Road and Leisure Town Road Interchanges on I-80 and south of the Midway Road Interchange on I-505. The Project Area extends about one hundred feet back from the freeway right-of-way line. Figure 1 generally depicts the Project Area. Most of the area east of Leisure Town Road was not included because the City has not planned any substantive infrastructure or development for that area. If the City changes its General Plan to provide for development of this area in the future, this Plan should be modified to include the freeway corridor east of Leisure Town Road.

- A. **Project Background** - The City Gateways Project was initiated by the Vacaville City Council as an Action Plan element of their first Strategic Plan, in March of 1998. The stated goal of the Project was to "improve key entrances into the community." It was intended to improve the aesthetic and functional appearance of the City, as viewed from the two freeways that traverse the City. The Project included three phases. The first phase was the negotiation of a Billboard Relocation Agreement with Eller Media Company. The Agreement, which was approved in the fall of 1998, provided for the removal of older, unattractive billboards in highly visible locations, and the replacement of those signs with new billboards outside of the developed area of the City. The Agreement resulted in a net



reduction of three billboard faces and the provision of two large City identification (ID) signs at no cost to the City. The ID signs will serve to identify the City along I-80 and also publicize community events. The signs feature the City seal and a changeable copy display that will automatically depict three different messages. The first of the two signs became operational in July of 1999 near the Leisure Town Road Interchange. The second ID sign is anticipated to be installed in the fall of 1999, pending acquisition of the site for the sign.

The second phase of the Project was the development of this City Gateways Plan for the improvement of the City's visual appearance from Interstate I-80 and I-505. The Plan was to provide direction for future public and private improvements along the freeway corridors to maximize the attractiveness of the community and make it easier for visitors to take advantage of the services and opportunities offered in the City.

The third phase will involve the implementation of the adopted Plan through the preparation of improvement details, adoption of follow-up development regulations, construction of public improvements to effect the desired changes, and the review of private development projects to ensure compliance with the provisions of the Plan. It is anticipated that public improvements directed by the Plan will occur over a multi-year period as funding and opportunities arise. Likewise, private development in accordance with the standards of the Plan is expected to occur over many years.

- B. Project Objectives** - How a community looks says a great deal about how well it functions and how the community feels about itself. A visually attractive city is considered to be a community that is well organized, highly functional, and offers a high quality of life. An attractive community conveys a positive image and is a source of community pride. As residents of Vacaville, we may believe our City is all of these things, but it is important that we view the situation objectively and test whether the view from our freeways actually gives that impression.

Every day approximately 120,000 vehicles pass through the City of Vacaville on Interstate 80. To a substantial degree, the view that these travelers see from the highways determines their perception of the City of Vacaville. For many people who do not visit our City regularly, this perception of Vacaville is reality. This perception also helps to shape many individual, economic decisions in regard to our community. These decisions include:

- **Whether to shop, dine or stay in Vacaville**
- **Whether to locate jobs-generating or retail uses in Vacaville**
- **Whether to invest in projects in Vacaville**

Given this reality, it is important that the community "put its best foot forward" along the freeways. This involves identifying the City effectively, directing visitors to key uses, making key entrances more attractive, improving or screening unattractive areas, and ensuring that new uses meet appropriate design standards. In other words, conveying a consistent and positive message about what kind of community Vacaville is and how well it functions. This Project involved determinations about aesthetics and



how we feel about our own community, but it is recognized that how the community looks to the outside world can also have a substantial impact on our economic development efforts. As this Plan was developed, specific objectives were identified in order to directly and maximize the benefits of the Project. The objectives of the City Gateways Plan were established as follows:

- ◆ Building civic pride and enhancing visual enjoyment for residents.
- ◆ Projecting a better image for the City to freeway travelers by creating an attractive and unique visual experience.
- ◆ Making the City more inviting and accessible to shoppers and investors.
- ◆ Directing coordinated public improvements to the freeway right-of-way.
- ◆ Enhancing development standards to contribute to the visual improvement of the area.
- ◆ Stimulating increased interaction and cooperation with Caltrans and other agencies involved with the freeway corridor.
- ◆ Planning for low-maintenance and low water use improvements consistent with the City's resources.
- ◆ Developing a plan for ongoing capital and maintenance funding.

C. **Development of the Plan** - The City Council approved the constitution of a ten-member City Gateways Advisory Committee that included individuals directly appointed by Council members as well as representatives from the Planning Commission, the Cultural Arts Advisory Committee, the local business community, local design professionals, and City design and maintenance staff. The Committee's role was to serve as an ad hoc body to provide direction, expertise and community input for the Project.

The Committee reviewed the existing situation along the freeways in Vacaville and other communities, evaluated existing development standards, and reviewed City and Caltrans plans for capital improvements. They then discussed ways to improve the City's image from the freeways and developed the concepts that are included in this report. The Committee reviewed this report in the draft stage and recommended a final draft to the Planning Commission and City Council for adoption.

## II. Evaluation of the Existing Situation

The City Gateways Advisory Committee took the opportunity to look objectively at the City from Interstate 80 and 505 and evaluate the visual impression that is generated. It also evaluated the City's plans and standards for future improvements and development. The following section summarizes the observations and determinations made by the Committee.

**A. Existing Visual Conditions** - The following simulated visual trips through Vacaville, along the freeways, highlight the impressions that a traveler may take from a trip through Vacaville today. The impressions are intended to be critical and devoid of local perspective and sensitivities to give a picture of how a discriminating non-resident might view Vacaville. They may be more negative than those of residents who see the area often and understand some of the reasons behind the existing situation. It is recognized that many factors have dictated the City's existing look; but, positive and negative, this is our point of beginning. Editorial comments to the visual experience are shown in parenthesis.

- 1. The Visual Experience along I-80 from West to East** - The Vacaville area is first seen as the traveler moves up a grade and experiences an attractive and pronounced physical gateway through the southerly extension of the Vaca Mountains which separate Vacaville from Fairfield. There is, however, nothing other than the standard city limit sign to tell you that you are in Vacaville. The initial view is across the open pastoral scene of Lagoon Valley to Lagoon Valley Lake and the ridgeline that forms the backdrop to the east and south. A large Eucalyptus row draws your attention and there is currently little to suggest that the area is part of an urbanized area (it is recognized that this view will change greatly in the future as the Lower Lagoon Valley is developed).

The traveler next experiences the second physical gateway to the City as the highway follows the tree-lined path of Laguna Creek through the ridge along the west side of Alamo Creek. The attractive growth of Oleanders in the median generally confines the visual focus to the south side of the freeway for the next three miles. The view opens quickly as the Alamo Overcrossing appears and urbanization becomes the dominant visual attraction. The Alamo Interchange is partially landscaped but the appearance is not particularly inviting. The eastern portion of the metal soundwall adjoining the freeway is stark and partially devoid of softening landscaping. Mixed commercial development from the end of the wall to the Mason Street Overcrossing appears uncoordinated and the view of an unattractive storage area inside of the Davis interchange is a distracting feature.

Crossing over Mason Street, the unscreened building materials storage uses on the south side of the freeway create a negative impression. The striking form of the Travis Federal Credit Union building then begins to draw attention. The trees lining both sides of the roadway dominate the following area; however, several large billboards detract from the ambiance. Next, the new Allison Interchange draws the

focus. The overcrossing has some attractive decorative features but they are a pale color. The interchange landscaping has promise, though it is still too small to make much of an impression.

Passing under the structure, the large new shopping centers draw your attention. They look generally modern and active (landscaping growth will soften the view in the future). The vertical element of the two freeway signs also draws your attention. They do not compete with other signs and therefore they are distinguishable. The mass of the Coffee Tree Plaza (Comp USA center), directly adjoining the freeway, narrows the field of view and brings blank building walls in close proximity. The concrete safety barrier along the area unfortunately serves to hide the landscaping and collect visible trash and debris. Overall, the large commercial area looks new and bustling on a suburban scale, but there is little visible continuity.

The 1-505 Interchange offers some open space but it appears dry, harsh and unmaintained. Beyond the Interchange, the Oleanders in the median cease and views include the undeveloped expanse of the Vaca Valley Corporate Center. The Orange Tree Business Park on the south has the most appealing frontage landscaping treatment in the community (the treatment may, however, provide more than is appropriate for a retail commercial area). The Orange Tree Center building, while incorporating desirable architectural variation, is very close to the roadway and lacks any effective, intervening landscaping. Next, the Auto Center appears big and active, though there is nothing to substantially identify or define the area. Between I-505 and Leisure Town Road, the foreground of weeds and unmowed grass detracts from the view of the adjoining commercial development. Moving east, the area is largely undeveloped with the exception of the cluster of highway-oriented uses near the Leisure Town Road Interchange (it is recognized that the construction of a completely new interchange in this area will offer the chance to change the look of this area in the near future).

To the east of Leisure Town Road, the City is generally undeveloped. The visual character is dominated by the flat, open croplands and the PG&E towers.

- 2. The Visual Experience along I-80 from East to West** (repetition from the previous description has been deleted) - Entering the Vacaville area from the east, the ridgelines of the English Hills and the Vaca Mountains dominate the view and provide a unique focus beyond the flat lines of the Central Valley. The ridgelines form an attractive backdrop for the industrial park areas and the Browns Valley residential area in the distance. The open rural character is first broken by the PG&E substation and the scattered and unattractive development of the Quinn Road area. (this area is outside of the City and the City's control).

The Leisure Town Overcrossing serves as a gateway to the new, urbanized area of the City. The new City Identification Sign is a welcoming feature, but the heavy appearance of the aboveground utility lines creates a distraction. The Kaiser

facility and then the Genentech buildings draw the eye and convey a positive impression. The aboveground utility lines along the freeway, however, detract from the quality of the view.

The old Nut Tree building attracts attention due to its bulk and close proximity to the roadway (it is anticipated that this view will change completely with redevelopment of the area). The commercial area to the west lacks any softening between the freeway, the frontage road and the parking lots. The area is not particularly inviting. Passing this area, Allison Drive Interchange, the combination of the bare open slope, billboards, and glimpses of open storage areas, are not particularly attractive. The view from the Depot Street area is dominated by the mass of the Skating Center building (some plants were removed and new landscaping needs time to grow). The close proximity of the massive building commands the traveler's attention until the interesting features of the Brenden Theater draw it away. Past the Davis Street Interchange, the stark, block soundwall leaves a cold feeling. Passing under the Alamo Drive Overcrossing, the hillsides and trees dominate the view and it seems clear that you have left the urban area. There is nothing visible in the Lagoon Valley/Cherry Glen area relating to urbanization or development.

- 3. The Visual Experience along 1-505 from North to South** - The northern entrance to Vacaville on Interstate 505 is preceded by a gateway formed by groves of Eucalyptus trees on both sides of the freeway. Exiting the gap in the trees, you proceed up a grade to the Midway Road Overcrossing. Passing over the Midway Road Overcrossing, the mass and features of the Lucky's Warehouse facility seem to appear out of nowhere and dominate the view. The northern portion of the facility is less screened and less attractive (in the future the development of the North Village area and the industrial property to the east of I-505 will dramatically signal this entrance to the City following the gateway formed by the Eucalyptus groves).

The lack of Oleanders in the 1-505 median allows views of both sides of the freeway. The frontage landscaping is generally attractive but there are noticeable gaps in the pattern. The formal lining of Crocker Drive with pear trees, north of Vaca Valley Parkway, is a particularly attractive feature. The large industrial buildings (The Reporter, Genentech, etc.) draw the viewer's attention. Vacant properties dominate the view until the connection to I-80, broken substantially by the mass of the former Royal Cathay building.

- 4. The Visual Experience along 1-505 from South to North** (repetition from the previous description has been deleted) - Separating from I-80, the open expanse of the Vaca Valley Business Park is striking with the Kaiser facility off in the distance. The Genentech complex is particularly impressive with its "high tech" look (the landscaping of the freeway frontage will add to the overall impact). The North Village site is open with the view dominated by the major electric distribution lines

crossing the site (in the future this view will be closed off by a soundwall and berm combination). The area does not read as part of the City.

**B. Key Committee Findings** - The City Gateways Advisory Committee's analysis of the existing visual situation and the City's plans and standards for future improvements and development resulted in some important observations that served to direct the preparation of the policies for future improvements.

❖ **Vacaville's natural setting provides the opportunity for a unique identity from the freeways**

Vacaville's natural setting is unique and special. Coming from the east, on I-80, Vacaville is distinguished from most Central Valley communities by the dramatic backdrop of the English Hills and the Vaca Mountains. Coming from the west, on I-80, Vacaville has a unique entrance through the two gaps in major ridgelines. Coming from the north, on I-505, a gap in the substantial growth of Eucalyptus trees directly precedes entry into the City.

❖ **The ridgeline views and backdrops are a major visual asset**

The open hills and ridgeline backdrops define the community from a large-scale visual perspective. It is very important that the City continue to keep these features open and visible.

❖ **Both public and private improvements must be considered**

The visual quality of the City, as viewed from the freeway, is a function of both public and private improvements. Public improvements include overcrossings, landscaping and other features on and adjoining the freeway right-of-way. Private improvements include buildings, landscaping, parking and storage areas.

❖ **Improved basic maintenance is necessary**

The existing view of the City suffers from the negative image conveyed by unkempt and unmowed freeway frontages. Trash accumulation, weeds and dry grass detract from the positive features and give a poor impression of the community. Additional and improved maintenance is needed as a key component of improvement plans.

❖ **A few unattractive features detract measurably from the overall visual quality of the City. These include:**

- Overhead utilities
- Stark sound walls without landscaping
- Unscreened storage areas

- Billboards
- Blank backs of buildings
- Visible weed growth, unmowed, grass and accumulation of trash.

❖ **No distinctive theme has been developed to differentiate Vacaville from other cities**

Nothing has been developed to create a unique look for Vacaville that differentiates the City from other suburban communities. Some scattered, attractive improvements have been installed, but there is no continuity. There is no individual, memorable theme or feature, nor any repetition of features to convey and reinforce a sense of place or uniqueness. An example of such a theme is the use of Coast Redwood trees to emphasize the Redwood Highway theme in the Santa Rosa area.

❖ **Older commercial areas need freeway frontage landscaping to soften (but not hide) the view**

Some areas like E. Monte Vista Avenue to the east of Allison Drive present a stark appearance from the freeway. The limited available space should be utilized for planting to soften the view and make the area more attractive and inviting.

❖ **New development conveys a high quality, but relatively standard, suburban look**

Site improvements and buildings are generally of good quality, but they are not much different than those in other suburban communities. There is nothing special to differentiate Vacaville from many other communities.

❖ **Some existing landscape elements provide a good base on which to build**

There are existing trees and shrubs along the freeway that provide attractive visual softening, but there is no consistent pattern or established palette. The existing planting can serve as a beginning point for a consistent, distinctive landscaping treatment to soften views and identify the City.

❖ **There is no functional system of signing to direct freeway visitors to major attractions within the community**

A consistent system of offramp directional signing is needed to direct visitors from freeway exits to major destinations. For example, traffic at the Davis Interchange could be directed to the downtown, the Brenden Theaters, and the Skating Center.

- ❖ **Freeway signing is not coordinated in many areas and individual user signs could result in an ineffective excess of signs**

In an effort to provide maximized flexibility to individual users, the City has not developed any consistent, recognizable theme to make Vacaville different from other communities. Additionally, the individual user freeway-oriented signs are beginning to compete with and detract from each other in some commercial areas. If all individual uses are permitted to have a freeway sign in the future, a forest of signs will be generated that will be dysfunctional and unattractive. This will make recognition of signs difficult and have a negative impact on the businesses.

- ❖ **New development and projects will provide an opportunity for major changes and improvements**

The City has a substantial amount of vacant and underdeveloped land along the freeways. Development of this property will provide the City with an opportunity to work with property owners to design improvements that will visually enhance the freeway corridor. Policy Plans cover much of this area and offer an opportunity to detail standards that can enhance the freeway corridor and implement a consistent theme to create a visible community theme. Additionally, major public improvement projects, including four new overcrossings, will occur.

### III. Plan Recommendations

The City Gateways Advisory Committee recommended that the City implement this comprehensive program to develop a more attractive and functional freeway corridor. This City Gateways Plan outlines an overall concept with specific design elements and identifies follow-up actions that can result in a dramatic improvement in the way the City looks from the freeways. It substantially relies on existing and currently anticipated resources, but it also directs the pursuit of additional resources that can be generated and acquired as the momentum of the Plan implementation builds over time. The Plan proposes that the City and private development interests work in partnership to create a distinctive theme or visual impression through a combination of consistent and attractive public improvements along the freeways and consistent landscape materials within the privately developed, landscaped areas that adjoin the freeway.

The basic premise of this Plan is that a unique and memorable visual statement can be made along the freeways through the repetition of noticeable landscaping and overcrossing features along the freeways to create a visual theme. Vacaville would be seen as an identifiable area tied together by repeated, common features. The resulting view of the City would be "unique" in that the consistent design treatment would be clearly different from other comparable communities and "memorable" in that it would contain features that individually and in common would attract the attention of the freeway traveler and be remembered. The use of strong, seasonal bursts of color in the landscaping would highlight a consistent plant palette throughout the City. The palette would be utilized within the freeway right-of-way and in the frontage landscaping adjoining the freeways. New overcrossings would also be constructed with, and existing overcrossings would be retrofitted with, distinctive decorative treatments to convey a consistent, special pattern. The Plan proposes that the freeway traveler be exposed to repeated, attractive design elements that would make Vacaville appear special and different from other communities. Other supporting features such as entryway treatments, directional signing, and adjustments to some development standards are also included to help support the desired effect of the Plan.

Landscaping focal points would be developed at interchanges and overcrossings. It is recognized, however, that landscape areas adjoining the freeways, but outside of the freeway right-of-way, will command much of the attention of the freeway traveler. This is because there is not adequate space to develop enough landscaping to create the desired visual impact. These landscape areas outside the freeway right-of-way generally fall into three categories:

- **Spacing of Trees** - This relates to a landscape treatment along the freeway that is intended to soften, but not hide, the view of commercial areas. The dominant visual elements are widely spaced trees that permit relatively open views of the buildings. The recently installed landscaping along the north side of Nut Tree Parkway across from the Power Plaza is an example of this kind of treatment, though the plantings are still small. In developed areas, the space for installation of these improvements is usually limited and the treatment must be adapted to the space available. In addition



to trees, landscaping may include shrubs and/or vines on the freeway fence as appropriate for specific situations.

- **Freeway Frontage Landscaping** - This relates to a wider landscape area along the freeway that is characteristic of larger business park areas, often with substantial office and industrial buildings or other larger uses. Dominant visual elements are typically trees and taller shrubs where some grouping of plantings may occur. Due to the larger scale of the buildings and "windows" designed into the planting pattern, substantial visibility of adjoining uses would still be provided. This type of treatment is planned for the Vaca Valley Business Park and the Lower Lagoon Valley office/business park area.
- **Landscape Screening** - This relates to a dense screen of landscaping that is intended to hide the view of an unattractive area. A combination of trees and shrubs set in close proximity would create a virtual wall of green. The dense landscaping area north of I-80 and south of Callen Street is most similar to this treatment.

Most of the proposed improvements would be provided as part of the substantial amount of new development that is anticipated and the major public improvements that are already planned. Some additional improvements to developed areas and existing structures are also proposed to fill gaps in improvements, resolve unsightly areas, and complete the project. It is also anticipated that the City and Redevelopment Agency will assist property owners with some supplemental landscaping at key locations. This Plan would draw funding for both capital and maintenance costs from many public and private sources. The thesis of the Plan is that the community can accomplish something attractive, impressive and lasting by directing all available resources to contribute to a consistent theme.

A. **Concept Diagram** - The Concept Diagram, depicted in Figures 2a and 2b, highlights the existing and future improvements that would implement this City Gateways Plan. The improvements focus on the portion of I-80 from the Lagoon Valley Road Interchange on the west to the Leisure Town Road Interchange on the east, and the portion of I-505 from the Midway Road Interchange to the connection with I-80.

Notes on the Concept Diagram reference the following listed improvements that would occur within the various sections of I-80 and I-505.

#### 1. South side of I-80

- a. City Identification Sign - A City identification sign, matching the existing sign along I-80 near the Kaiser complex, would be installed to the west of the Lagoon Valley Road Interchange. Distinctive landscaping would also be provided to connect to the Lagoon Valley Rd. Interchange and signal this western gateway to the City.
- b. Lagoon Valley Road Interchange - The Lower Lagoon Valley Policy Plan calls for the widening of the overcrossing to six lanes with new ramps, funded by development in the area. This provides the opportunity to add distinctive features to the new structures, landscape the interchange, and provide directional signing. Should a

lesser level of development occur in the Valley, the existing interchange should be retrofitted to meet the Plan standards.

- c. Lagoon Valley View Corridor - This open area, specified in the Lower Lagoon Valley Policy Plan, would maintain the existing view from the freeway to the Lagoon Valley Lake and the ridgeline in the background. Landscaping near the freeway should be consistent with this Plan.
- d. Lagoon Valley Freeway Buffer - A 112-foot wide landscaped area incorporating detention basins is planned between I-80 and the proposed commercial and office development. The preliminary landscape plan for the buffer should be revised to incorporate more irrigated plantings in areas visible from the freeway, consistent with this Plan.
- e. Pena Adobe Interchange - This existing facility would be retrofitted with a color and texture band, decorative safety screens, and directional signs. Landscaping should build around the existing Oak trees within the interchange ramps.
- f. Laguna Creek Corridor - The existing tree canopy on either side of the freeway would be retained. Additional shrubs would be added between the freeway and the Butcher Road bike path to reduce the perceived impact of the freeway on riders and pedestrians. To the extent practical, Oak trees would be planted on the adjoining natural and man-made slopes north and south of the freeway. If funding becomes available, a soundwall should be integrated into the landscaping to shield the bike path and Pena Adobe Park from the freeway impacts.
- g. Butcher Road Frontage - A spacing of trees would be added in the parkway between Butcher Road and the freeway fence and along the one development site abutting the freeway. Vines could also be added on the freeway fence.
- h. Alamo Interchange - The overcrossing fascia and the safety screen would be retrofitted to add a color band and a decorative screen treatment. Directional signs and additional landscaping to provide color and landscape consistency with this Plan would be added.
- i. Gramercy Park Soundwall - Additional planting would be added to soften and screen the stark look of the existing brown, metal soundwall. The focus would be the existing gaps in the landscaping and the unlandscaped eastern portion of the wall that is very near the freeway.
- j. Bella Vista to Mason St. Frontage - A spacing of trees would be added in the parkway on the north side of Bella Vista St. at the rear of development sites adjoining the freeway and on the slopes where the freeway is above grade.
- k. Davis Interchange - Tall trees, placed so as not to conflict with the sign identifying the Brenden Theaters area, would be added to emphasize the area, the remaining odd areas would be landscaped, and directional signs would be added.
- l. Cliffside Drive Freeway Ramps - The south side of Cliffside Dr. would be landscaped with a combination of shrubs and tree spacing, and directional signing would be added.
- m. Slope East of the Mason Overcrossing - Screening landscaping would be installed to block the view of outdoor storage.

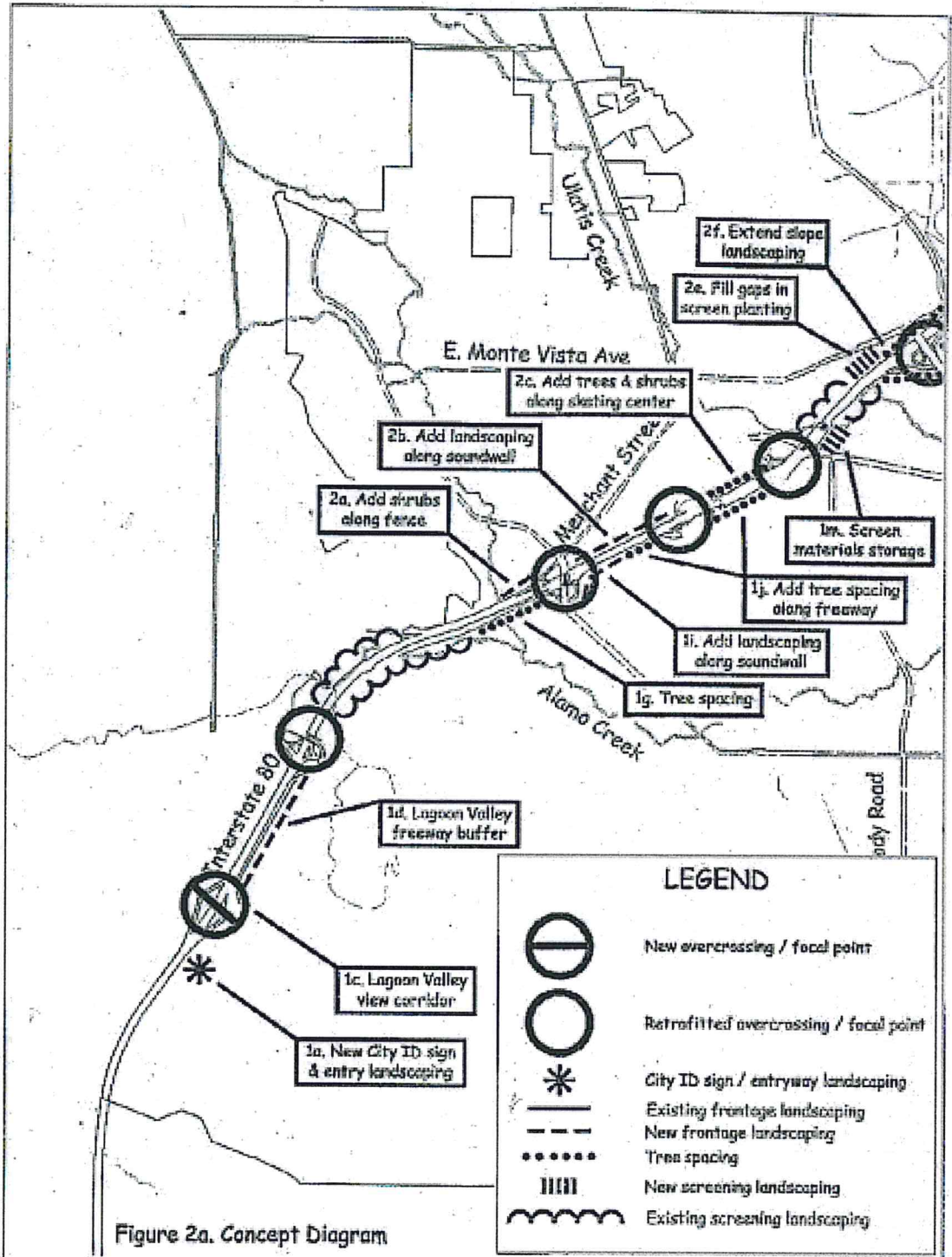
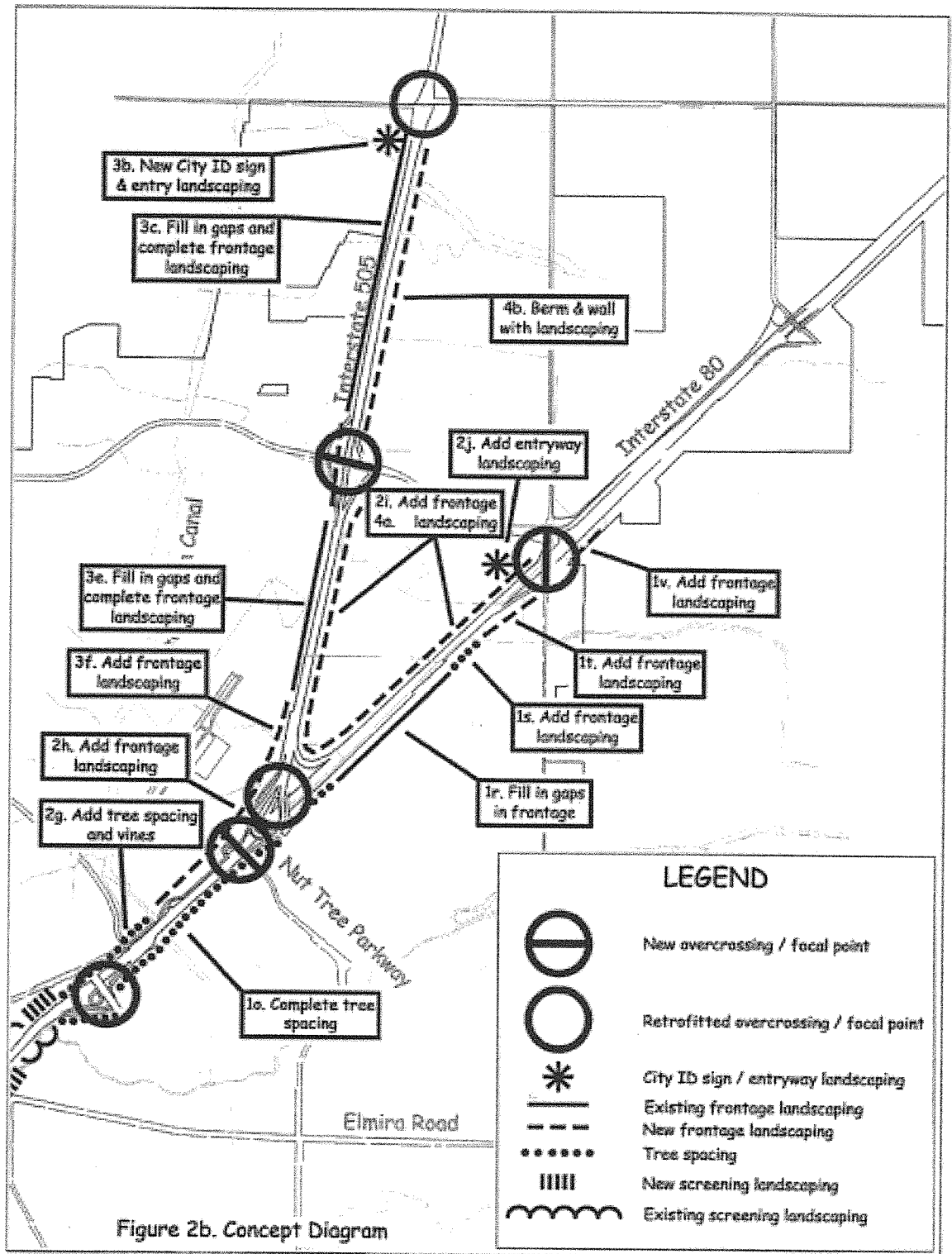


Figure 2a. Concept Diagram



- n. Allison Interchange -The decorative features would be changed to a terra cotta color to make them more distinctive, with seasonal color elements and directional signs added.
  - o. Allison Overcrossing to I-505 Ramps Frontage - The undeveloped areas would receive tree spacing and landscaping as development occurs. Also, vines, shrubs, or some other alternative would be added to screen the concrete crash barriers from In-N-Out Burgers to the east side of Comp USA. A spacing of trees should also be added to help soften the back of the Coffee Tree Plaza consistent with the area to the west.
  - p. Nut Tree Overcrossing - The widening of the overcrossing to four lanes would occur on both sides of the structure as part of the Traffic Impact Fee Program. This would include the provision of distinctive features and landscaping of the slopes per this Plan.
  - q. I-505 Interchange - The existing Eucalyptus and Aleppo Pine trees would provide a base for additional landscaping to change the dry, barren look of the interchange area. The area has substantial spaces that would be utilized for massing of trees and shrubs as well as seasonal color shrubs and flowers. Addition of a color and texture band on the overcrossing insets would also occur. As with other areas, additional basic maintenance and mowing is needed.
  - r. Orange Tree Business Park - The Orange Tree area needs only minor fill-in of shrubs or groundcover to cover a few bare spots.
  - s. Auto Center - A distinctive massing of shrubs in the freeway foreground would serve to identify and unite the auto sales sites.
  - t. Green Tree Area - The area would have a 20-foot wide frontage landscaped in conjunction with development of the adjoining property per the adopted Policy Plan. Improved maintenance is also needed in front of the Horse Creek channel.
  - u. Leisure Town Road Interchange - The construction of a new six-lane overcrossing is planned as part of the Traffic Impact Fee Program. This would include the provision of distinctive features, landscaping, and directional signing that would identify this eastern entrance into Vacaville. The relocation of the overcrossing to the west will permit the development of a large landscaped area on the north side of the freeway, building upon the existing Aleppo Pine trees.
  - v. East of Leisure Town Road - The area would have a 20-foot wide frontage landscaped in conjunction with development of the adjoining property per the adopted Policy Plan.
2. **North side of I-80 (improvements to interchanges and overcrossings from prior descriptions are not repeated)**
- a. City Identification Sign - The existing sign would be incorporated into an enlarged, distinctive entryway landscape feature connected to the new Leisure Town Road Interchange. Undergrounding of the utilities along the freeway would also occur to improve the view of the sign and the Kaiser complex.
  - b. Vaca Valley Business Park Frontage - The Policy Plan for the area calls for a 30-foot wide landscaped area along I-80 including an intermittent berm that would be

installed as the area develops. The master landscape plan for the Business Park requires some updating and that updating can incorporate landscaping that does not feature nonirrigated grasses. Coordination with the property owner to implement appropriate changes will be required. Additionally, the property between the convergence of I-80 and I-505 should be targeted to accommodate a major freeway identity feature.

- c. Nut Tree Site Frontage - The 1985 Policy Plan, which predates the City's traffic modeling, requires complete updating related to circulation as well as the potential of new uses. It is likely that the street network in the area will be substantially revised to accommodate the projected traffic. The updated plan should provide for a 20 to 30-foot wide frontage landscape treatment and undergrounding of utilities.
- d. Monte Vista Ave. Commercial Area - A combination of tree spacing and vines on the freeway fence would be added along the parkway between E. Monte Vista Avenue and the freeway fence and behind the Denny's to soften the view.
- e. Slope area west of Allison Dr. - The pattern of trees and shrubs near Allison Dr. would be extended to include the remaining slope area to soften the view of back-up commercial sites.
- f. From Ulatis Creek to the Slope - Additional trees and shrubs would be added to fill the gaps in the existing screening of the soundwall and materials storage area.
- g. Depot Street Freeway Ramps - The Depot St. on and offramps would be landscaped in conjunction with development of the adjoining sites and directional signs would be provided. Trees would also be added on the slope areas.
- h. Skating Center Area - A few trees and shrubs would be added to fill gaps in the recently planted screening and fill unplanted areas along the south side of the building. The sign at the southeast corner of the building would be framed but not obscured by plantings.
- i. Village Area Soundwall - The wall frontage would be landscaped, as much as possible within the limited space, to break up the stark view. It is anticipated that this landscaping will be implemented as a Caltrans project.
- j. Oakcreek Park Villas Backup - A few shrubs would be added to soften the fence, which separates the RV storage area from the westbound onramp.

3. **West side of I-505** (improvement to interchanges and overcrossings from prior descriptions are not repeated)

- a. Midway Road Interchange - The interchange would be landscaped to serve as the northerly gateway to the City and initiate the overall landscape theme.
- b. City Identification Sign - A City identification sign, matching the existing one along I-80 near the Kaiser complex, would be installed near the Midway Road Interchange. Landscaping would tie the sign to the interchange.
- c. Interchange Business Park Frontage - The existing planting along the I-505 frontage would be supplemented to fill in gaps. The Policy Plan for the area

provides for a 30-foot wide planting area along Crocker Drive frontages and where the property directly abuts I-505 just north of Vaca Valley Pkwy. This would be installed when the adjoining property develops. The Policy Plan would be modified to clearly indicate the same 30-foot standard for the undeveloped area north of the Lucky's (Albertson's) distribution center.

- d. Vaca Valley Parkway Interchange - The widening of the overcrossing to four lanes and improvement of the ramps would occur as part of the Traffic Impact Fee Program. This would include the provision of distinctive features, landscaping and directional signing. Landscaping would build on the recent planting of small Oak trees.
- e. Vacaville Business Park - The existing planting along the I-505 frontage would be supplemented to fill in gaps. The Policy Plan for the area provides for a 30-foot wide planting area along E. Monte Vista Ave. frontages and where the property directly abuts I-505 just south of Vaca Valley Pkwy. This would be installed when the adjoining property develops.
- f. Airport Business Policy Plan Area - The Policy Plan should be modified to clarify that the parkway between E. Monte Vista Ave. and I-505 will be planted in conjunction with initial development of both the Airport and Glockner properties. The Policy Plan for the area also provides for a 30-foot wide planting area along E. Monte Vista Ave. site frontages.

4. **East side of I-505** (improvements to interchanges and overcrossings from prior descriptions are not repeated)

- a. VacaValley Business Park Frontage - The Policy Plan for the area calls for a 30-foot wide landscaped area along I-80 and I-505 including an intermittent berm to be installed as the area develops. Discussion should occur with Genentech regarding the addition of more irrigated materials versus the dry, meadow grass treatment along the site frontage. The master landscape plan for the Business Park should be updated to incorporate design features from this Plan.
- b. North Village - The Specific Plan for the area calls for a 96-foot wide landscaped area along I-505. Freeway noise impact on the adjoining residential development would be mitigated with a berm and wall (maximum three-foot high) combination such that about 45 feet of the landscaping width would be visible from I-505. A 35-foot wide landscaped area would be provided where the business park portion of the project adjoins the northbound onramp to I-505. The landscape plan for the freeway frontage should be consistent with this Plan.

- B. **Design Elements** - The City Gateways Plan is based on the idea that a consistent and repeated range of planting, structures, and accessory features can create an attractive and unique visual experience without substantially increasing the anticipated, total public and private cost for these improvements. The use of some consistent materials will serve to provide continuity to the view along the freeway. These design elements are outlined below to serve as the basic building blocks of the Concept Plan. Public and private landscaping on the freeway right-of-way and along freeway frontages will not be limited to

the materials noted but these materials should be featured. Initial designs should incorporate these elements and plan checking by the City should ensure their utilization.

1. **Landscaping** - Landscaping will be added along the freeways as the major visual improvement to the corridor. A specific palette of landscape materials has been chosen to incorporate successful existing features and plants, then adding a few materials that are adapted to the local climate, have the ability to naturalize or be drought-tolerant, are relatively low-maintenance, and offer some substantial aesthetic benefit. It is intended that landscaping identify the City as being strikingly different from the surrounding rural areas, emphasizing greenery and seasonal color bursts as opposed to the dry, brown grass colors that otherwise dominate the area for the majority of the year. Landscaping adjacent to the freeway and generally within 100 feet of the freeway would be required to incorporate these elements.

a. **Trees**

- **Objective** - The dominant landscape element to provide large-scale focus, tie areas together and to provide backdrop and seasonal color.
- **Species** - **Large trees** - Valley and Coast & Interior Live Oak , Aleppo Pine, Deodar Cedar, Sycamore, Coast Redwood (along I-505)
- **Smaller trees** - Chinese Pistache, Crape Myrtle, Aristocrat Pear, Ginko Bilba
- **Locations** - Grouped at interchanges to create focus, spaced between interchanges, as part of frontage planting or screening

b. **Shrubs**

- **Objective** - Secondary element in mass plantings to provide seasonal color bursts and softening and to screen undesirable views.
- **Species** - **Seasonal color** - Polyanthas Rose, Redbud, Oleander  
**Groundcover** - Acacia Redolens, Comprosmia, Wilton's Juniper, Manzanita Spp., Ornamental Grasses (i.e. Blue or California Fescue), Star Jasmine, Vinca Major  
**Groupings or Parkways** - Cotoneaster Parnyi, Silverberry Eleganus Pungens, Cal Bay Toyon, Photinia, Xylosma
- **Locations** - Part of larger landscaped areas, small, odd spaces such as onramp triangles, in rows in parkways and medians and massed as screening in identified locations.

c. **Vines**

- **Objective** - Secondary element to soften walls, fences and sterile views
- **Species** - **Walls** - Boston Ivy, Creeping Fig  
**Fences** - Honeysuckle, Trumpet Vines, Virginia Creeper
- **Locations** - Areas with minimal planting area and as a backdrop to other plantings

d. **Naturalized Perennial Flowers**

- **Objective** - Short term emphasis element to provide strong bursts of seasonal color in mass plantings



- **Species** - Daffodils, Wild Onion, Iris, Day Lilies
  - **Locations** - High visibility emphasis areas of minimum size
- e. **Non-planting Landscape Materials**
- **Objective** - Accessory element to provide foreground and texture with minimal maintenance
  - **Materials** - Coarse mulch, gravels, cobbles, boulders
  - **Locations** - In front of planting areas, in odd, unplantable areas, and along roadway margins
- f. **Irrigation** - All new landscaped areas will be automatically irrigated with a hard-line system preferred. Irrigation may be discontinued only for completely naturalized materials when adequate growth is achieved.
- g. **Median Plantings** - The rows of Oleanders in the median dividing I-80 are a very attractive and desirable feature from both an aesthetic and safety perspective. Caltrans has given consideration to removing the Oleanders. It is the position of the City that such median plantings should be maintained and enhanced. This position should be conveyed to Caltrans management.
- **Objective** - Continue to utilize Oleanders as the median planting within the City of Vacaville as follows:
    - Maintain the Oleander rows in the I-80 median.
    - Replace the plants lost to fire, accidents or other factors (currently two several sections within the City need replacing).
    - Replace any plants lost as part of construction projects (a proposed bridge replacement project on I-80 at Ulatis Creek will temporarily remove the existing oleanders).
    - Expand the Oleander plantings to include the I-505 median.
2. **Public Art** - Public art will be incorporated in large and small-scale forms along the freeways. Art components should be strongly encouraged as part of larger projects or considered as part of a standardized fee program. Examples of significant larger scale public art include the grape crusher along Highway 29, south of Napa and the large, red upright sculpture adjoining I-80 in Roseville. The Cultural Arts Advisory Committee should have an advisory role in the selection of publicly funded artwork.
- **Objective** - Add a dynamic, positive dimension to the visual experience.
  - **Elements** - Additional metal trees at key offramps, relocation of sculptures from the City Hall site upright sculptures, horizontal fence sculpture, graphics on overcrossings and murals underneath and color weaving in safety screens. Include lighting for nighttime visibility.
  - **Locations** - Key, visible points adjacent to the freeways, overcrossings and at key exits.
3. **Interchanges and Overcrossings** - Consistent decorative features and theme landscaping will be provided in all new or expanded interchanges and overcrossings and existing overcrossings will be retrofitted with decorative features.

- **Objective** - Make interchanges and overcrossings into visual focal points. Enhance all overcrossings and interchanges to reflect a consistent design and color scheme. Copy/adapt decorative features from the Allison overcrossing with a stronger emphasis color such as terra cotta. Include complete landscaping as part of all new interchanges and overcrossings and add landscaping to all existing interchanges to implement this Plan.
  - **Elements** - Color, bands on all overcrossing spans, color and texture on other features of new overcrossings, decorative safety screens on all overcrossings with pedestrian access to match the Allison Overcrossing. Public art in various forms. Landscaping featuring large tree forms, grouping of smaller trees and shrubs, seasonal color shrubs and perennial flowers where space permits.
  - **Locations** - All interchanges and overcrossings in the Project Area.
4. **Public Signing** - Install public signing to enhance the utility of the freeway corridor by identifying major entrances to the community, promoting community events, and directing visitors to major destinations.
- a. **Community Identification Signs**
- **Objective** - Identify the City at freeway gateways to the community on I-80 and I-505 and promote community events and community service messages.
  - **Elements** - Large City ID signs (12' wide x 30' high) with changeable copy displays like the existing sign along I-80 west of the Leisure Town Interchange.
  - **Locations** - I-80 Westbound (west of the Leisure Town Road Interchange)  
I-80 Eastbound (west of the Lagoon Valley Road Interchange)  
I-505 Southbound (near the Midway Road Interchange)
- b. **Offramp Directional Signs**
- **Objective** - Direct motorists at key offramps leading to visitor destinations such as Downtown Vacaville, the Vacaville Skating Center and Brenden Theaters, the Vacaville Cultural Center, Factory Stores and the Kaiser Clinic. Also, to provide directions to return to the freeway from key destinations.
  - **Elements** - Consistent, downsized versions of the City ID signs (approx. 6'wide x 12'high) with City logo on top and fixed directional panels.
  - **Locations** - At key offramp stops such as Alamo Drive, Davis Street, Allison Drive, Leisure Town Road, etc.
- c. **City Entrance Signs**
- **Objective** - Provide a positive welcome feature into the City at key, non-freeway entrance points.
  - **Elements** - Consistent, downsized versions of the City ID signs (approximately 5'wide x 10'high) with City logo on top text such as "Welcome to Vacaville."
  - **Locations** - At major surface streets entering the City such as Peabody Road, Vanden Road, Fry Road, Leisure Town Road, Gibson Canyon Road, etc.  
Note: These locations are outside of the Project Area.

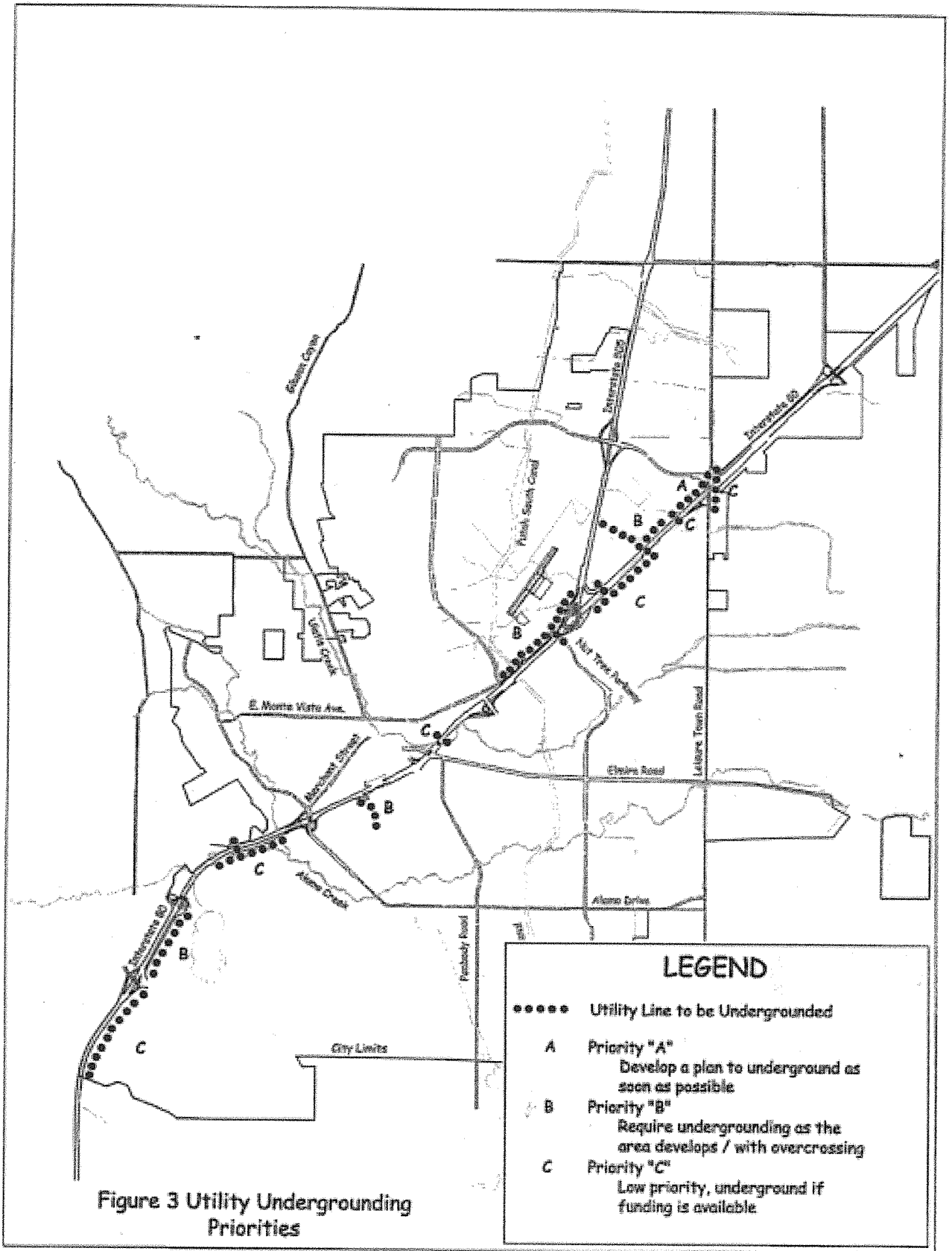
5. **Billboard Removal** - Continue to pursue the removal of billboards from the I-80 corridor within the developed area of the City through all available means.
    - **Objective** - Eliminate unattractive billboards from the I-80 corridor. The area east of the Mason Street Overcrossing is the top priority. Continue to preclude new billboards except through relocation agreements which result in:
      - Less total sign faces and sign area
      - Relocation to the area east of the Willow Road alignment
      - Net benefit to the community
  6. **Undergrounding of Utilities** - Develop and implement a program to underground the aboveground electric and telephone service lines along and crossing the freeways.
    - **Objective** - Incrementally underground the utility lines that detract from aesthetics of the freeway corridor (Figure 3 depicts the priorities for undergrounding).
- C. **Capital Funding** - A wide range of funding sources will be utilized for the publicly constructed improvements that are planned along the freeway corridor. It is anticipated that sources will include the following:
1. **Community Redevelopment Agency** - Agency funds may be used for improvements that further the objectives of the two project areas including economic development and the provision of infrastructure. Funding could come from annual tax increments or in a lump sum from a future bond sale.
  2. **Development Impact Fees** - Development Impact Fees fund the construction of interchanges, overcrossings and street improvements along the freeways. Such projects will include landscaping and other aesthetic improvements to the City's standards as established in this Plan.
  3. **General Fund** - At the discretion of the City Council, City General Fund revenues may be used to fund freeway corridor improvements. Given the demands on the General Fund for public safety and maintenance needs, however, substantial funding from this source is not anticipated.
  4. **Financing Districts** - Assessment or Community Facilities Districts that fund infrastructure to serve development projects along the freeways commonly include landscaping, public art, and other improvements to benefit the assessed area.
  5. **Caltrans In-House Projects** - The California Department of Transportation (Caltrans) has annual funding at the discretion of each District for landscaping and other projects along the freeway system. Solano County was recently moved to Caltrans District 4, which appears to place a higher priority on landscaping. An effective working relationship with the District 4 staff should be maintained. It is important to note

that Caltrans can install and maintain landscaping as "warranted plantings" adjoining areas that were developed prior to June 30, 1987.

6. **State and Federal Grants and Allocations** - Various State and federal transportation funding sources are available, from time to time, which can help fund these freeway corridor improvements. These monies are generally allocated through the Solano Transportation Agency or the Metropolitan Transportation Commission. Additionally, non-transportation funding is available related to highway beautification, public art, or other governmental objectives. Sources may include State grants administered through the Solano Arts Council and National Endowment for the Arts. Pursuit of these funds should be established as a priority for the City.
7. **Foundations and other Private Entities** - Private foundations and other private corporations and non-profit entities can be a source of funding for aesthetic improvements especially public art. The City should evaluate these sources and pursue those that appear viable.
8. **Community Organizations** - Community organizations and service clubs can be a source of funding for identifiable individual projects along the corridor. As the Plan is initiated, these organizations should be solicited for individual projects. Means of identifying the contributors and highlighting their projects should be developed.

D. **Maintenance Funding** - Additional maintenance of the public areas of the freeway corridor is needed to avoid the unkempt look that currently detracts from the view of the City. New freeway corridor improvements will also require ongoing maintenance in order to continue to accomplish the objectives of this Plan. While the Landscaping elements of this Plan were chosen with minimum maintenance in mind, it is still recognized that an increasing maintenance effort will be required as this Plan is implemented. Potential sources of funding for maintenance include the following:

1. **Caltrans** - Caltrans maintains the roadways, structures and much of the landscaping in the freeway right-of-way. The change to District 4 jurisdiction additionally holds promise of more and improved landscape maintenance. For example, Caltrans has accepted the landscape maintenance of the plantings that were installed by the City with the recent construction of the Allison Interchange. The City should continue to work closely with Caltrans staff to improve and maximize their maintenance of the freeway corridor improvements. . It is important to note that Caltrans can install and maintain landscaping as "warranted plantings" adjoining areas that were developed prior to June 30, 1987.



2. **General Fund** - The City General Fund will need to be a major source of funding for maintenance of some improvements. The City Council made an initial effort in the FY 99/00 budget by budgeting additional funds for maintenance of landscaping along the freeway. Recognizing the competing demands for funding, a priority must be the maximization of the maintenance provided through other sources. It is also important that the City stretch the impact of General Fund maintenance dollars by using the least cost means of maintenance such as contractual services and/or use of seasonal workers.
  3. **Lighting and Landscape Maintenance Districts** - Landscaping along the freeway, both on the right-of-way and adjoining it, can benefit the adjacent development projects and add value to properties. Therefore, it is commonly possible to fund the maintenance of landscaping, public art and other features through Landscaping and Lighting Maintenance Districts, which charge benefiting property owners for their proportionate share of the maintenance costs. The City has recently used this tool for maintenance of the slope plantings along the former Basic Vegetable site and the freeway frontage landscaping between Nut Tree Parkway and I-80.
  4. **Community Organizations or Businesses** - Caltrans has operated a successful "adopt a highway" program for trash pickup along roadways for many years. This same concept can also be applied to the maintenance of freeway corridor improvements. Discussions with Caltrans and community organizations and businesses should be pursued in order to implement this program.
- E. Development Standards** - The City's development standards establish the minimum requirements for new development outside of the freeway right-of-way. The City has the opportunity within these standards to direct buildings, site improvements and landscaping that will be attractive when viewed from the freeway and will also implement the provisions of this Plan.
1. **General Policies** - The following general development policies are adopted and reaffirmed to help implement this Plan. These Policies should additionally be incorporated into and detailed within the proposed commercial development guidelines.
    - a. Modify development standards to help implement this Plan - Revisions to the Land Use and Development Code and selected Policy Plans are specified below.
    - b. Require maintenance of ridgeline views from the freeway as part of development review - New uses in the vicinity of ridgeline areas should be set back from the freeway and located such that they do not substantially block the view of the ridgelines from the freeway.
    - c. Maintain the policy precluding residential development adjoining I-80.
    - d. Maintain standards for Lagoon Valley view corridor, landscape corridor, and view-related height limits.
    - e. Maintain substantial or complete berm design for North Village acoustic mitigation.

- f. Require that new development projects abutting the freeways and located at intersections directly connected to freeway ramps incorporate the highest standards in architectural design and site layout.
  - g. Require double-faced architectural treatments for buildings backing up to the freeways, and preclude blank building faces adjoining the freeways.
  - h. Preclude solid lines of multiple buildings or uses within 100 feet of the freeways and direct broken vs. solid line building configurations.
  - i. Preclude unscreened storage areas or industrial machinery in any area of the City that is visible from the freeway.
  - j. Require that new development projects along the freeway provide for the undergrounding of any above ground utility lines.
2. **Specific Revisions to Development Standards** - Modify the City's Land Use and Development Code and all Policy Plans for property adjoining freeways as follows:
- a. **Land Use and Development Code Amendments**
    - i. Amend Chapter 14.084 to require that all freeway frontage landscaping (within 100 feet of a freeway) incorporate landscaping consistent with the Design Elements of this Plan.
    - ii. Amend Chapter 14.170 to clarify the existing requirement that all new utility distribution lines and all expansions of existing, above-ground utility distribution lines shall be underground.
  - b. **Policy Plan Amendments**
    - i. All Policy Plans for areas adjoining I-80 or I-505 (Vaca Valley Business Park, Green Tree Park, Orange Tree Business Park, Willow-Kilkenny, Nut Tree Ranch, Nut Tree Business Park, Allison Business Area, Interstate 80-Alamo Drive, Lower Lagoon Valley, Interchange Business Park, Vacaville-Golden Hills Business Park, and Airport Business Area Policy Plans, and the North Village Specific Plan). If development agreements preclude such specific amendments, require consistent landscaping as part of landscaping plan review.
      - Require that all freeway frontage landscaping (within 100 feet of a freeway) incorporate landscaping consistent this Plan.
      - Require that minimum landscaped setbacks from the freeway in commercial areas be in addition to any required emergency vehicle areas.
      - Require that new development projects abutting the freeways and located at intersections directly connected to freeway ramps incorporate the highest standards in architectural design and site layout.
    - ii. Nut Tree Ranch Policy Plan - Provide for a frontage landscape treatment consistent with other business park areas as follows:

- If E. Monte Vista Ave. remains in its current location: Require that a ten foot wide parkway adjoining the freeway be landscaped and maintained through a Landscaping and Lighting Maintenance District and provide for a landscape area at least 20 feet wide on the north side of the street.
- If E. Monte Vista Ave. is relocated away from the freeway: Provide for a landscaped area of 20 to 30 feet in width along the freeway frontage with a common maintenance vehicle.
- Additionally, specify that the undergrounding of the utility lines along E. Monte Vista Avenue is required.

iii. Airport Business Area Policy Plan - Specify that a parkway landscaping treatment along the west side of E. Monte Vista Avenue be installed to extend the pattern to the north in conjunction with the initial development of both the County Airport and the Glockner ownerships. Also require that a Landscaping and Lighting Maintenance District be formed to fund the maintenance of the parkway area. Additionally, specify the undergrounding of the utility lines along E. Monte Vista Avenue is required.

iv. Interchange Business Park - Specify that a thirty foot wide freeway frontage landscape area is required for the undeveloped area north of the Lucky's (Albertson's) distribution center.

v. Undergrounding of the utility lines on the site is required

3. **Maintenance of Landscaping** - Ongoing maintenance of landscaped areas is required by the Land Use and Development Code. Emphasis should be given to the following considerations.

i. Require an effective common maintenance vehicle for freeway frontage landscaping involving business park areas, multiple property owners, or public property. Options include:

- A Landscaping and Lighting Maintenance District
- A private common association with a Landscaping and Lighting Maintenance District established as a backup

ii. Actively monitor uses along freeways and contact property and business owners in a cooperative manner to:

- Require replacement of lost landscaping materials and repair of irrigation systems.
- Require compliance with conditions of approval related to storage of vehicles and materials or other use factors related to the view from the freeways.



#### IV. Implementation and Follow-up Actions and Responsibilities

The major visual improvement contemplated by this City Gateways Plan will only occur if the City takes coordinated and timely steps to implement the Plan. To ensure and facilitate that follow-up, this section schedules specific implementation responsibilities. These steps include the major City actions required to bring this City Gateways Plan to fruition.

A. **Design Masterplan Preparation** - The next step in the implementation process of the City Gateways Plan is the preparation of a Design Masterplan that will detail the improvements that are proposed for the various areas of the freeway corridor. The masterplan will further define the concepts contained in this Plan. For example, the masterplan will include a generalized planting and improvement plan for each interchange and each segment of the freeway in between those focal point areas. It will permit the development of more accurate cost estimates for budget purposes and the preparation of consistent construction plans as projects are funded and constructed over time. The Masterplan will include the preparation of a capital improvement plan for the public improvement aspects of the Plan.

1. **Schedule** - Prepare Design Masterplan for adoption by the City Council by the summer of 2000.
2. **Responsibility** - Deputy City Manager as project manager, City Landscape Architect preparing designs with assistance from the Engineering Services Division of the Public Works Department.
3. **Approval** - Approval by the City Council following recommendation by the Planning Commission.

B. **Landscaping Partnership Improvements** - This Plan proposes to supplement landscaping on private property in several locations adjacent to the freeway to help achieve the goals of the Plan. The City would provide funding for the additional plantings subject to the property owners agreement to maintain the planting. The implementation of this concept will require agreements, construction coordination and follow-up. Identified areas for Partnership improvements include:

- Along I-80 adjacent to the south side of the Vacaville Skating Center, between the metal columns - addition of shrubs.
- Along I-80 behind the Coffee Tree Center - addition of tree spacing.
- Along I-80 behind the RV storage area fence at Oakcreek Park Villas - addition of shrubs.

1. **Schedule** - Contact property owners and develop agreements for the plantings by the summer of 2000.

2. **Responsibility** - Deputy City Manager and Engineering Services Division of the Public Works Department.
  3. **Approval** - Approval of funding by the City Council as part of the annual capital improvement program following recommendation by the Planning Commission.
- C. **Development Impact Fee Update** - The City has scheduled an update to its Development Impact Fee program (DIF) that will identify public improvement projects over the next 20 years and provide for fees to spread the cost in a fair and proportionate manner. Some of the improvements included in this Plan will occur as part of DIF projects such as new interchange construction. It is important that improvements which qualify for DIF funding be included in project descriptions and cost estimates.
1. **Schedule** - Initiate the DIF update in the fall of 1999, with completion in the summer of 2000.
  2. **Responsibility** - Deputy City Manager as project manager, with technical staffing assistance from the Engineering Services Traffic and Utilities Divisions of the Public Works Department.
  3. **Approval** - Approval by the City Council as specified by State law and the Municipal Code.
- D. **Capital Improvement Projects** - The City will implement certain public improvement provisions of the Plan through its capital improvement program. These will include projects to add landscaping and signing as well as retrofit of existing overcrossings. Also included will be new interchanges and widening of overcrossings which will include improvements directed by this Plan.
1. **Schedule** - Ongoing every year as part of the City's budget process, beginning with the adoption of the Plan.
  2. **Responsibility** - The Engineering Services Division of the Public Works Department.
  3. **Approval** - Annual approval by the City Council following recommendation by the Planning Commission.
- E. **Freeway Frontage Landscaping Infill** - A few gaps exist in freeway frontage landscape areas that are maintained through Landscaping and Lighting Maintenance Districts where plants have been lost to heavy frost or other factors. These locations need to be identified and then replacement plants must be chosen and planted. It is anticipated that

these improvements can be funded through the existing district mechanisms either as part of existing budgets or through allowable adjustments as part of annual budget review.

1. **Schedule** - Implement planting by the fall of 2000.
2. **Responsibility** - Parks Maintenance Division of the Public Works Department.
3. **Approval** - Annual approval by the City Council as part of Maintenance District budgets.

F. **Grant and Funding Applications** - The City will pursue funding for City Gateways Plan from public and private sources to minimize the time required to implement the Plan and maximize the quality of the improvements.

1. **Schedule** - Ongoing beginning with the adoption of the Plan.
2. **Responsibility** - The Engineering Services Division of the Public Works Department and Community Services Department (related to public art grants)
3. **Approval** - Approval by the City Council prior to grant applications.

G. **Development Review** - A major portion of the improvements anticipated by this City Gateways Plan will occur as part of development activity adjoining the freeways. Modification of Land Use and Development Code and Policy Plans will be required to implement some of the development review provisions of this Plan. Additionally, the provisions of these modifications must be applied to new development as it occurs in the future.

1. **Development Standards Revisions**

- a. **Schedule** - Prepare standards revisions for adoption by the City Council in the winter of 1999/00.
- b. **Responsibility** - Planning Division of the Community Development Department.
- c. **Approval** - Approval by the City Council following recommendation by the Planning Commission.

2. **New Project Review**

- a. **Schedule** - Ongoing beginning with the adoption of the Plan.
- b. **Responsibility** - Planning and Plan Check Divisions of the Community Development Department.
- c. **Approval** - Approvals by decisionmaker as specified in the land Use and Development Code.

It is proposed that the City Gateways Plan be substantially implemented over a timeframe of ten years. A capital improvement program for the public landscaping, public art, interchange and overcrossing retrofit and signing of the Plan will be prepared for approval by the City

Council as part of the Design Masterplan. The new interchanges and overcrossings, which will be funded by the City, may occur in that timeframe but their timing is dependent upon the pace of development in the City and the availability of funding sources. The frontage landscaping occurring with private development projects are expected to occur over a period of ten to twenty years as those properties develop.