

CITY OF VACAVILLE

**VACAVILLE – GOLDEN HILLS
BUSINESS PARK POLICY PLAN**



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VACAVILLE – GOLDEN HILLS BUSINESS PARK POLICY PLAN

Adopted:

July 9, 1996 City Council Resolution No. 1996-84 (File 96-018)
A new Policy Plan, the Vacaville-Golden Hills Policy Plan, was adopted. This new Policy Plan combined two Policy Plan areas into one Policy Plan document: (1) the Vacaville 505/80 Policy Plan, also previously known as the Southern Pacific Industrial Park Policy Plan; (2) the Golden Hills Policy Plan, also previously known as the Kirkpatrick-Power Industrial Park Policy Plan. The new Policy Plan was the result of a comprehensive update to the previous documents and included new standards related to floor area ratio, setbacks from residential areas, building design, heavy industrial users and water conservation. Interim policies were included related to the use of remaining sewer line capacity until new sewer facilities are constructed.

Amendments:

July 22, 1997 City Council Resolution No. 1997-89 (File 97-056)
An amendment was approved, in conjunction with the approval of the US Rentals facility, to revise requirements pertaining to outdoor storage.

March 24, 1998 City Council Resolution No. 1998-30 (File 98-022)
The amendment prohibits new food stores over 10,000 square feet on existing vacant sites until May 14, 2001. This is a policy affecting CG properties citywide.

June 9, 1998 City Council Resolution No. 1998-81 (File 94-119/Land Use & Dev. Code Update)
Adult Oriented businesses changed from conditional to permitted uses.

August 11, 1998 City Council Resolution No. 1998-118 (File 97-201)
Amendments included changes to add provisions of the Northeast Sector Sewer Master Plan, including requirements to establish a benefit district to implement recommendations of the Sewer Master Plan; changes necessary for consistency with the Land Use & Development Code; add provisions to allow two freestanding signs to advertise businesses oriented to the highway traveler; miscellaneous editorial changes; update graphics.

January 26, 1999 City Council Resolution No. 1999-13 (File 98-234)
Provisions were added to re-establish guidelines for allowing a reduction in required on-site parking by up to 25% based upon certain findings, and allow a greater reduction with approval of a Planned Unit Development or Variance by the Planning Commission.

August 13, 2002 City Council Resolution No. 2002-109
Resolution adopting the city Gateways Design Master Plan and amendments to various Policy Plans related to the design Master Plan.

July 9, 2002	City Council Resolution No. 2002-90 Resolution certifying the Environmental Impact Report (EIR), adopting findings of fact and statement of overriding considerations, adopting a mitigation monitoring and reporting plan, and amending the General Plan land use, circulation, and parks and recreation elements, amending the Nut Tree Ranch, the Vacaville Golden Hills Commerce Park and the Airport Business Area Policy Plans for the Nut Tree development project.
August 23, 2005	City Council Resolution No. 2005-117 (File 05-006) Amendments to Area II Land Use - Permitted and Conditional Uses to address projects involving open storage areas located within Nut Tree Airport Compatibility Zones.
February 24, 2010	Ordinance No. 1895 Policy Plan amended to require the establishment of new food stores in General and Office Commercial District as a conditional use.
April 12, 2016	Ordinance No. 1895 Policy Plan amended to add “Pet Day Care” as a conditional use in I and as a permitted use in Area II
September 27, 2016	Ordinance No. 1901 Policy Plan amended to add “Microbreweries, Craft Distilleries, and Microwineries” as a permitted use in Area I, with the same note as note 14 in Vacaville Municipal Code Table 14.09.085.01 , and the additional note “These uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C.” Add as a permitted use in Areas II and III with the same provision shown Vacaville Municipal Code 14.09.095.040.A.3 . Add as a conditional use in Areas II and III with the same provision shown in Vacaville Municipal Code 14.09.095.050.A.4 . And to add “Breweries, Distilleries, and Wineries” as a permitted use in Areas II and III.

Administrative Changes and Corrections:

September 1998:	Per Section 14.09.112.150 (Specific Plans and Policy Plans – Reference to Zoning Ordinance) of the Land Use & Development Code, Municipal Code section or chapter references which were repealed in conjunction with adoption of the Land Use & Development Code were replaced with references to new code sections or chapters in the Land Use & Development Code.
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HISTORY OF FORMER GOLDEN HILLS POLICY PLAN (FORMERLY THE KIRKPATRICK-POWER POLICY PLAN)

Adopted:

January 26, 1982 City Council Resolution 1982-N-1 (File PP-1-81)

Amendments:

September 28, 1982 City Council Resolution 1982-V-4 (File PP-1-81)
Parking standards amended.

August 23, 1983 City Council Resolution 1983-Y-5 (File PP-1-81)
Miscellaneous revisions.

August 28, 1984 City Council Resolution 1984-S-6 (File PP-1-81)
Revisions to public improvements standards and standards related to the
adjoining railroad right-of-way.

November 25, 1986 City Council Resolution 1986-E-5 (File PP-1-81)
Miscellaneous revisions including adjustments to development standards as a
result of the abandonment of the southern Pacific Railroad right-of-way.

May 26, 1992 City Council Resolution 1992-X-3 (File PP-5-92)
Floor area ratio standards were added to the Policy Plan.

January 12, 1993 City Council Resolution No. 1993-6 (File PP-9-92)
Amendment to standardize parking requirements in several Policy Plans and to
allow the decision-maker to allow a reduction in parking requirements.

HISTORY OF FORMER VACAVILLE 505/80 POLICY PLAN (FORMERLY SOUTHERN PACIFIC INDUSTRIAL PARK)

Adopted:

July 27, 1982 City Council Resolution 1982-B-4 (File PP-3-79)

Amendments:

September 28, 1982 City Council Resolution 1982-V-4 (File PP-3-79)
Miscellaneous minor amendments to development and parking standards were
adopted.

December 13, 1983 City Council Resolution 1983-X-7 (File PP-3-79)
Revisions related to land use restrictions regarding future extension of airport
runway.

May 26, 1992	City Council Resolution No. 1992-X-3 (File PP-4-92) Floor area ratio standards were added to the Policy Plan.
January 12, 1993	City Council Resolution No. 1993-6 (File PP-10-92) Amendment to standardize parking requirements in several Policy Plans and to allow the decision-maker to allow a reduction in parking requirements.

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I. INTRODUCTION

This Policy Plan serves as the guideline for master planning the development and use of the Vacaville - Golden Hills Business Park, a site for the location of manufacturing uses, by establishing the zoning and land use standards for the area. The project area, which occupies approximately 640 acres, is located north of the Nut Tree Airport, west of I-505, south of Vaca Valley Parkway and east of the western boundary of the abandoned Southern Pacific Railroad right of way. See Figure 1, Location Map.

The Vacaville-Golden Hills Policy has been created by merging the Vacaville Business Park and the Kirkpatrick-Power Industrial Park Plans. The Vacaville Business Park Policy Plan was originally adopted in 1977 and subsequently has been amended in 1984, 1992, and 1993. Kirkpatrick-Power Industrial Park Policy Plan was adopted in 1982 and amended in 1982, 1983, 1984, and 1986. The most recent amendments, adopted in 2016, were processed to bring the plan into conformance with the 2015 General Plan, achieve consistency with recently adopted City standards and policies and update existing site information. The Policy Plan is broken into three areas which are to be developed in the land uses shown on Figure 2.

Area I: 13 acres, currently undeveloped, provides a gateway to the Policy Plan area is bounded by Vaca Valley Parkway, I-505 and East Monte Vista Avenue. It is comprised of approximately 13 acres which is currently undeveloped. The area is planned for office and commercial uses and is zoned Industrial Park (CH-PAO).

Area II: 47 acres planned for Business Park and industrial uses, provides visibility and fulfills a gateway function for the project area. It is broken into two areas: one fronts on Vaca Valley Parkway at Allison Parkway and the other on Vaca Valley Parkway at Cessna Drive and East Monte Vista/I-505. The General Plan designates Area II as Business Park and Industrial Park, and it is zoned Industrial Park with a Policy Plan required (IP-PP). The area is currently vacant.

Area III: 538 acres is located north of the Nut Tree Airport, east of the western boundary of the abandoned Southern Pacific Railroad right-of-way, south of Vaca Valley Parkway and west of Area II. Area III contains Vacaville Fruit Company and the North Bay Distribution east of the canal and Scotsman and a number of smaller manufacturing firms west of the canal. The area is designated and zoned Industrial Park with a Policy Plan required. This area incorporates most of the original Kirkpatrick - Power Policy Plan.

II. PURPOSE

The Policy Plan, as described in [Chapter 14.09.112 \(Specific Plans and Policy Plans\)](#) of the Land Use and Development Code establishes land use regulations, site development standards and performance standards to guide development and encourage master planning of a specific area. In addition, the Policy Plan outlines a planned approach to the phasing and infrastructure necessary to ensure orderly development of the area. Policy Plans are intended to permit some flexibility in establishing development standards, and if applicable, an appropriate mix of land uses while at the same time recognizing the reality of environmental constraints. Development standards as outlined in the Policy Plan are expected to meet or exceed those of the various zoning districts. The Policy Plan also allows for the expeditious administrative approval of individual site developments following City Council approval of the plan itself. Code references are to existing Land Use and Development Code provisions. As the code is updated, these references will be superseded by new numbers. Projects will be governed by the provisions in place at the time of application.

FIGURE 1 LOCATION MAP

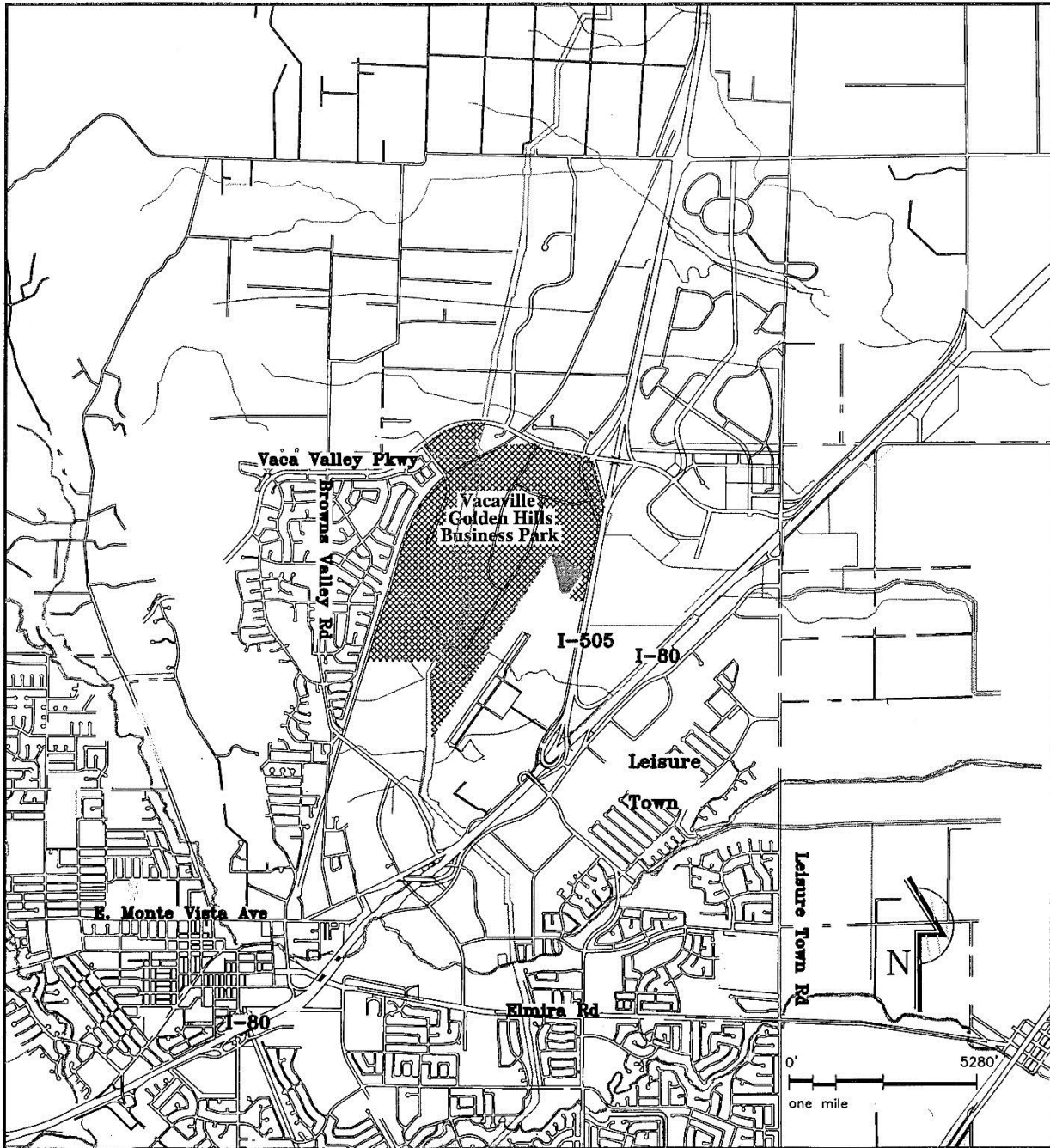
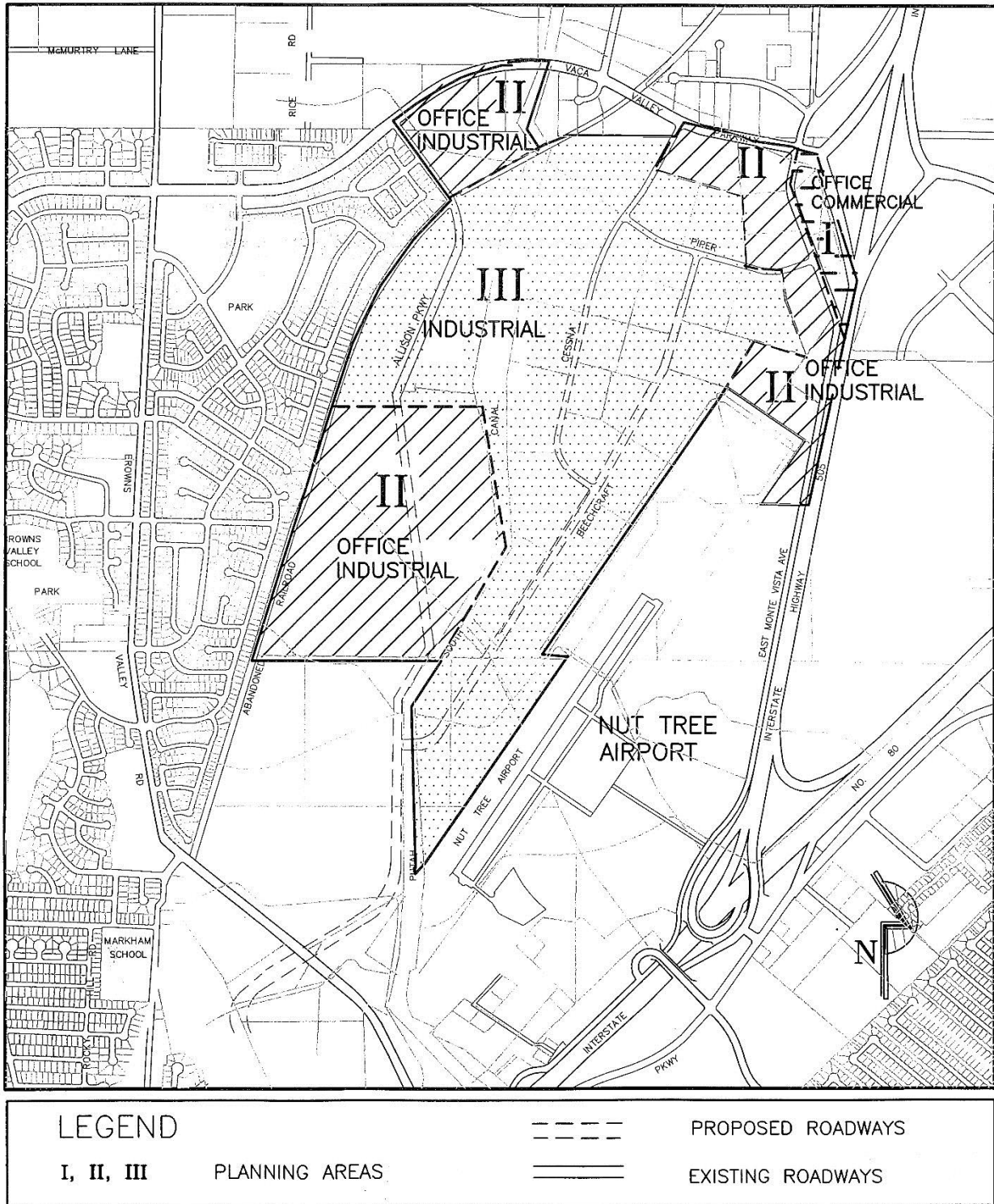


FIGURE 2 PLANNING AREAS AND LAND USE



III. PLAN GOALS AND POLICIES

The Vacaville - Golden Hills Business Park lies directly adjacent to I-505 and Vaca Valley Parkway which provide excellent access and visibility to the area. The Policy Plan is designed to provide an environment for and conducive to the development of the quality industrial park consisting of the range of modern, large-scale manufacturing, research, wholesale, and storage uses. The uses are to be mutually supportive and complementary to one another and to the surrounding land uses. Uses shall respect the environment and be low-polluting, non-nuisance in nature.

In those highly visible portions of the area fronting on I-505 and Vaca Valley Parkway, special consideration should be applied to building design and landscaping to create a positive impression of the City of Vacaville to future developers, to the highway traveler and to local residents.

Development of the Vacaville - Golden Hills Business Park shall be based on the following goals and policies:

1. The Vacaville - Golden Hills Business Park shall be designed as an integral part of the City of Vacaville. The area shall be designed to enhance the health, welfare, economic well-being and environmental quality of the City.
2. Industrial uses shall be compatible with the residential and public uses allowed in the area and its surroundings, to the extent possible while recognizing the overall industrial nature of the business park. Compatibility shall be promoted through the appropriate use of site, site location, site planning, and design.
3. Development shall provide for necessary public facilities and services.
4. Development of the site shall be consistent with the City's General Plan, applicable City land use policies, codes and standards, special required studies and other applicable planning documents. For example, development plans shall demonstrate compliance with any required noise and traffic studies, environmental review, and Airport Land Use Compatibility Plans.
5. Site planning, building design, and construction, shall consider all feasible energy conservation techniques and utilize life cycle costing which considers initial costs, as well as long-term operational costs. Landscaping shall be provided in accordance with the City's Water Efficient Landscape Regulations.
6. The use of mass transit, carpooling, bicycling, and other options to reduce auto dependency should be encouraged through appropriate design.
7. Buildings, site development and on site utilities for sewer, water, drainage, electrical and natural gas shall be designed and constructed in accordance with the Utility Master Plan, Uniform Building Code, adopted Fire Code and other adopted uniform codes as may amended by the Municipal Code.
8. Special character and quality of industrial area architecture and landscape design shall be applied to areas adjacent to Vaca Valley Parkway, East Monte Vista and visible from I-505.

IV. AREA I

A. LAND USE

Area I is identified on the Policy Plan Land Use Map (Figure 2). It consists of lands bounded on the west and south by East Monte Vista Avenue; on the north by Vaca Valley Parkway; on the east by the southbound on-ramp of the Interstate 505 Interchange. The area includes approximately 13 acres. The development criteria for this area recognize its importance to the Vacaville - Golden Hills Business Park Gateway Concept. It is generally suitable for office and commercial facilities. This area's high visibility, excellent access, proximity to large employment areas and modest parcel sizes (1-3 acres) relative to adjacent industrial areas make it particularly well suited for office and commercial uses with strong highway image and landscape design compatibility to freeway standards. The types and intensity of land uses allowed in this area are limited by Land Use Compatibility Areas B and C (Figure 6) established for the Nut Tree Airport. These are described in Section IV.C.2 (Performance Standards – Aviation Related Restrictions). Area I is zoned IP-PP Industrial Park with a Policy Plan.

The following section describes the permitted and conditional uses allowed in Area I, as defined in [Section 14.02.016.020 \(Uses – Definitions\)](#) of the Land Use and Development Code. Items specifically excluded here may be subject to a conditional use permit (see Section IV.A.2., Conditional Uses, which follows):

1. Permitted Uses – The following uses shall be allowed as permitted uses in Area I:
 - a. Service establishments primarily engaged in providing a wide variety of services for individual, business, and government establishments and other organizations, including but not limited to:
 - 1) Offices, except that these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C;
 - 2) Medical offices and clinics, except that these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C;
 - 3) Personal services, except that these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C;
 - 4) Small specialized schools, except that these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C.
 - b. Retail and service uses oriented to providing services to highway travelers, including but not limited to:
 - 1) Restaurants and eating establishments, except that these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C;
 - 2) Automobiles and other vehicle sales and service, new, except that these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C;
 - 3) Adult oriented businesses, except that these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C;
 - 4) Amusement arcades, accessory;
 - 5) Microbreweries, craft distilleries, and microwineries, except these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C. Additionally, these uses are subject to the following:

- a) The facility shall include at least 15 percent of the floor area inside the facility dedicated to accessory uses such as a retail store, tasting room, eating area, restaurant or similar area open to customers. Additional customer space may be included in an outdoor patio. No alcohol shall be served after 10 p.m. Use shall not include bars, lounges, or nightclubs.
 - b) The facility shall have a loading area suitable for materials deliveries and shipment approved by the Director. The loading area should be oriented away from residential zones.
 - c) The applicant shall submit an odor control plan for review and approval.
 - d) The applicant may be required to submit a utilities analysis or report, to be determined by the City Engineer.
 - c. Structures and uses accessory to a permitted use and located on the same site as a permitted use;
 - d. Other similar uses which the Community Development Director finds to be consistent with the intent of this article, and which will not impair the present or potential uses of adjacent properties as prescribed under [Section 14.09.070.070 \(Zoning Administration – Determination of a Permitted Use\)](#) of the Land Use and Development Code.
2. Conditional Uses – The following conditional uses are allowed in Area I, subject to the approval of the Community Development Director and in compliance with [Chapter 14.09.110 \(Conditional Use Permits\)](#) of the Land Use and Development Code.
- a. Service establishments primarily engaged in providing a wide variety of public and private services for individuals, including but not limited to:
 - 1) Amusement arcades;
 - 2) Convenience markets, except that these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C;
 - 3) Food stores (Subject to the requirements specified in the Land use and Development Code, [Table 14.09.085.01](#), note 9);
 - 4) Bars and lounges, except that these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C;
 - 5) Drive in businesses, except that these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C;
 - 6) Membership organization facilities, except that these uses are not allowed in Airport Land Use Compatibility Areas B and C;
 - 7) Public utility and public service buildings and structures, found by the Community Development Director to be necessary for the public health, safety or welfare;
 - 8) Rental centers, commercial;
 - 9) Storage, household and business; and
 - 10) Pet day care.
 - b. Structures and uses accessory to a conditional use and located on the same site as a conditional use;

- c. Other similar uses which the Community Development Director finds to be consistent with the intent of this article, and which will not impair the present or potential uses of adjacent properties.

B. SITE DEVELOPMENT STANDARDS

Development standards address the physical characteristics of the site and proposed projects. These standards are provided to guide development and help ensure compatibility with surrounding and future uses.

1. Height of Structures

- a. Maximum building height shall not exceed 36 feet. Building height is measured from the top of the foundation to the uppermost parapet and/or ridge. Heating, cooling and other roof equipment and emergency fire storage facilities are defined as structures and are not included in the building height restriction. However, these structures are considered in the aviation restrictions, and they must be screened by a parapet equal to or greater than the height of the roof equipment, or roof equipment shall be screened by an approved architecturally integrated screen wall in accordance with Section IV.B.6, Site Development, Building Design in this Policy Plan.
- b. Building heights for uses permitted in the Policy Plan area are also limited by the provisions of the Aviation Related Standards in Section IV.C.2 of this Policy Plan.
- c. Building heights shall be considered in designing the intersections on the major roadways. Tall buildings along I-505, East Monte Vista Avenue and Vaca Valley Parkway should be designed and sited to avoid blocking views from major roadways to other structures further into the Business Park.

2. Lot area – The minimum site area shall be 50,000 square feet. The Community Development Director may approve exceptions to this minimum if shown that it will not impair the present or potential uses of adjacent properties.

3. Floor Area Ratio (F.A.R.) – The maximum intensity of development shall be limited by a floor area to site area ratio of 0.30. F.A.R. shall be calculated by dividing the gross floor area of all buildings by the total site area. Site area is defined as the total horizontal area included within the property lines of a site. Exceptions to the F.A.R. limits may be granted by the Community Development Director in conjunction with an approval for uses with low employment densities and low peak hour traffic generation, and/or shall be based on the intensity of the use, the availability of public facilities and infrastructure and the projected traffic levels of service. In order to approve an exception to the F.A.R., the Director shall make the following findings:

- a. The roadway network has adequate capacity to handle the proposed use and other reasonably anticipated development in accordance with the City's Traffic Impact Mitigation Policy (see also Section IV.B.8, Traffic, Parking and Loading Requirements and Section VII.A.1, Public Facilities, Transportation of this document);
- b. The on-site and off-site water distribution system can provide adequate domestic and fire flow for the proposed use and other planned development in the Policy Plan area in accordance with the City's Utility Master Plans;

- c. The on-site and the off-site sewer system can adequately convey sewage generated by the proposed use and other planned development in the Policy Plan area in accordance with the City's Utility Master Plans;
 - d. Adequate drainage or detention basin facilities are available to accommodate storm water runoff from the proposed use and other planned development in the Policy Plan area;
 - e. The proposed building massing is compatible with surrounding development.
4. Building Setback Requirements – Unless otherwise indicated, setbacks shall be measured from the front edge of the curb.
- a. Frontage along Vaca Valley Parkway: Fifty (50) feet to buildings and thirty-five (35) feet to any parking areas; East Monte Vista Avenue and the I-505 ramp forty (40) feet and thirty (30) feet to any parking areas.
 - b. Adjoining Parcels: A Minimum building separation of thirty feet is required between buildings on adjoining parcels for lots of 1.5 acres or less, and forty (40) feet for lots greater than 1.5 acres. Minimum setbacks shall be increased one (1) foot for each three (3) feet above twenty (20) feet of building height. When adjacent to the freeway on ramp, however, rear setbacks shall be a minimum of forty (40) feet per lot measured from the back edge of the right-of-way, and thirty (30) feet to any parking areas.
 - c. Rear setbacks: A minimum building setback of ten (10) feet is required for parcels abutting other parcels and not adjoining streets. Minimum building setbacks shall be increased one (1) foot for each three (3) feet above twenty (20) feet of building height.
 - d. Minimum site width and street frontage: The minimum average site width shall be one hundred twenty-five (125) feet. Every site shall have a minimum of eighty (80) feet of frontage on a public street. Exceptions may be made by the Community Development Director when found to not impair the present or potential uses of adjacent properties.
5. Site Planning – Placement of a building on site shall consider such factors as views, vistas, solar orientation, climate, orientation to local streets, freeways and pedestrian circulation routes, access to vehicles and pedestrians, location of public utilities, compatibility with adjacent development and the facility's functional needs. Building design should be harmonious with neighboring structures, to the extent possible, and each design should appear as an integral part of the overall site development concept.
- a. Developments shall provide site amenities which enhance the project's appearance or use; these amenities may include but are not limited to: enhanced driveway entrances, textured paving for driveways or parking area, entry plazas, walkways, special lighting for accents or focal points, water features and sculptures. Building addresses should be of sufficient size and visibility so as to be easily read by visitors and emergency personnel.
 - b. Loading docks which face I-505 or East Monte Vista Avenue shall be screened from view by berms, landscaping or screen walls.

- c. Ground mounted equipment, including, but not limited to, air conditioning units electrical equipment, communications antennas, gas meters, storage tanks, and other such equipment, shall be screened by walls, fencing or landscaping to the satisfaction of the Director.
- d. Double detector check valve devices three (3) inches and larger and reduced pressure backflow devices three quarters (3/4) to three (3) inches and larger shall comply with the following requirement:
 - 1) Backflow devices shall be screened on three sides with the side facing the street or driveway left open for visibility and access. Screening shall include dense landscaping and/or a low wood or masonry wall matching adjacent buildings. See the attached list for suggested plant materials.
 - 2) The backflow device and any visible materials such as insulation shall be painted an industry standard gloss green #A-430814056 or an approved equivalent.
 - 3) Backflow devices shall not be located in the sight triangle adjacent to the driveway.
 - 4) Backflow devices shall be shown on the landscape/irrigation plans submitted for City review.
 - 5) Backflow devices shall comply with the City Standard Specifications and Park Planning Commercial and Residential Landscape Design Standards.
- e. Outdoor refuse collection areas will be screened so as not to be visible from streets. All refuse bins shall be stored within a decorative masonry enclosure unless they are located within a larger storage area surrounded and screened in the manner described under incidental open storage, below.
- f. All businesses, services, and processes shall be conducted entirely within a completely enclosed structure with the following exceptions: auto and vehicle sales or recreational vehicle and boat storage, off-street parking and loading, gasoline service stations, outdoor dining areas, nurseries and garden shops, rental centers, home supply stores which sell lumber and other building materials, drive-through/fast food type restaurants, open storage in accordance with subsection g. below, and other similar type uses.
- g. Incidental open storage of material or equipment occupying no more than 15% of the total site area use shall meet the following standards:
 - 1) The storage shall be accessory to a permitted or conditionally permitted use on the same parcel;
 - 2) Storage shall be permitted only in areas not visible from a public street or the freeway and shall be within an area surrounded and screened by a solid decorative wall or an equivalent, approved by the Community Development Director, not less than six (6) feet in height;
 - 3) No materials or equipment shall be stored to a height greater than that of the screen, wall or fence;
 - 4) All open storage area shall be paved in accordance with the paving standards for parking lots unless an alternative paving material is approved by the Community Development Director;
 - 5) No open storage shall be approved unless the decision-maker finds that its location and design will be compatible with surrounding land uses;

- 6) No portion of a storage area containing hazardous materials shall be allowed to discharge (including precipitation exposed to stored materials) to the municipal storm drain or sanitary sewer system.
 - h. In Nut Tree Airport Compatibility Area A, no less than 65% of the site area shall be open area suitable for emergency landings; in Area B, no less than 50% of the site area shall be open area suitable for emergency landings, pursuant to [Chapter 14.09.134 \(Airport Land Use Compatibility\)](#) of the Land Use and Development Code.
6. Building Design – Within Area I, building design shall achieve the highest commercial and business park standard consistent with its location as the gateway to the Vacaville-Golden Hills Business Park.
 - a. Building materials and exterior color schemes shall emphasize natural earth tones and natural materials such as wood, concrete, aggregate, stone, brick, or slumpstone. Facades shall be architecturally treated with masonry, glass or other acceptable material.
 - b. Barn-like metal buildings, untextured, untreated concrete slab tilt-up buildings or buildings which present a monotonous "flat" facade to the street, shall not be permitted.
 - c. To reduce mass of large buildings and emphasize depth, architectural design of facades shall incorporate canopies, trellises, horizontal elements, corner insets, pop-outs, space frames, details, reveals, overhangs or other treatments that will give scale and provide visual interest. These elements should be designed as comprehensive treatment integrated with overall building design. Recognizing this area is surrounded by public streets, all facades shall be architecturally treated with masonry or other acceptable material.
 - d. All primary building and project entries shall be well defined by varied textures, materials, colors and landscaping to afford a sense of entry.
 - e. Roof-mounted mechanical equipment not including solar equipment shall be screened by a parapet wall of equal or greater height than the highest piece of roof-mounted equipment or vent. Equipment may be screened by a separate roof screen that is architecturally integrated with the building when the Director determines that screening by a parapet wall is not feasible. When separate roof screens are used, roof equipment shall be grouped together to minimize the number of screened areas.
 - f. Communications equipment, including microwave equipment, can remain unscreened if visually integrated with the building design through color, location and construction.
 - g. All building mounted equipment, including but not limited to louvers, pipes, overhead doors, service doors, access ladders, downspouts, conduit and electrical service boxes shall be painted a color that is consistent with the color scheme of the building to blend into the background of the structure or site unless specifically intended to be an architectural element of the building design.
7. Landscaping and Planters – Area I landscape design and installation shall conform to the standards and procedures set forth in the City's Water Efficient Landscape Regulations, latest approved version. In addition, landscaping shall be provided in accordance with the Landscape Concept Plan and corresponding landscape sections (Figures 3 through 5) and the following regulations:

- a. All landscaping areas adjoining or fronting Interstate 80 or Interstate 505 shall be consistent with the provisions of the City Gateways Design Master Plan.
 - 1) Landscaping throughout the area shall be designed to further the quality and open nature of the Industrial Park (see Figures 3, 4 and 5). Landscaping shall be used to (a) screen, soften and shade parking areas or other broad expanses of paving, (b) provide a setting for buildings, (c) soften building silhouettes and diminish building mass and (d) buffer and merge the various uses. Use of a mixture of large-scale trees is encouraged. Landscape materials should be low water use plants to minimize irrigation requirements.
 - 2) Entrance theme landscaping along Vaca Valley Parkway shall be landscaped to: (a) set the theme for the Vacaville-Golden Hills Business Park and (b) provide attractive settings for entry into the business park. Improvement in these areas shall conform to the Landscape Concept Plan Figure 3.
 - 3) The freeway frontage landscaping is intended to develop an attractive landscape identity for the project, while effectively enhancing the view of the business-industrial facilities from the major roadways. Along the Vaca Valley Parkway, I-505 boundaries, the width of the landscaped areas together with the massing of trees and groupings of shrubs and ground covers helps to visually accentuate development from adjacent major roadways. The frontage landscape is composed of informal groupings of trees and shrub massing which allow views into the site for orientation and focal interest across a landscaped threshold. Visually, the landscape treatment of the perimeter area and interior streets has been developed to set a unified theme for the entire Business Park. The interior street tree planting along the Parkway and freeway frontage areas serves to visually soften the impact of the edge of the property.
 - 4) A landscaped planter at least thirty-five (35) feet wide, measured from the back of the ultimate curb, is required on Vaca Valley Parkway, and a landscape planter of thirty (30) feet is required along East Monte Vista Avenue, as shown in Figures 4 and 5. These setback areas shall be fully landscaped except for driveways, signs, walkways or other public uses. Landscaping shall conform to the Landscape Concept Plan and corresponding landscape sections for this area.
 - 5) For parcels adjoining the I-505 ramp, a thirty (30) foot landscape easement between parking and the freeway is required. All setbacks are measured from the back edge of the freeway right of way property line. This setback shall be fully landscaped.
 - 6) Landscape Variations: In some cases the preceding landscape requirements for certain parcels may serve no useful purpose, while the equivalent amount of landscaping could be used to enhance more visible portions of the site. Variations to these standards may be approved administratively by the Community Development Director or his designee, provided the aggregate amounts of landscaped area are equivalent.
 - 7) No fence, wall or hedge shall exceed six (6) feet in height if located in a required side or rear yard unless a greater height is required to provide screening of outdoor storage. No fence, wall or hedge shall exceed three (3) feet in height located in a required front yard.
 - 8) All parking in either the front or side yards shall be substantially screened from Interstate 505, Vaca Valley Parkway and interior streets by a combination mounding and landscape materials treatment of three (3) feet in height.
 - 9) Parking lot landscaping shall include shade trees placed so as to provide a minimum fifty per cent (50%) shading of the total parking area within ten (10) years. Tree

coverage shall be determined by the approximate crown diameter of each tree at ten (10) years. Trees shall be a minimum fifteen (15) gallon size at planting.

- 10) All plant materials shall be maintained free from physical damage or injury arising from lack of water, chemical damage, insects and diseases. Plant materials showing such damage shall be replaced by the same or similar species. Planting areas shall be kept free of weeds, debris and undesirable materials which may be detrimental to safety, drainage or appearance.
- 11) All landscaped areas within the Vacaville-Golden Hills Business Park are to be privately maintained except for those areas in the public right-of-way, including roadway medians. On-site landscaping is to be maintained by the property owner. The public area landscaping shall be maintained through a property owner association or maintenance assessment district.

8. Traffic, Parking and Loading Requirements – Off-street parking and off-street loading in Area I shall be provided as prescribed in [Chapter 14.09.128 \(Off-Street Parking and Loading\)](#) of the City Land Use and Development Code. In addition, the following standards shall apply:

- a. Driveway access from individual sites, with frontage on East Monte Vista and Vaca Valley Parkway, will be limited as far as practical.
- b. Adequate corner sight distance shall be provided at each intersection and driveway as required by the City's Standard Specifications for Public Improvements.
- c. Bicycle parking and/or storage facilities shall be provided in parking lots to encourage the use of bicycles for commute purposes.
- d. All uses will be governed by parking regulations prescribed in [Chapter 14.09.128 \(Off Street Parking and Loading\)](#) of the City Land Use and Development Code. The decision-maker may reduce the amount of required on-site parking for a use, subject to the following findings:
 - 1) The maximum percentage reduction in the number of required on-site parking spaces that may be approved without a Planned Development permit or a Variance shall be 25%. A reduction in required on-site parking greater than 25% shall require approval of a Planned Development permit or a Variance by the Planning Commission.
 - 2) Applications shall be limited to single tenant or owner occupied buildings where the characteristics of the use are clearly known.
 - 3) Factors to be considered in granting a parking reduction shall include the following:
 - a) Maximum number of employees on each shift;
 - b) Customer and visitor parking;
 - c) Nature of business operations, including the number of company vehicles;
 - d) Floor plan of the building, including the presence of area not utilized for employment purposes (e.g. lobbies, cafeterias, etc.);
 - e) Extent of car or van pools;
 - f) Availability of public transit; and
 - g) Potential to add parking spaces on the site.

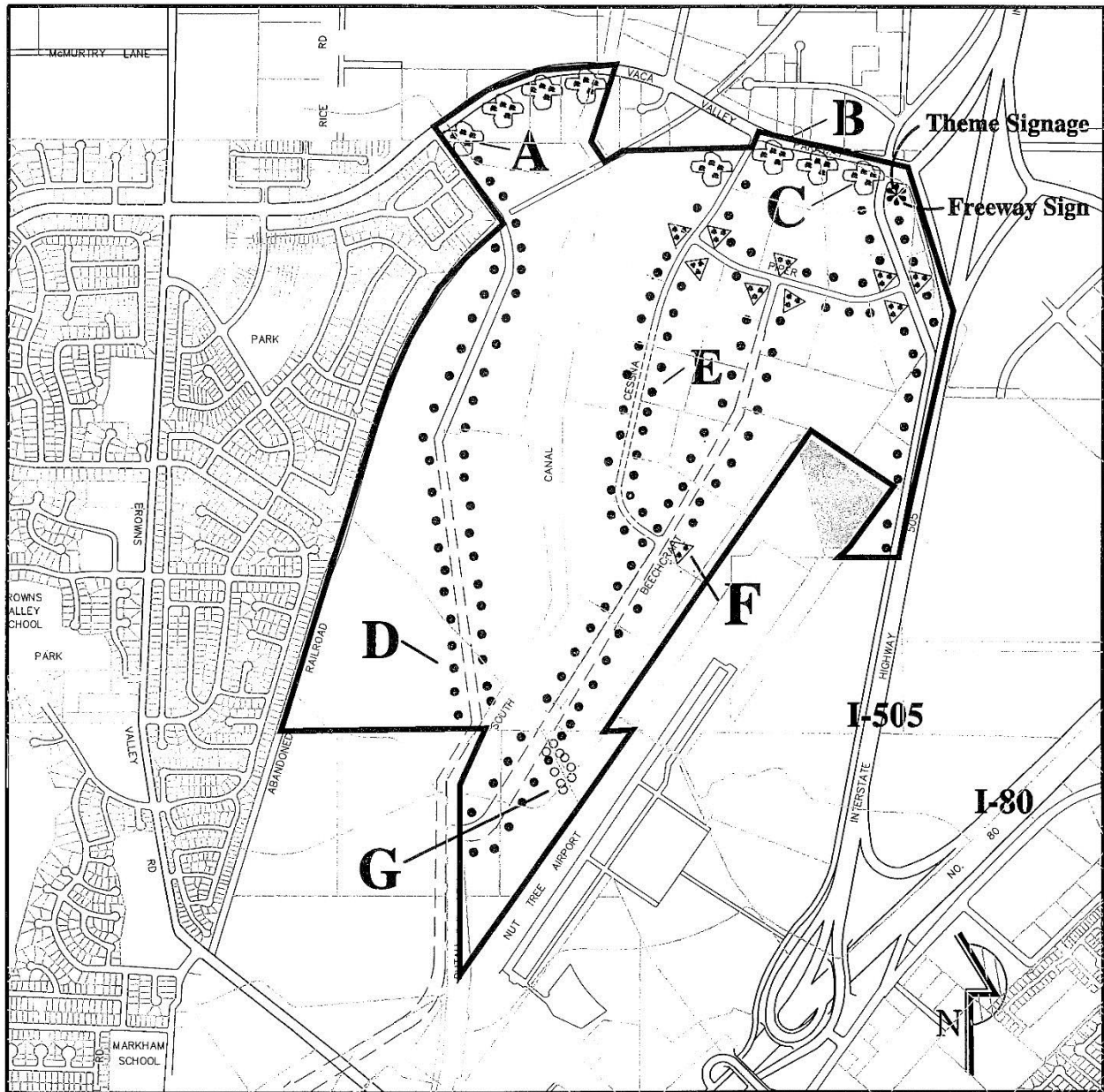
- 4) In order to approve a request, the decision-maker must find that it would not create a safety hazard and will not cause vehicles to park or load on public streets.
 - 5) An approval for reduced on-site parking shall be granted only on the basis of a certain use and written description of the nature of operations and maximum number of employees. The reduction in the number of on-site parking spaces shall not automatically be valid for any future use in the building or substantial change in the existing use. The decision-maker may limit the maximum number of employees or require the company to provide vanpools or other similar measures in order to justify the reduction in parking.
 - 6) An approved parking reduction shall be recorded to protect subsequent owners or tenants of the building.
 - a) No parking shall be permitted (a) on any street (b) closer than twenty (20) feet from any freeway right-of-way line, (c) closer than five (5) feet from any side or rear property line, nor (d) closer than twenty (20) feet from any street right-of-way.
 - b) All loading doors and bays shall be oriented away from adjoining residential districts and from streets and freeway unless completely screened.
9. Signs – Signage for the Vacaville-Golden Hills Business Park shall be guided by [Chapter 14.09.132 \(Signs – Not on City Property or in a Public Right-of-Way\)](#) of the Land Use and Development Code. One freestanding freeway sign shall be allowed for Area I in the general location indicated on Figure 3.
- a. The maximum height of the freeway sign shall be 35 feet, as measured from the existing ground elevation at the base of the sign.
 - b. Design features shall be consistent with the following criteria:
 - 1) The shape and size of the freeway sign shall be substantially in accordance with the Primary Project Identification Signs described in the Nut Tree Planned Sign Program;
 - 2) The material and color of the sign shall match the buildings in Area I;
 - 3) The sign shall be located within a landscape area; the minimum dimension of the landscape area shall be 10 feet from the base of the sign;
 - 4) Illumination of the sign may be permitted.
 - c. The freeway sign shall be broken into panels identifying up to a maximum of four retail (e.g. motel, gas, and restaurant) businesses oriented to the highway traveler in Area I. Other users may be allowed to display on the sign by agreement with the City.
 - d. No building permit shall be issued for the freeway sign until a Design Review application has been submitted by an applicant and approved by the Community Development Director.

C. PERFORMANCE STANDARDS

Performance Standards describe the conditions under which structures and sites may be used and the conditions under which uses may operate. Development in Area I shall conform to the following standards:

1. Performance Standards – Uses shall be governed by the standards contained in [Chapter 14.09.127 \(Performance Standards\)](#) of the Land Use and Development Code including the following titles: Air Pollutants and Emissions, Airport Compatibility, Fire and Explosives, Hazardous Materials and Wastes, Hours of Construction, Hours of Operation, Lighting and Glare, Noise, Odors, Security Measures, Solid and Liquid Wastes and Vibration Heat and Electrical Disturbance.
2. Aviation-Related Restrictions – Area I is impacted by aviation activity at the Nut Tree Airport. In order to protect airport operations from future encroachment and to provide appropriate safeguards for new development in the Policy Plan area, special land use and height restrictions apply (see Figures 6 & 7). These restrictions overlay the regulations established for each area within the Plan and are in [Chapter 14.09.134 \(Airport Land Use Compatibility\)](#) in the Land Use and Development Code. This chapter should be consulted for a detailed explanation of the restrictions. The following general constraints apply to the Policy Plan area:
 - a. Land Use Limitations: Land Uses are restricted as shown on Figure 6.
 - b. Height Limitations: All structures within the designated horizontal zone shall remain below 263 ft., mean sea level (msl), and within the designated "slope ratio." The approximate area of "slope ratio" is 7:1 (see Figure 7).
 - c. Avigation Easement: An avigation easement shall be dedicated to Solano County prior to subdivision or development of the site pursuant to the provisions of [Section 14.09.134.030 \(Airport Land Use Compatibility – Consideration of Airport Impacts\)](#) of the Land Use and Development Code.
 - d. Solano County Airport Land Use Commission: Referral to the Airport Land Use Commission for review is required prior to approval of one of the following applications: (a) General Plan amendments; (b) a zone change involving a parcel larger than one acre; (c) a substantial modification of a Policy Plan; (d) any new proposal or a substantial modification to an existing building or site in the City in Compatibility Areas A, B, or C; (e) an exception to the airport height limits or (f) any other application determined by the Community Development Director to involve a question of compatibility with the Nut Tree Airport activities.
 - e. Interference with Avigation Activity: Notwithstanding any other provision of this chapter, no use shall be made of land within the Nut Tree Airport Compatibility District that would:
 - 1) Make it difficult for pilots to distinguish between airport lights and other lights;
 - 2) Result in glare in the eyes of pilots using the airport;
 - 3) Impair visibility of the airport;
 - 4) Interfere with aircraft operation or navigation by visual or electronic references;
 - 5) Create any electromagnetic interference which would impair any aircraft communications, navigation, or control.

FIGURE 3 LANDSCAPE CONCEPT PLAN



NOTE:

- A. EMPHASIZE GATEWAY TO SITE WITH PLANTING AND SIGNAGE. PROVIDE LANDSCAPE BERM AND SCREEN INDUSTRIAL FROM RESIDENTIAL.
- B. LEAVE OPENINGS IN PLANTING TO PROVIDE WINDOW INTO PROJECT.
- C. MASS CONIFERS OR LARGE EVERGREENS IN GROUPINGS TO SCREEN PARKWAY AND FREEWAY.
- D. PARKWAY LANDSCAPING SHOULD PROVIDE VARIETY WITH RANDOM AND INFORMAL PLANTING
- E. STREET TREES TO BE MEDIUM SIZE CANOPY
- F. TALLER COLUMNAR SHAPED TREES TO EMPHASIZE INTERSECTIONS. SETBACK PLANTING FOR VISIBILITY AND DEFINITION.
- G. EXISTING EUCALYPTUS

LEGEND

- | | |
|--|---------------------|
| | EXISTING EUCALYPTUS |
| | MEDIUM SIZE CANOPY |
| | CONIFERS/EVERGREENS |
| | TALL COLUMNAR TREE |

FIGURE 4 ROADWAY SECTION DETAILS

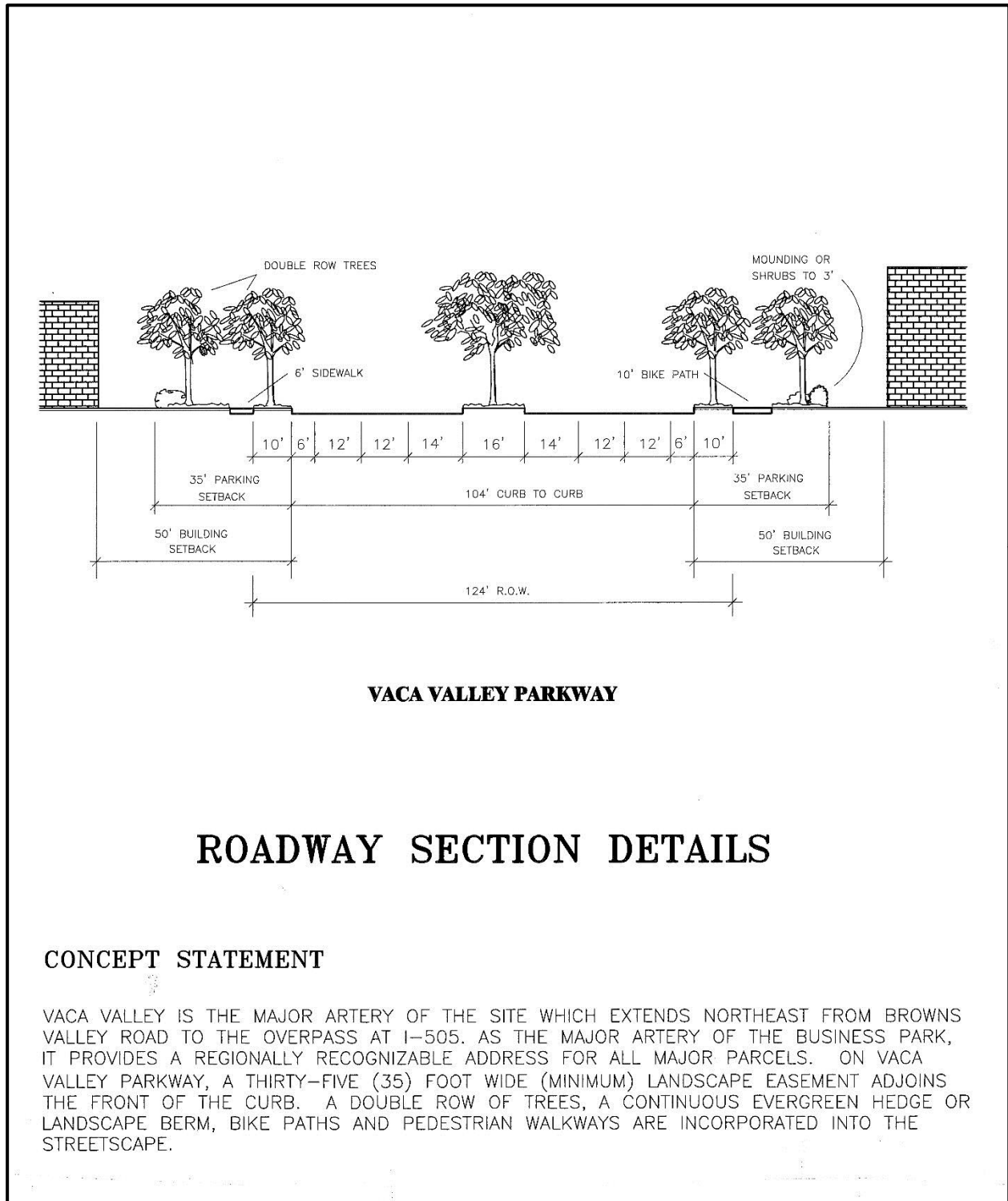
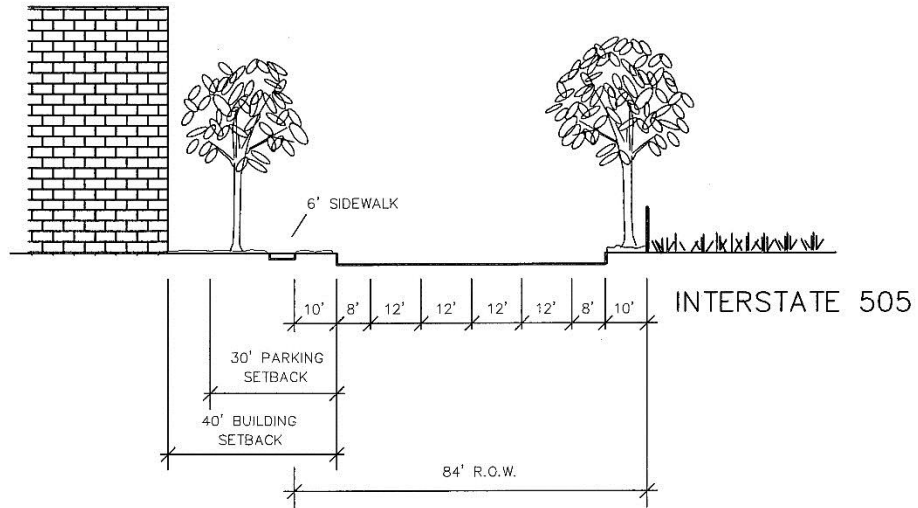
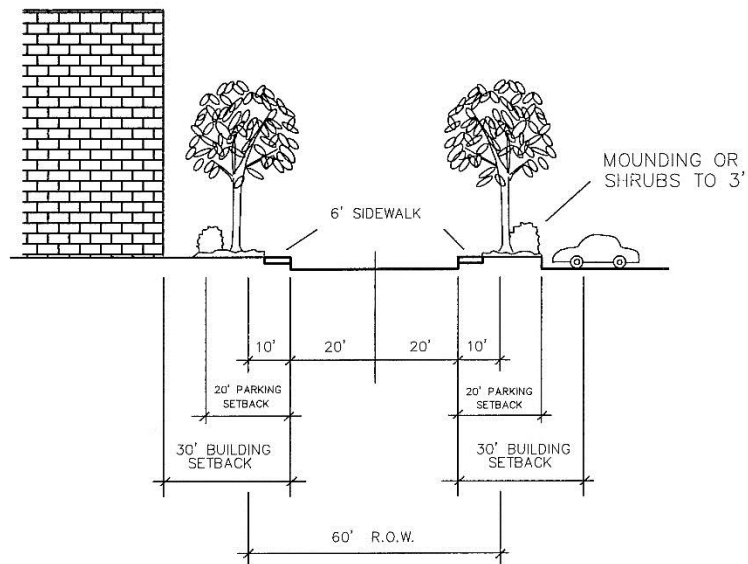


FIGURE 5 ROADWAY SECTION DETAILS



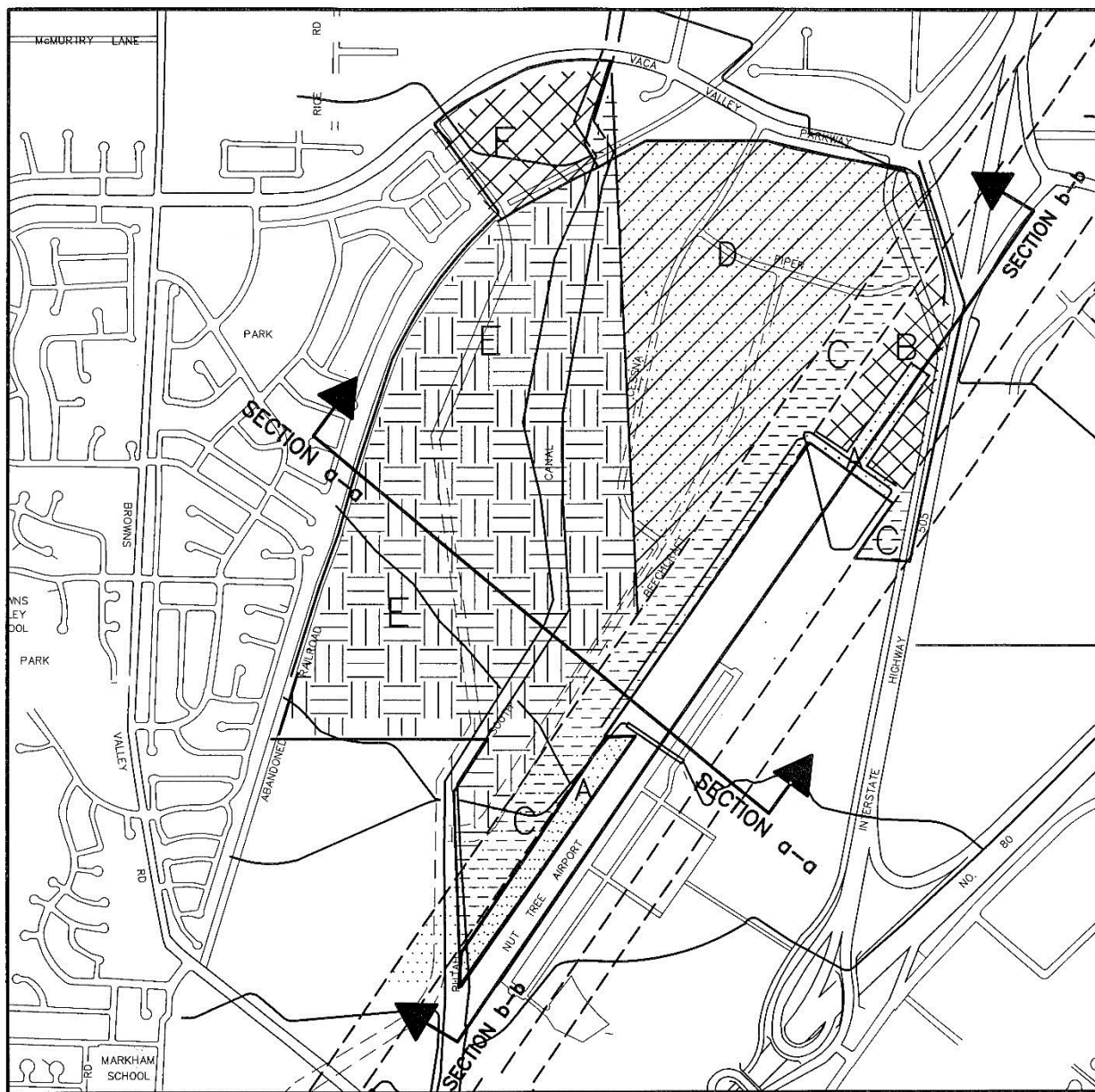
EAST MONTE VISTA AVENUE



TYPICAL ROADWAY

ROADWAY SECTION DETAILS

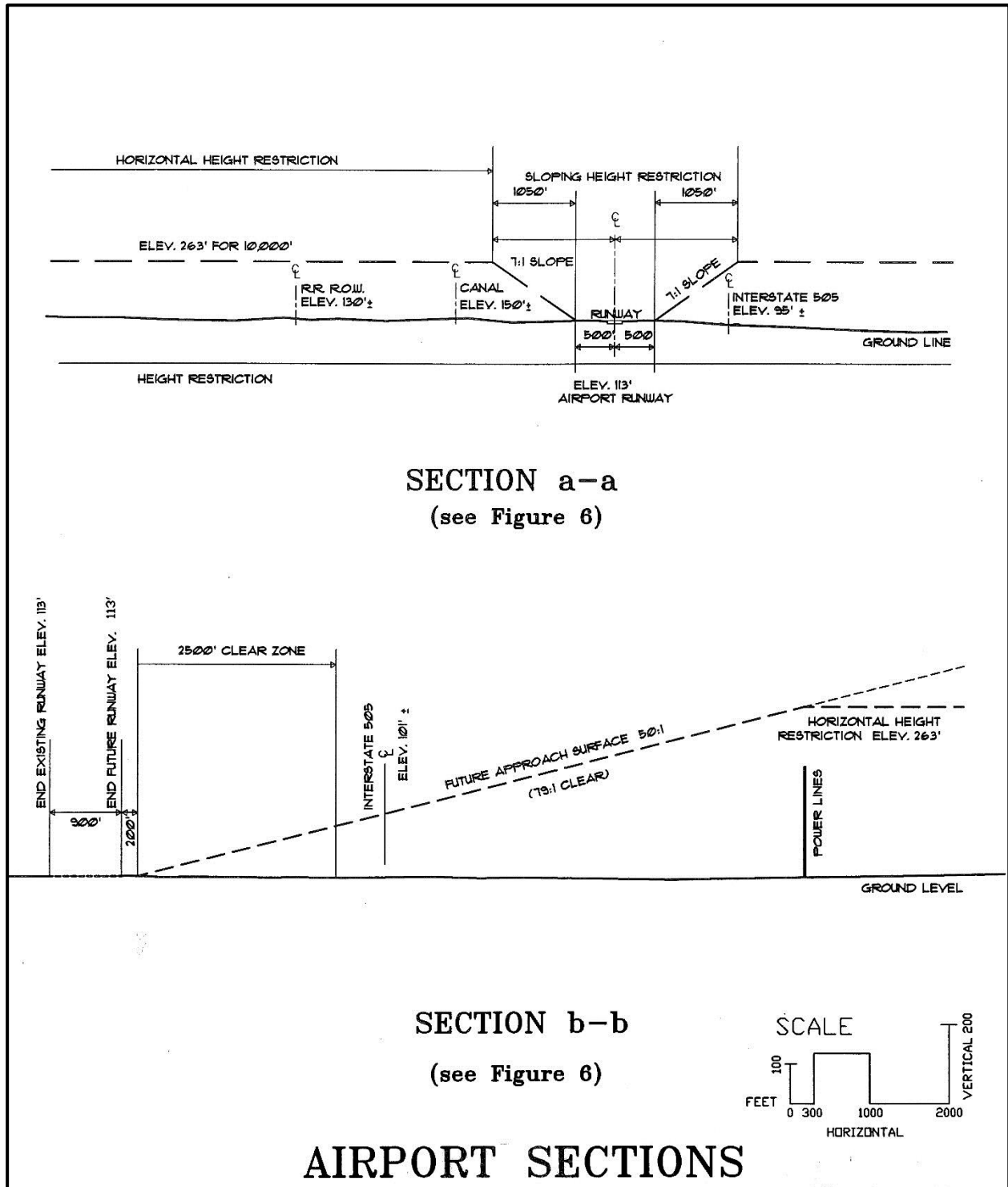
FIGURE 6 AIRPORT ZONING



LAND USE COMPATIBILITY ZONES

<u>ZONE</u>	<u>DESCRIPTION</u>	<u>EXAMPLE OF USES</u>
A	CLEAR ZONE	OPEN SPACE, PARKING
B	INNER APPROACH	MANUFACTURING
C	ADJACENT TO RUNWAY	ONE STORY OFFICE & RETAIL
D	EXTENDED APPROACH	TWO STORY OFFICE BUILDINGS & ONE STORY RESTAURANTS
E	ADJACENT TO RUNWAY	MOST NON-RESIDENTIAL USES
F	AIRPORT ENVIRONS	ALL USES EXCEPT LARGE ASSEMBLAGES UNDER DIRECT FLIGHT PATH
*SEE CHAPTER 14.134 OF LAND USE AND DEVELOPMENT CODE FOR DETAILED REQUIREMENTS		

FIGURE 7 AIRPORT BUILDING HEIGHT RESTRICTION SECTIONS



V. AREA II

A. LAND USE

Area II, identified on the Policy Plan Land Use Map (Figure 2) is comprised of two areas: lands which front on Vaca Valley Parkway and East Monte Vista Avenue/I-505 and lands at the intersection of Vaca Valley Parkway and Allison Parkway. This area consists of approximately 47 acres. The development criteria for this area recognize its general suitability for a range of business park and industrial activities, with middle sized lots, (3 to 5 acres) emphasizing design compatibility with Vaca Valley Parkway, East Monte Vista Avenue/I505, and the Nut Tree Airport. The General Plan designates Area II as Business Park and Industrial Park, and it is zoned Industrial Park with a Policy Plan required (IP-PP).

1. Permitted Uses – The following uses shall be allowed as permitted uses in Area II, except for those uses which are limited by [Chapter 14.09.134 \(Airport Land Use Compatibility\)](#) of the Land Use and Development Code) and shown on Figure 5:
 - a. Offices, except that these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C;
 - b. Business support services, except that these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C;
 - c. Breweries, Distilleries, and Wineries;
 - d. Research and development facilities;
 - e. Manufacturing establishments including but not limited to, clay and pottery products, electrical equipment and instruments, pharmaceuticals, non-odorous food products, manufactured glass products, furniture and fixtures products, small scale miscellaneous products and stone and cut stone products;
 - f. General warehousing and large wholesaling and distribution;
 - g. Adult oriented businesses, except that these uses are not allowed in Airport Land Use Compatibility Area B and are limited to structures of one story in Area C;
 - h. Public utility and public service buildings and structures;
 - i. Structures and uses accessory to a permitted use and located on the same site as a permitted use;
 - j. Commercial and service uses for employees and businesses, including but not limited to, food and beverage dispensing and sales, child care, pet day care, artist and graphic supplies and goods, blue printers, sales and maintenance of office products and components allowed as a secondary use and when conducted within an integral part of the main structure located with frontage on Vaca Valley Parkway or East Monte Vista;
 - k. Microbreweries, craft distilleries, and microwineries with no tasting rooms, tour facilities, indoor eating areas, or retail sales, and not abutting a residential district;

- l. Incidental open storage of material or equipment meeting the Site Development Standards in Section V.B.5 if:
 - 1) The storage area occupies no more than 25 percent of the developed portion of a parcel; and
 - 2) The storage area is located more than 180 feet from a property in a residential zone district.
 - 3) Projects involving open storage and located in areas within Nut Tree Airport Compatibility Zones shall comply with the following open land requirement in order to ensure compatibility with the Nut Tree Airport Land Use Compatibility Plan (NTALUCP). Such open land shall meet the definition of the open land requirement as contained in the NTALUCP:
 - a) Zone A: no less than 65 percent of the site area shall be suitable open land area;
 - b) Zone B: no less than 50 percent of the site area shall be suitable open land area;
 - c) Zone C: no less than 15 percent of the site area shall be suitable open land area;
 - d) Zone D: no less than 10 percent of the site area shall be suitable open land area.
 - 4) Project applicants shall demonstrate compliance with the intent of the open land requirement as stated in the NTALUCP to the satisfaction of the decision-maker with the project application (i.e. Design Review, Planned Development, etc.).
 - m. Other similar uses which the Community Development Director finds to be consistent with the intent of this article and which will not impair the present or potential uses of adjacent properties as prescribed under [Section 14.09.070.070 \(Zoning Administration – Determination of Permitted Use\)](#) of the Land Use and Development Code.
2. Conditional Uses – The following conditional uses are allowed in Area II, subject to the approval of the Community Development Director and in compliance with [Chapter 14.09.110 \(Conditional Use Permits\)](#) of the Land Use and Development Code.
 - a. Printing and publishing, wood products fabrication, trade contractor shops;
 - b. Any facility which stores or uses sufficient quantities of hazardous materials on site such that a state or federal hazardous materials use or storage permit is required;
 - c. Warehouse facilities with wholesale and retail sales, of large items including furniture, floor and wall coverings and appliances, provided that such uses are conducted completely within an enclosed building;
 - d. Churches and other religious institutions for a five year period of time with one possible time extension, not to exceed five years, only where such use is deemed by the Zoning Administrator to be compatible with surrounding land uses;

- e. Structures and uses accessory to a permitted use and located on the same site as a permitted use, including the retail sale of goods which are manufactured, processed, or assembled (improved or developed to a higher use by machine or by hand) on the premises;
- f. Microbreweries, craft distilleries, and microwineries abutting a residential district or with accessory uses including tasting rooms, tour facilities, indoor eating areas, retails sales of products produced on-site and gift items of industry and manufacturer paraphernalia, or similar customer related uses. The floor area dedicated to such accessory uses shall be within the enclosed building and shall not exceed 20 percent of the total floor area of the facility or 2,000 square feet, whichever is less. Prepared or packaged food may be warmed and offered for the customer eating area but shall not be cooked on-site. Kitchen elements, such as stoves, oven, or fryers are not permitted for the customer eating area. Accessory use operating hours shall terminate at 10 pm.
- g. Incidental open storage of material or equipment meeting the Site Development Standards in Section V.B.5, Site Planning, if:
 - 1) The storage area occupies more than 25 percent of the developed portion of a parcel and any portion of the parcel is located in the Nut Tree Airport Compatibility Zones A, B, C or E; or
 - 2) The storage area is located less than 180 feet from a property in a residential zone district.
 - 3) Projects involving open storage and located in areas within Nut Tree Airport Compatibility Zones shall comply with the following open land requirement in order to ensure compatibility with the Nut Tree Airport land use Compatibility Plan (NTALUCP). Such open land shall meet the definition of the open land requirement as contained in the NTALUCP.
 - a) Zone A: no less than 65 percent of the site area shall be suitable open land area;
 - b) Zone B: no less than 50 percent of the site area shall be suitable open land area;
 - c) Zone C: no less than 15 percent of the site area shall be suitable open land area;
 - d) Zone D: no less than 10 percent of the site area shall be suitable open land area.
 - 4) Project applicants shall demonstrate compliance with the intent of the open land requirement as stated in the NTALUCP to the satisfaction of the decision-maker with the project application (i.e. Design Review, Planned Development, Conditional Use Permit, etc.).
- h. Other similar uses which the Community Development Director finds to be consistent with the intent of this article, and which will not impair the present or potential uses of adjacent properties.

B. SITE DEVELOPMENT STANDARDS

Development standards address the physical characteristics of the site and proposed projects. These standards are provided to guide development and help ensure compatibility with surrounding and future uses.

1. Height of Structures

- a. Maximum building height shall not exceed 70 feet except within 250 feet of Vaca Valley Parkway and East Monte Vista Avenue and 100 feet from Allison Parkway where heights are limited to 36 feet. Building height is measured from the top of the foundation to the uppermost parapet and/or ridge. Heating, cooling and other roof equipment and emergency fire storage facilities are defined as structures and are not included in the building height restriction. However, these structures are considered in the aviation restrictions, and they must be screened by a parapet equal to or greater than the height of the roof equipment, or roof equipment shall be screened by an approved architecturally integrated screen wall in accordance with Section V.B.6 (Site Development Standards – Building Design) in this Policy Plan.
- b. Building heights for uses permitted in the Policy Plan Area are also limited by the provisions of the Aviation Related Standards in Section V.C.2 of this Policy Plan.
- c. Building heights shall be considered in designing the intersections on the major roadways. Tall buildings along I-505, East Monte Vista Avenue and Vaca Valley Parkway should be designed and sited to avoid blocking views from major roadways to other structures further into the Business Park.

2. Lot Area – The minimum site area shall be 50,000 square feet. The Community Development Director may approve exceptions to this minimum if shown that it will not impair the present or potential uses of adjacent properties.

3. Floor Area Ratio (F.A.R.) – The maximum intensity of development shall be limited by a floor area to site area ratio of 0.30 for office uses and 0.40 for industrial uses. F.A.R. shall be calculated by dividing the gross floor area of all buildings by the total site area. Site area is defined as the total horizontal area included within the property lines of a site. Exceptions to the FAR limits may be granted by the Community Development Director in conjunction with an approval for uses with low employment densities and low peak hour traffic generation, and/or shall be based on the intensity of the use, the availability of public facilities and infrastructure and the projected traffic levels of service. It is recognized that warehouse uses may qualify for an exception to the F.A.R. limits due to the low intensity and limited impacts of such uses. In order to approve an exception to the F.A.R., the Director shall make the following findings:

- a. The roadway network has adequate capacity to handle the proposed use and other reasonably anticipated development in accordance with the City's Traffic Impact Mitigation Policy (see also Item 8, Traffic, Parking and Loading Requirements, and Section VII.A.1 Public Facilities, Transportation, of this document);
- b. The on-site and off-site water distribution system can provide adequate domestic and fire flow for the proposed use and other planned development in the Policy Plan area in accordance with the City's Utility Master Plans;

- c. The on-site and the off-site sewer system can adequately convey sewage generated by the proposed use and other planned development in the Policy Plan area in accordance with the City's Utility Master Plans;
 - d. Adequate drainage or detention basin facilities are available to accommodate storm water runoff from the proposed use and other planned development in the Policy Plan area;
 - e. The proposed building massing is compatible with surrounding development.
- 4. Building Setback Requirements – Unless otherwise indicated, setbacks shall be measured from the front edge of the curb.
 - a. Frontage along Vaca Valley Parkway: Fifty (50) feet to buildings and thirty (35) feet to any parking areas; East Monte Vista Avenue and Allison Parkway forty (40) feet and thirty (30) feet to any parking areas.
 - b. Adjoining Parcels: a Minimum building separation of thirty feet is required between buildings on adjoining parcels for lots of 1.5 acres or less, and forty (40) feet for lots greater than 1.5 acres. Minimum setbacks shall be increased one (1) foot for each three (3) feet above twenty (20) feet of building height.
 - c. Rear setbacks: A minimum building setback of ten (10) feet is required for parcels abutting other parcels and not adjoining streets. Minimum building setbacks shall be increased one (1) foot for each three (3) feet above twenty feet of building height.
 - d. A minimum setback of one hundred eighty (180) feet is required from a structure to a property in a residential zone district. Other standards regulating development within 180 feet of a property in a residential zone district are contained in Item 10 below.
 - e. Minimum site width and street frontage: The minimum average site width shall be one hundred twenty-five (125) feet. Every site shall have a minimum of eighty (80) feet of frontage on a public street. Exceptions may be made by the Community Development Director when found to not impair the present or potential uses of adjacent properties.
- 5. Site Planning – Placement of a building on site shall consider such factors as views, vistas, solar orientation, climate, orientation to local streets, freeways and pedestrian circulation routes, access to vehicles and pedestrians, location of public utilities, compatibility with adjacent development and the facility's functional needs. Building design should be harmonious with neighboring structures, to the extent possible, and each design should appear as an integral part of the overall site development concept.
 - a. a. Developments shall provide site amenities which enhance the project's appearance or use; these amenities may include: enhanced driveway entrances, textured paving for driveways or parking area, entry plazas, walkways, special lighting for accents or focal points, water features and sculptures. Building addresses should be of sufficient size and visibility so as to be easily read by visitors and emergency personnel.
 - b. b. Loading docks which face I-505, Vaca Valley Parkway, Allison Parkway or East Monte Vista Avenue shall be screened from view by berms, landscaping or screen walls.

- c. c. Ground mounted equipment, including, but not limited to, air conditioning units electrical equipment, communications antennas, gas meters, storage tanks, and other such equipment, shall be screened by walls, fencing or landscaping to the satisfaction of the Director.
- d. Double detector check valve devices three (3) inches and larger and reduced pressure backflow devices three quarters (3/4) to three (3) inches and larger shall comply with the following requirement:
 - 1) Backflow devices shall be screened on three sides with the side facing the street or driveway left open for visibility and access. Screening shall include dense landscaping and/or a low wood or masonry wall matching adjacent buildings. See the attached list for suggested plant materials.
 - 2) The backflow device and any visible materials such as insulation shall be painted an industry standard gloss green #A-430814056 or an approved equivalent.
 - 3) Backflow devices shall not be located in the sight triangle adjacent to the driveway.
 - 4) Backflow devices shall be shown on the landscape/irrigation plans submitted for City review.
 - 5) Backflow devices shall comply with the City Standard Specifications and Park Planning Commercial and Residential Landscape Design Standards.
- e. Outdoor refuse collection areas will be screened so as not to be visible from streets. All refuse bins shall be stored within a decorative masonry enclosure unless they are located within a larger storage area surrounded and screened in the manner described under incidental open storage, below.
- f. All businesses, services, and processes shall be conducted entirely within a completely enclosed structure with the following exceptions: off-street parking and loading, gasoline service stations, outdoor dining areas, rental centers, drive-through/fast food type restaurants, outdoor storage in accordance with Item g., incidental open storage below, and other similar type uses.
- g. Incidental open storage of material or equipment permitted in accord with Section V.A.1 (Permitted Uses) and 2 (Conditional Uses) shall meet the following standards:
 - 1) The storage shall be accessory to a permitted or conditionally permitted use if on the same parcel;
 - 2) Open storage areas shall be screened from view of adjacent residential areas or public streets through a combination of a wall and landscaping. No materials or equipment shall be stored to a height greater than that of the wall or fence;
 - 3) All open storage areas shall be paved in accordance with the paving standards for parking lots unless an alternate paving material is approved by the Community Development Director;
 - 4) No open storage shall be approved unless the decision-maker finds that its location and design will be compatible with surrounding land uses; and
 - 5) No portion of a storage area containing hazardous materials shall be allowed to discharge (including precipitation exposed to stored materials) to the municipal storm drain or sanitary sewer system.
- h. In Nut Tree Airport Compatibility Area A, no less than 65% of the site area shall be open area suitable for emergency landings; in Area B, no less than 50% of the site area shall be open area suitable for emergency landings, pursuant to [Section 14.09.134.080 \(Airport Land](#)

Use Compatibility – Open Land Areas Around Nut Tree Airport) of the Land Use and Development Code.

6. Building Design – Buildings in Area II are expected to meet office and high end manufacturing and research and development design guidelines because of their visibility from Vaca Valley Parkway and other major arterials. Examples of existing buildings which meet these standards include Chiron, the Vacaville Reporter and Parkway Plaza.
 - a. Building materials and exterior color schemes shall emphasize natural earth tones and natural materials such as wood, concrete, aggregate, stone, brick, or slumpstone.
 - b. Barn-like metal buildings, untextured, untreated concrete slab tilt-up buildings or buildings which present a monotonous "flat" facade to the street, shall not be permitted.
 - c. To reduce mass of large buildings, principal facades facing a public streets shall be architecturally treated with, masonry, glass, or other acceptable material and shall emphasize depth by incorporating canopies, trellises, horizontal elements, corner insets, pop-outs, space frames, reveals, overhangs or other treatments that will give scale and provide visual interest. Other facades shall, at a minimum, display reveals or other treatments to achieve a feeling of depth.
 - d. All primary building and project entries shall be well defined by varied textures, materials, colors and landscaping to afford a sense of entry.
 - e. Roof-mounted mechanical equipment not including solar equipment shall be screened by a parapet wall of equal or greater height than the highest piece of roof-mounted equipment or vent. Equipment may be screened by a separate roof screen that is architecturally integrated with the building when the Director determines that screening by a parapet wall is not feasible. When separate roof screens are used, roof equipment shall be grouped together to minimize the number of screened areas.
 - f. Communications equipment, including microwave equipment, can remain unscreened if visually integrated with the building design through color, location and construction.
 - g. All building mounted equipment, including but not limited to louvers, pipes, overhead doors, service doors, access ladders, downspouts, conduit and electrical service boxes shall be painted a color that is consistent with the color scheme of the building to blend into the background of the structure or site unless specifically intended to be an architectural element of the building design.
7. Landscaping and Planters – Landscape design and installation shall conform to the standards and procedures set forth in the City's Water Efficient Landscape Regulations, latest approved version. In addition, landscaping shall be provided in accordance with the Landscape Concept Plan and corresponding landscape sections (Figures 3 through 5) and the following regulations:
 - a. Landscaping throughout the area shall be designed to further the quality and open nature of the Business Park (see Figures 3, 4 and 5). Landscaping shall be used to (a) screen, soften and shade parking areas or other broad expanses of paving; (b) provide a setting for buildings (c) soften building silhouettes and diminish building mass; and (d) buffer and merge the

various uses. Use of a mixture of large-scale trees is encouraged. Landscape materials should be low water use plants to minimize irrigation requirements;

- b. Entrance theme landscaping along Vaca Valley Parkway shall be landscaped to: (a) set the theme for the Vacaville-Golden Hills Business Park and (b) provide attractive settings for entry into the business park. Improvement in these areas shall conform to the Landscape Concept Plan Figure 3;
- c. The freeway frontage landscaping is intended to develop an attractive landscape identity for the project, while effectively enhancing the view of the business-industrial facilities from the major roadways. Along the Vaca Valley Parkway, Allison Parkway and East Monte Vista Avenue/I-505 boundaries, the width of the landscaped areas together with the massing of trees and groupings of shrubs and ground covers helps to visually accentuate development from adjacent major roadways. The frontage landscape is composed of informal groupings of trees and shrub massings which allow views into the site for orientation and focal interest across a landscaped threshold. Visually, the landscape treatment of the perimeter area and interior streets has been developed to set a unified theme for the entire Business Park. The interior street tree planting along the Parkway and freeway frontage areas serves to visually soften the impact of the edge of the property;
- d. A landscaped planter at least thirty-five (35) feet wide, measured from the back of the ultimate curb, is required on Vaca Valley Parkway, and a landscape planter of thirty (30) feet is required along Allison Parkway and East Monte Vista Avenue, as shown in Figures 8. These setback areas shall be fully landscaped except for driveways, signs, walkways or other public uses. Landscaping shall conform to the Landscape Concept Plan and corresponding landscape sections for this area, Figures 3 and 5;
- e. Landscape Variations: In some cases the preceding landscape requirements for certain parcels may serve no useful purpose, while the equivalent amount of landscaping could be used to enhance more visible portions of the site. Variations to these standards may be approved administratively by the Community Development Director or his designee, provided the aggregate amounts of landscaped area are equivalent;
- f. No fence, wall or hedge shall exceed six (6) feet in height if located in a required side or rear yard unless a greater height is required to provide screening of outdoor storage. No fence, wall or hedge shall exceed three (3) feet in height located in a required front yard;
- g. All parking in either the front or side yards shall be substantially screened from Interstate 505, Vaca Valley Parkway, Allison Parkway and East Monte Vista Avenue and interior streets by a combination mounding and landscape materials treatment of three (3) feet in height;
- h. Parking lot landscaping shall include shade trees placed so as to provide a minimum fifty per cent (50%) shading of the total parking area within ten (10) years. Tree coverage shall be determined by the approximate crown diameter of each tree at ten (10) years. Trees shall be a minimum fifteen (15) gallon size at planting;
- i. All plant materials shall be maintained free from physical damage or injury arising from lack of water, chemical damage, insects and diseases. Plant materials showing such damage shall

be replaced by the same or similar species. Planting areas shall be kept free of weeds, debris and undesirable materials which may be detrimental to safety, drainage or appearance;

- j. All landscaped areas within the Vacaville - Golden Hills Policy Plan Area are to be privately maintained except for those areas in the public right-of-way, including roadway medians. On-site landscaping is to be maintained by the property owner. The public area landscaping shall be maintained through a property owners association or maintenance assessment district; and
 - k. All landscaping areas adjoining or fronting Interstate 80 or Interstate 505 shall be consistent with the provisions of the City gateways Design Master Plan.
8. Traffic, Parking and Loading Requirements – Off-street parking and off-street loading shall be provided as prescribed in [Chapter 14.09.128 \(Off-Street Parking and Loading\)](#) of the City Land Use and Development Code. In addition, the following standards shall apply to Area II:
- a. Driveway access from individual sites, with frontage on Allison Parkway, East Monte Vista and Vaca Valley Parkway, will be limited as far as practical;
 - b. Adequate corner sight distance shall be provided at each intersection and driveway as required by the City's Standard Specifications for Public Improvements;
 - c. Bicycle parking and/or storage facilities shall be provided in parking lots to encourage the use of bicycles for commute purposes;
 - d. For office uses, one parking space per 200 square feet of gross floor area shall be provided. All uses will be governed by parking regulations prescribed in [Chapter 14.09.128 \(Off Street Parking and Loading\)](#) of the City Land Use and Development Code. The decision-maker may reduce the amount of required on-site parking for a use, subject to the following findings:
 - 1) The maximum percentage reduction in the number of required on-site parking spaces that may be approved without a Planned Development permit or a Variance shall be 25%. A reduction in required on-site parking greater than 25% shall require approval of a Planned Development permit or a Variance by the Planning Commission.
 - 2) Applications shall be limited to single tenant or owner occupied buildings where the characteristics of the use are clearly known.
 - 3) Factors to be considered in granting a parking reduction shall include the following:
 - a) Maximum number of employees on each shift;
 - b) Customer and visitor parking;
 - c) Nature of business operations, including the number of company vehicles;
 - d) Floor plan of the building, including the presence of area not utilized for employment purposes, e.g. lobbies, cafeterias, etc.;
 - e) Extent of car or van pools;
 - f) Availability of public transit;
 - g) Potential to add parking spaces on the site.

- 4) In order to approve a request, the decision-maker must find that it would not create a safety hazard and will not cause vehicles to park or load on public streets.
 - 5) An approval for reduced on-site parking shall be granted only on the basis of a certain use and written description of the nature of operations and maximum number of employees. The reduction in the number of on-site parking spaces shall not automatically be valid for any future use in the building or substantial change in the existing use. The decision-maker may limit the maximum number of employees or require the company to provide vanpools or other similar measures in order to justify the reduction in parking.
 - 6) An approved parking reduction shall be recorded to protect subsequent owners or tenants of the building.
- e. No parking shall be permitted on any street, or closer than ten (10) feet from any street right-of-way line. Parking shall be set back a minimum of five (5) feet from any side or rear property line unless said parking area is not visible from adjacent, private property.
 - f. All loading doors and bays shall be oriented away from adjoining streets and freeway unless completely screened.
9. Signs – Signage for the Vacaville-Golden Hills Business Park shall be guided by [Chapter 14.09.132 \(Signs, Not on City Property or in a Public Right of Way\)](#) of the Land Use and Development Code.
10. Special Development Standards for Development Adjacent to Properties in a Residential Zone District. The following standards shall apply to development located within one hundred eighty (180) feet of a property in a residential zone district:
- a. Minimum building setback from a property in a residential zone district shall be 180 feet;
 - b. A 20 foot wide landscape area shall be provided along a property line that abuts a property in a residential zone district. When an industrial park property is separated from a residentially zoned property by the former railroad right-of-way, a 10 foot wide landscape area shall be installed along said right-of-way. Such landscape areas shall be planted with evergreen trees and shrubs to provide a visual screen between the residential and industrial zone districts.
 - c. A masonry wall shall be installed along the property line abutting a property in a residential zone district; minimum height of the wall shall be eight feet. When an industrial park property is separated from a residentially zoned property by the former railroad right-of-way, a masonry wall shall be installed along the property line between said property and the former railroad right-of-way. The minimum height of the masonry wall shall be 6 feet. If the adjacent property in a residential zone district is at a higher elevation than the industrial site, the Director may allow additional landscaping in excess of that required in subsection (b) above to substitute for the masonry wall if such wall is not needed to satisfy the noise standards of the Development Code.
 - d. No open storage or materials of equipment shall be allowed unless a conditional use permit has been granted in accordance with Section V.A.2.g.
 - e. There shall be no truck loading doors or docks on a building elevation facing a property in a residential zone district;

- f. The doors or windows of a building elevation facing a property in a residential zone district shall be maintained in a closed position for any portion of a building in industrial use.

C. PERFORMANCE STANDARDS

Performance Standards describe the conditions under which structures and sites may be used and the conditions under which uses may operate. Development in Area II shall conform to the following standards:

1. Performance Standards – Uses shall be governed by the standards contained in [Chapter 14.09.127 \(Performance Standards\)](#) of the Land Use and Development Code including the following titles: Air Pollutants and Emissions, Airport Compatibility, Fire and Explosives, Hazardous Materials and Wastes, Hours of Construction, Hours of Operation, Lighting and Glare, Noise, Odors, Security Measures, Solid and Liquid Wastes and Vibration Heat and Electrical Disturbance.
2. Aviation-Related Restrictions – The Policy Plan area is impacted by aviation activity at the Nut Tree Airport. In order to protect airport operations from future encroachment and to provide appropriate safeguards for new development in the Policy Plan area, special land use and height restrictions apply (see Figures 6 & 7). These restrictions overlay the regulations established for each area within the Plan and are in [Chapter 14.09.134 \(Airport Land Use Compatibility\)](#) in the Land Use and Development Code. This chapter should be consulted for a detailed explanation of the restrictions. The following general constraints apply to the Policy Plan area:
 - a. Land Use Limitations: Land Uses are restricted as shown on Figure 6.
 - b. Height Limitations: All structures within the designated horizontal zone shall remain below 263 ft., mean sea level (msl), and within the designated “slope ratio.” The approximate area of “slope ratio” is 7:1 (see Figure 7).
 - c. Avigation Easement: An avigation easement shall be dedicated to Solano County prior to subdivision or development of the site pursuant to the provisions of [Section 14.09.134.030 \(Airport Land Use Compatibility – Consideration of Airport Impacts\)](#) of the Land Use and Development Code.
 - d. Solano County Airport Land Use Commission: Referral to the Airport Land Use Commission for review is required prior to approval of one of the following applications: (a) General Plan amendments; (b) a zone change involving a parcel larger than one acre; (c) a substantial modification of a Policy Plan; (d) any new proposal or a substantial modification to an existing building or site in the City in Compatibility Areas A, B, or C; (e) an exception to the airport height limits or (f) any other application determined by the Community Development Director to involve a question of compatibility with the Nut Tree Airport activities.
 - e. Interference with Avigation Activity: Notwithstanding any other provision of this chapter, no use shall be made of land within the Nut Tree Airport Compatibility District that would:
 - 1) Make it difficult for pilots to distinguish between airport lights and other lights;
 - 2) Result in glare in the eyes of pilots using the airport;
 - 3) Impair visibility of the airport;
 - 4) Interfere with aircraft operation or navigation by visual or electronic references;

- 5) Create any electromagnetic interference which would impair any aircraft communications, navigation, or control.

VI. AREA III

A. LAND USE

Area III is identified on the Policy Plan Land Use Map (Figure 2) and generally consists of lands located north of the Nut Tree Airport, east of the abandoned Southern Pacific Railroad right-of-way, south of Vaca Valley Parkway and west of Area II. This area includes approximately 538 acres. The development criteria for this area recognize its suitability for a range of industrial activities, its proximity to the Nut tree Airport and a range of small to large lots (2 acres and up). Because of its location interior to the Business Park and the buffering effect of the Vaca Valley Parkway, the area lends itself to a range of industrial design standards.

1. Permitted Uses – The following uses are allowed as permitted uses in Area III, as defined in [Section 14.02.016.020 \(Uses – Definitions\)](#) of the Land Use and Development Code:
 - a. Manufacturing establishments, including, but not limited to, clay and pottery products, electrical equipment and instruments, pharmaceuticals, non-odorous food products, manufactured glass products, furniture and fixtures products, small scale miscellaneous products and stone and cut stone products;
 - b. Research and development facilities;
 - c. General warehousing and large wholesaling and distribution;
 - d. Public utility and public service buildings and structures;
 - e. Breweries, Distilleries, and Wineries;
 - f. Structures and uses accessory to a permitted use and located on the same site as a permitted use;
 - g. Adult oriented businesses;
 - h. Any activity which is not conducted entirely within an enclosed structure and which:
 - 1) Is accessory to a permitted use on the same parcel;
 - 2) Is conducted in accordance with the City’s performance standards for noise, light and glare;
 - 3) Occupies no more than 25% of the developed portion of a parcel; and
 - 4) Is located more than 180 feet from a property in a residential zone district.
 - i. Commercial and service uses for employees and businesses, including but not limited to, food and beverage dispensing and sales, child care, artist and graphic supplies and goods, blue printers, sales and maintenance of office products and components allowed as a secondary use and when conducted within an integral part of the main structure located with frontage on Cessna or Allison Drive;

- j. Microbreweries, craft distilleries, and microwineries with no tasting rooms, tour facilities, indoor eating areas, or retail sales, and not abutting a residential district;
 - k. Other similar uses which the Community Development Director finds to be consistent with the intent of this article, and which will not impair the present or potential uses of adjacent properties as prescribed under [Section 14.09.070.070 \(Zoning Administration – Determination of a Permitted Use\)](#), of the Land Use and Development Code.
2. Conditional Uses – The following conditional uses are allowed in Area III, subject to the approval of the Community Development Director and in compliance with [Chapter 14.09.110 \(Conditional Use Permits\)](#) of the Land Use and Development Code.
- a. Printing and publishing, wood products fabrication, trade contractor shops;
 - b. Any facility which stores or uses sufficient quantities of hazardous materials on site such that a state or federal hazardous materials use or storage permit is required.
 - c. Warehouse facilities with wholesale and retail sales, of large items including furniture, floor and wall coverings and appliances, provided that such uses are conducted completely within an enclosed building;
 - d. Churches and other religious institutions for a five year period of time with one possible time extension, not to exceed five years, only where such use is deemed by the Zoning Administrator to be compatible with surrounding land uses;
 - e. Structures and uses accessory to a permitted use and located on the same site as a permitted use including the retail sale of goods which are manufactured, processed, or assembled (improved or developed to a higher use by machine or by hand) on the premises;
 - f. Microbreweries, craft distilleries, and microwineries abutting a residential district or with accessory uses including tasting rooms, tour facilities, indoor eating areas, retails sales of products produced on-site and gift items of industry and manufacturer paraphernalia, or similar customer related uses. The floor area dedicated to such accessory uses shall be within the enclosed building and shall not exceed 20 percent of the total floor area of the facility or 2,000 square feet, whichever is less. Prepared or packaged food may be warmed and offered for the customer eating area but shall not be cooked on-site. Kitchen elements, such as stoves, oven, or fryers are not permitted for the customer eating area. Accessory use operating hours shall terminate at 10 pm;
 - g. Any activity which is not conducted entirely within an enclosed structure and which:
 - 1) Is accessory to a permitted use in the same parcel;
 - 2) Is conducted in accordance with the City's performance standards for noise, light and glare; and
 - 3) Occupies more than 25% of the developed portion of the parcel, and/or;
 - 4) Is located with 180 feet of a property in a residential zone district.
 - h. Other similar uses which the Community Development Director finds to be consistent with the intent of this article, and which will not impair the present or potential uses of adjacent properties.

3. Prohibited Uses – Uses such as saw mills, petroleum refineries, cement manufacturing or other uses constituting a public or private nuisance because of emissions are prohibited.

B. SITE DEVELOPMENT STANDARDS

Development standards address the physical characteristics of the site and proposed projects. These standards are provided to guide development and help ensure compatibility with surrounding and future uses.

1. Height of Structures

- a. Maximum building height shall not exceed 70 feet. Building height is measured from the top of the foundation to the uppermost parapet and/or ridge. Heating, cooling and other roof equipment and emergency fire storage facilities are defined as structures and are not included in the building height restriction. However, these structures are considered in the aviation restrictions and they must be screened by a parapet equal to or greater than the height of the roof equipment, or roof equipment shall be screened by an approved architecturally integrated screen wall in accordance with Section VI.B.6 (Site Development – Building Design) in this Policy Plan.
- b. Building heights for uses permitted in the Policy Plan Area are also limited by the provisions of the Aviation Related Standards in Section IV.C.2 of this Policy Plan.

2. Lot Area – The minimum site area shall be 50,000 square feet. The Community Development Director may approve exceptions to this minimum if shown that it will not impair the present or potential uses of adjacent properties.

3. Floor Area Ratio (F.A.R.) – The maximum intensity of development in Area III shall be limited by a floor area to site area ratio of 0.40. F.A.R. shall be calculated by dividing the gross floor area of all buildings by the total site area. Site area is defined as the total horizontal area included within the property lines of a site. Exceptions to the F.A.R. limits may be granted by the Community Development Director in conjunction with an approval for uses with low employment densities and low peak hour traffic generation, and/or shall be based on the intensity of the use, the availability of public facilities and infrastructure and the projected traffic levels of service. It is recognized that warehouse uses may qualify for an exception to the F.A.R. limits due to the low intensity and limited impacts of such uses. In order to approve an exception to the FAR, the Director shall make the following findings:

- a. The roadway network has adequate capacity to handle the proposed use and other reasonably anticipated development in accordance with the City’s Traffic Impact Mitigation Policy Section VII.A, Transportation (see also Section VI.B.8, Traffic, Parking and Loading Requirements, of this document);
- b. The on-site and off-site water distribution system can provide adequate domestic and fire flow for the proposed use and other planned development in the Policy Plan area in accordance with the City’s Utility Master Plans;
- c. The on-site and the off-site sewer system can adequately convey sewage generated by the proposed use and other planned development in the Policy Plan area in accordance with the City’s Utility Master Plans;

- d. Adequate drainage or detention basin facilities are available to accommodate storm water runoff from the proposed use and other planned development in the Policy Plan area;
 - e. The proposed building massing is compatible with surrounding development.
4. Building Setback Requirements – Unless otherwise indicated, setbacks shall be measured from the front edge of the curb.
- a. Frontage along Allison Parkway, Cessna Drive, Icon Way, Aviator Drive and all other roads: thirty (30) feet and twenty (20) feet to any parking areas.
 - b. Side Setbacks: a minimum building separation of thirty (30) feet is required between buildings on adjoining parcels for lots of 1.5 acres or less, and forty (40) feet for lots greater than 1.5 acres. Minimum setbacks shall be increased one (1) foot for each three (3) feet above twenty (20) feet of building height. The Community Development Director may approve a reduced setback subject to a finding that the proposed building contains design variations to preclude the negative visual impact of a long, flat wall and demonstration that any setback less than twenty-five (25) feet has received approval pursuant to the CC&R's for the property.
 - c. Rear setbacks: A minimum building setback of ten (10) feet is required for parcels abutting other parcels and not adjoining streets.
 - d. A minimum setback of one hundred eighty (180) feet is required from a structure to a property in a residential zone district. Other standards regulating development within 180 feet of a property in a residential zone district are contained in subsection (10) below.
 - e. Flammable material storage tanks, greater than 2,000 gallons, are required to be setback a minimum of five hundred (500) feet from single family and multi-family structures.
 - f. Minimum site width and street frontage - The minimum average site width shall be 125 feet. Every site shall have a minimum of eighty (80) feet of frontage on a public street. Exceptions may be made by the Community Development Director when found to not impair the present or potential uses of adjacent properties.
 - g. PG&E easement area: No buildings are permitted to be located within the PG&E tower easement which runs parallel to the abandoned railroad tracks along the western boundary of this area. Improvements located within this easement area are limited to landscaping, parking and storage areas, subject to permission for use of the easement area being granted by PG&E.
5. Site Planning – Placement of a building on site shall consider such factors as views, vistas, solar orientation, climate, orientation to local streets, freeways and pedestrian circulation routes, access to vehicles and pedestrians, location of public utilities, compatibility with adjacent development and the facility's functional needs. Building design should be harmonious with neighboring structures, to the extent possible, and each design should appear as an integral part of the overall site development concept.
- a. Developments shall provide site amenities which enhance the project's appearance or use; these amenities may include: enhanced driveway entrances, textured paving for driveways or

parking area, entry plazas, walkways, special lighting for accents or focal points, water features and sculptures. Building addresses should be of sufficient size and visibility so as to be easily read by visitors and emergency personnel.

- b. Loading docks which face I-505 or East Monte Vista Avenue shall be screened from view by berms, landscaping or screen walls.
- c. Ground mounted equipment, including, but not limited to, air conditioning units electrical equipment, communications antennas, gas meters, storage tanks, and other such equipment, shall be screened by walls, fencing or landscaping to the satisfaction of the Director.
- d. Double detector check valve devices three (3) inches and larger and reduced pressure backflow devices three quarters (3/4) to three (3) inches and larger shall comply with the following requirement:
 - 1) Backflow devices shall be screened on three sides with the side facing the street or driveway left open for visibility and access. Screening shall include dense landscaping and/or a low wood or masonry wall matching adjacent buildings. See the attached list for suggested plant materials.
 - 2) The backflow device and any visible materials such as insulation shall be painted an industry standard gloss green #A-430814056 or an approved equivalent.
 - 3) Backflow devices shall not be located in the sight triangle adjacent to the driveway.
 - 4) Backflow devices shall be shown on the landscape/irrigation plans submitted for City review.
 - 5) Backflow devices shall comply with the City Standard Specifications and Park Planning Commercial and Residential Landscape Design Standards.
- e. Outdoor refuse collection areas will be screened so as not to be visible from streets. All refuse bins shall be stored within a decorative masonry enclosure unless they are located within a larger storage area surrounded and screened in the manner described under Outdoor Storage, below.
- f. Open storage of material or equipment, permitted in accord with Section VI.A.1 and 2, Permitted and Conditional uses shall meet the following standards:
 - 1) The storage shall be accessory to a permitted or conditionally permitted use on the same parcel;
 - 2) Storage shall be permitted only in areas not visible from the street and shall be within an area surrounded and screened by a solid decorative wall or an equivalent approved by the Community Development Director, not less than six (6) feet in height;
 - 3) Open storage areas shall be screened from view from adjacent residential areas through a combination of a wall and landscaping. Chain link fences and chain link fences with slats may be allowed within the property if the Director finds that the open storage area will not be visible from a public right-of-way or an adjacent residential area; such fencing shall not be allowed abutting public for or property zoned for residential use. No materials or equipment shall be stored to a height greater than that of the screen wall or fence;
 - 4) All open storage areas shall be paved in accordance with the paving standard for parking lots unless an alternate paving material is approved by the Community Development Director;

- 5) No open storage shall be approved unless the decision maker finds that its location and design will be compatible with surrounding land uses;
 - 6) No portion of a storage area containing hazardous materials shall be allowed to discharge (including precipitation exposed to stored materials) to the municipal storm drain or sanitary sewer system.
6. Building Design – Area III buildings will be more industrial in nature, however, they are expected to be of good quality manufacturing and warehouse design. A good example of an existing building which meets the design criteria is the Moore Business Forms building. The Collette Buildings on Allison Parkway are examples of buildings which contain a number of the desired features which minimally meet the criteria.
 - a. Building materials and exterior color schemes shall emphasize natural earth tones and natural materials such as wood, concrete, aggregate, stone, brick, or slumpstone;
 - b. Barn-like metal buildings, untextured, untreated concrete slab tilt-up buildings or buildings which present a monotonous "flat" facade to the street, shall not be permitted.
 - c. To reduce mass of large buildings principal facades facing a public street shall be architecturally treated with masonry, glass or other acceptable material and shall emphasize depth by incorporating canopies, trellises, horizontal elements, corner insets, pop-outs, space frames or other treatments that will give scale and provide visual interest. These elements should be designed as comprehensive treatment integrated with overall building design. Other facades shall, at a minimum, display reveals or other treatments to achieve a feeling of depth.
 - d. All primary building and project entries shall be well defined by varied textures, materials, colors and landscaping to afford a sense of entry.
 - e. Roof-mounted mechanical equipment not including solar equipment shall be screened by a parapet wall of equal or greater height than the highest piece of roof-mounted equipment or vent. Equipment may be screened by a separate roof screen that is architecturally integrated with the building when the Director determines that screening by a parapet wall is not feasible. When separate roof screens are used, roof equipment shall be grouped together to minimize the number of screened areas.
 - f. Communications equipment, including microwave equipment, can remain unscreened if visually integrated with the building design through color, location and construction.
 - g. All building mounted equipment, including but not limited to louvers, pipes, overhead doors, service doors, access ladders, downspouts, conduit and electrical service boxes shall be painted a color that is consistent with the color scheme of the building to blend into the background of the structure or site unless specifically intended to be an architectural element of the building design.
7. Landscaping and Planters – Landscape design and installation within Area III shall conform to the standards and procedures set forth in the City's Water Efficient Landscape Regulations, latest approved version. In addition, landscaping shall be provided in accordance with the Landscape Concept Plan and corresponding landscape sections (Figures 3 through 5) and the following regulations:

- a. Landscaping throughout the area shall be designed to further the quality and open nature of the Industrial Park (see Figures 3, 4 and 5). Landscaping shall be used to (a) screen, soften and shade parking areas or other broad expanses of paving, (b) provide a setting for buildings, (c) soften building silhouettes and diminish building mass and (d) buffer and merge the various uses. Use of a mixture of large-scale trees is encouraged. Landscape materials should be low water use plants to minimize irrigation requirements.
 - b. A landscaped planter at least twenty (20) feet wide, measured from the back of the ultimate curb, is required on minor streets, as shown in Figure 5. These setback areas shall be fully landscaped except for driveways, signs, walkways or other public uses. Landscaping shall conform to the Landscape Concept Plan and corresponding landscape sections for this area, Figures 3 and 5.
 - c. Landscape Variations: In some cases the preceding landscape requirements for certain parcels may serve no useful purpose, while the equivalent amount of landscaping could be used to enhance more visible portions of the site. Variations to these standards may be approved administratively by the Community Development Director or his designee, provided the aggregate amounts of landscaped area are equivalent.
 - d. No fence, wall or hedge shall exceed six (6) feet in height if located in a required side or rear yard unless a greater height is required to provide screening of outdoor storage. No fence, wall or hedge shall exceed three (3) feet in height located in a required front yard.
 - e. All parking in either the front or side yards shall be substantially screened from interior streets by a combination mounding and landscape materials treatment of three (3) feet in height.
 - f. Parking lot landscaping shall include shade trees placed so as to provide a minimum fifty per cent (50%) shading of the total parking area within ten (10) years. Tree coverage shall be determined by the approximate crown diameter of each tree at ten (10) years. Trees shall be a minimum fifteen (15) gallon size at planting.
 - g. All plant materials shall be maintained free from physical damage or injury arising from lack of water, chemical damage, insects and diseases. Plant materials showing such damage shall be replaced by the same or similar species. Planting areas shall be kept free of weeds, debris and undesirable materials which may be detrimental to safety, drainage or appearance.
 - h. All landscaped areas within the Vacaville-Golden Hills Policy Plan Area are to be privately maintained except for those areas in the public right-of-way, including roadway medians. On-site landscaping is to be maintained by the property owner. The public area landscaping shall be maintained through a property owners association or maintenance assessment district.
 - i. Detention Basin: The public right-of-way adjoining the detention basins shall be maintained by a landscape maintenance district or land owners association.
8. Traffic, Parking and Loading Requirements – Off-street parking and off-street loading shall be provided as prescribed in [Chapter 14.09.128 \(Off-Street Parking and Loading\)](#) of the City Land Use and Development Code. In addition, the following standards shall apply:

- a. Adequate corner sight distance shall be provided at each intersection and driveway as required by the City's Standard Specifications for Public Improvements.
- b. Bicycle parking and/or storage facilities shall be provided in parking lots to encourage the use of bicycles for commute purposes.
- c. For manufacturing and storage/warehouse use, one parking space will be provided per 750 feet of gross manufacturing floor area and 2,000 square feet of storage/warehouse area. All other uses will be governed by parking regulations prescribed in [Chapter 14.09.128 \(Off Street Parking and Loading\)](#) of the City Land Use and Development Code. The decision-maker may reduce the amount of required on-site parking for a use, subject to the following findings:
 - 1) The maximum percentage reduction in the number of required on-site parking spaces that may be approved without a Planned Development permit or a Variance shall be 25%. A reduction in required on-site parking greater than 25% shall require approval of a Planned Development permit or a Variance by the Planning Commission.
 - 2) Applications shall be limited to single tenant or owner occupied buildings where the characteristics of the use are clearly known.
 - 3) Factors to be considered in granting a parking reduction shall include the following:
 - a) Maximum number of employees on each shift;
 - b) Customer and visitor parking;
 - c) Nature of business operations, including the number of company vehicles;
 - d) Floor plan of the building, including the presence of area not utilized for employment purposes, e.g. lobbies, cafeterias, etc.;
 - e) Extent of car or van pools;
 - f) Availability of public transit;
 - g) Potential to add parking spaces on the site.
 - 4) In order to approve a request, the decision-maker must find that it would not create a safety hazard and will not cause vehicles to park or load on public streets.
 - 5) An approval for reduced on-site parking shall be granted only on the basis of a certain use and written description of the nature of operations and maximum number of employees. The reduction in the number of on-site parking spaces shall not automatically be valid for any future use in the building or substantial change in the existing use. The decision-maker may limit the maximum number of employees or require the company to provide vanpools or other similar measures in order to justify the reduction in parking.
 - 6) An approved parking reduction shall be recorded to protect subsequent owners or tenants of the building.
- d. No parking shall be permitted on any street, or closer than ten (10) feet from any street right-of-way line. Parking shall be set back a minimum of five (5) feet from any side or rear property line unless said parking area is not visible from adjacent, private property.
- e. All loading doors and bays shall be oriented away from adjoining residential districts and from streets and freeway unless completely screened. When residential uses are located at

the rear of the property and it is infeasible to provide loading facilities on the side, the Community Development Director may approve front loading facilities when the building has at least a one hundred (100) foot setback and at least twenty-five (25) feet of berming and/or landscaping to help screen it.

9. Signs – Signage for the Vacaville-Golden Hills Business Park shall be guided by [Chapter 14.09.132 \(Signs, Not on City Property or in a Public Right-of-Way\)](#) of the Land Use and Development Code.
10. Special Development Standards for Development Adjacent to Properties in a Residential Zone District – The following standards shall apply to development located within one hundred eighty (180) feet of a property in a residential zone district:
 - a. Minimum building setback from a property in a residential zone district shall be 180 feet;
 - b. A 20 foot wide landscape area shall be provided along a property line that abuts a property in a residential zone district. When a property is separated from a residentially zoned property by the former railroad right-of-way, a 10 foot wide landscape area shall be installed along said right-of-way. Such landscape area shall be planted with evergreen trees and shrubs to provide a visual screen between the residential and industrial zone districts.
 - c. A masonry wall shall be installed along the property line abutting a property in a residential zone district; minimum height of the wall shall be eight feet. When an industrial park property is separated from a residentially zoned property by the former railroad right-of-way, a masonry wall shall be installed along the property line between said property and the former railroad right-of-way. The minimum height of the masonry wall shall be 6 feet. If the adjacent property in a residential zone district is at a higher elevation than the industrial site, the Director may allow additional landscaping in excess of that required in subsection (b) above to substitute for the masonry wall if such wall is not needed to satisfy the noise standards of the Development Code.
 - d. No open storage of materials or equipment or other activity not within an enclosed structure shall be allowed unless a conditional use permit has been granted in accordance with Section VI.A.2.g.
 - e. There shall be no truck loading doors or docks on a building elevation facing a property in a residential zone district;
 - f. The doors or windows of a building elevation facing a property in a residential zone district shall be maintained in a closed position for any portion of a building in industrial use.

C. PERFORMANCE STANDARDS

Performance Standards describe the conditions under which structures and sites may be used and the conditions under which uses may operate. Development in Area III shall conform to the following standards:

1. Performance Standards – Uses shall be governed by the standards contained in [Chapter 14.09.127 \(Performance Standards\)](#) of the Land Use and Development Code including the following titles: Air Pollutants and Emissions, Airport Compatibility, Fire and Explosives, Hazardous Materials and

Wastes, Hours of Construction, Hours of Operation, Lighting and Glare, Noise, Odors, Security Measures, Solid and Liquid Wastes and Vibration Heat and Electrical Disturbance.

2. Aviation-Related Restrictions – The Policy Plan area is impacted by aviation activity at the Nut Tree Airport. In order to protect airport operations from future encroachment and to provide appropriate safeguards for new development in the Policy Plan area, special land use and height restrictions apply (see Figures 6 & 7). These restrictions overlay the regulations established for each area within the Plan and are in [Chapter 14.09.134 \(Airport Land Use Compatibility\)](#) in the Land Use and Development Code. This chapter should be consulted for a detailed explanation of the restrictions. The following general constraints apply to the Policy Plan area:
 - a. Land Use Limitations: Land Uses are restricted as shown on Figure 6.
 - b. Height Limitations: All structures within the designated horizontal zone shall remain below 263 ft., mean sea level (msl), and within the designated "slope ratio." The approximate area of "slope ratio" is 7:1 (see Figure 7).
 - c. Avigation Easement: An avigation easement shall be dedicated to Solano County prior to subdivision or development of the site pursuant to the provisions of [Section 14.09.134.030 \(Airport Land Use Compatibility – Consideration of Airport Impacts\)](#) of the Land Use and Development Code.
 - d. Solano County Airport Land Use Commission: Referral to the Airport Land Use Commission for review is required prior to approval of one of the following applications: (a) General Plan amendments; (b) a zone change involving a parcel larger than one acre; (c) a substantial modification of a Policy Plan; (d) any new proposal or a substantial modification to an existing building or site in the City in Compatibility Areas A, B, or C; (e) an exception to the airport height limits; or (f) any other application determined by the Community Development Director to involve a question of compatibility with the Nut Tree Airport activities.
 - e. Interference with Avigation Activity: Notwithstanding any other provision of this chapter, no use shall be made of land within the Nut Tree Airport Compatibility District that would:
 - 1) Make it difficult for pilots to distinguish between airport lights and other lights;
 - 2) Result in glare in the eyes of pilots using the airport;
 - 3) Impair visibility of the airport;
 - 4) Interfere with aircraft operation or navigation by visual or electronic references;
 - 5) Create any electromagnetic interference which would impair any aircraft communications, navigation, or control.

VII. PUBLIC FACILITIES

The Policy Plan maps (Figures 8 - 12) illustrate how streets and utilities are provided to and within the Policy Plan area. Each of the major facilities is discussed below.

A. TRANSPORTATION

1. General Policies

- a. Development applications shall be consistent with transportation policies of the Vacaville General Plan and the City's Traffic Impact Mitigation Policy as may be subsequently amended.
 - b. Traffic Impact Mitigation Policy: Proposed projects shall comply with the Traffic Impact Mitigation Policy as applicable, and as may be subsequently amended. The Traffic Impact Mitigation Policy requires a traffic analysis and impacts mitigation prior to development approval for projects which generate 100 or more peak period trips and for projects which will impact a street at a low level of service.
 - c. The Policy also provides an exception to traffic analysis requirements where the existing level of service at impacted intersections ranges from a LOS A to LOS C and where it can be demonstrated that the proposed project will not degrade the level of service below LOS C. Additionally, if a traffic analysis indicates that the project impact will result in a LOS D or better, special mitigation improvements, as defined in the policy, shall not be required. This Policy also lays out specific mitigation exceptions for projects which result in a LOS E or F.
2. Street Improvements – The principal streets serving the Vacaville-Golden Hills Policy Plan area are Vaca Valley Parkway, East Monte Vista Avenue, Allison Parkway, Icon Way, Cessna Drive and Aviator Drive. As can be seen in Figure 8, all major streets within the area have been completed except for the extensions of Allison Parkway, Icon Way and Cessna Drive and their connection. All City streets shall be dedicated and constructed in accordance with the City's Standard Specifications.
 - a. Vaca Valley Parkway: This is a major east-west city circulation route. As the traffic in the area increases, Vaca Valley Parkway will be increased incrementally to a six (6) lane cross-town arterial roadway (104 feet, face of curb to face of curb, with a normal right-of-way of one hundred and twenty four (124) feet and fully landscaped. There shall be median breaks and, as warranted, traffic signals at the I-505 on and off-ramps, and intersections with East Monte Vista, Cessna Drive and Allison Parkway. Median breaks at locations other than street intersections on Vaca Valley Parkway west of East Monte Vista Avenue will be considered by the City based upon specific traffic studies. Upon construction of the fifth and sixth lanes, median breaks which do not coincide with street intersections will be closed. A schematic design for Vaca Valley Parkway is shown on Figure 4. It is the preference of the City that Vaca Valley Parkway be widened in as few increments as possible. However, it is acknowledged that the widening from 2 to 4 lanes is likely to occur in two or more phases.

There are two existing lanes: It is the responsibility of property owners (within the Policy Plan area) to widen Vaca Valley Parkway to four lanes and provide sufficient right-of-way for lanes 5 and 6. The property owners on the north side of Vaca Valley Parkway are responsible for constructing 20 feet of paving. The location of this paving as it relates to the existing two lanes and the status of improvements are shown in Figure 9. The construction of lanes 5 and 6 would not be the responsibility of the property owners within the Policy Plan area. Possible funding sources for the fifth and sixth lanes include the Redevelopment Agency, the Traffic Impact Fee Program (TIF) or property owners outside the Policy Plan area.
 - b. Allison Parkway: This four lane divided arterial has been constructed from Vaca Valley Parkway to the end of the developed portion of the Golden Hills Business Park (approximately 3,000 feet). The General Plan calls for the extension of the road to join

Allison Drive extension to be built from East Monte Vista to intersect with Brown's Valley Parkway as shown on Figure 8. The need for it and alternatives for connection as a through road will be reviewed as part of the Traffic Impact Fee and/or General Plan update programs. It is anticipated that traffic demands from existing and proposed development will warrant only a two lane facility. If that is the case, a General Plan amendment will need to be processed to make the change.

- c. Vaca Valley Parkway/I-505 Interchange: The diamond interchange at the intersection of Vaca Valley Parkway and Interstate Highway 505 currently has one lane east bound and one lane westbound. It will be modified to a total of two westbound lanes and two eastbound lanes as shown on the Policy Plan Street System Plan, Figure 8 to accommodate the forecasted increase in traffic when warranted. Funding for this improvement is currently scheduled in the TIF program for the year 2009.
- d. East Monte Vista Avenue: This arterial is currently two lanes between the Policy Plan Area boundary and Aviator Drive where it expands to four lanes. It is planned to be expanded to a four lane arterial when warranted by the forecasted increase in traffic. See Figure 5. Improvements are to be funded by the City through the Traffic Impact Fee Program.
- e. Icon Way: At present this two lane collector has been built to serve the Moore Business Firm property south of the intersection with Aviator Drive. It is planned to be extended to southern most end of the Policy Plan area as the area develops. Ultimately, it will be extended across the Putah South Canal to connect to adjacent property and to the proposed Allison Drive extension. See Figure 8. Funding for that portion of the road within the business park will be the responsibility of property owners. Responsibility for the connection with the proposed Allison extension has not yet been determined but is not in the current TIF project list.
- f. Cessna Drive: This two lane collector presently has been built to a point approximately 2,000 feet south of Aviator Drive. Plans call for it to be extended to intersect with Icon Way and form a loop. See Figure 8. Funding will be the responsibility of local developers.

B. WATER SYSTEM

Water system improvements shall be designed and constructed in accordance with the City's Standard Specifications, Utility Master Plans, the adopted Fire Code and Vacaville General Plan.

- 1. Water Supply – The Policy Plan area will be served by the City of Vacaville for potable water demands. Sources of water for the City include groundwater, surface water via the North Bay Aqueduct and surface water supplied by the Solano Irrigation District (SID) and the Solano Project. The City has sufficient non-drought entitlements to accommodate lands currently within the City limits; however, the projected amounts of water needed were based upon an assumed average water usage in the Business Park areas of 1,500 gallons per day per acre. Water demand for growth development areas is in the range of 2,050 to 2,450 gallons per day and this does not include high water using industries. It is the present City policy that the available water will be allocated on first come first serve basis for moderate water users. High water intensive industries cannot be allowed in the City. If higher water using industries locate in the area in the earlier years, there may be less available to supply later developing properties. There is a provision in the current Water Master Water Agreement with SID which allows for the possibility of additional water supplies to serve

single large industrial water users if the City negotiates the amendment and the industry pays the cost.

- a. 1987 Water Rights Assessment District: Water supply and certain off-site improvements are assured through the Master Developer's participation in this Assessment District. In 1987, the City of Vacaville formed a water rights assessment district to finance the construction of its share of the North Bay Regional Water Treatment Plant and to provide certain distribution system improvements to serve future development. Water rights are essentially prepaid water connection fees which are redeemed by a Water Rights recipient at the same time a building permit is issued in lieu of the current connection fees. Property owners who participate in the Water Rights program were guaranteed a water connection; however, this does not include on-site water system improvements. The City Engineer in consultation with the Public Works Utilities Division will determine the value of treatment and distribution entitlements and the effect of the program upon connection fees.
 - b. Master Water Agreement with the Solano Irrigation District: In 1995 the City and SID concluded this agreement to define the amounts of water and conditions under which SID would provide water under its 1972 Agreement with the City. The Master Water Agreement provides the City with 11,050 acre feet for use in specified areas including the Policy Plan Area. Two provisions of the Agreement will have an effect on projects within the Policy Plan area.
 - 1) Properties will be encouraged to use non-potable water from the District's facilities for landscape irrigation and industrial uses. Although lotting patterns and existing improvements within the area limit the full implementation of a separate non-potable system, at the time of a development application, the City will encourage those properties which have not yet developed to explore the possibility of installing such a system to serve the property.
 - 2) The Agreement provides that non-residential users of the potable water which SID conveys to the City must be within the District, or it requires the payment of an in lieu fee for annual property tax and standby charges on properties which are not in the District. Therefore, the following policies have been established:
 - a) Properties within the Policy Plan area which are currently not within SID boundaries will be strongly encouraged to annex into SID when they develop;
 - b) SID will only serve non-potable water to those properties which are within the District or choose to annex to the District;
 - c) Properties within the Policy Plan area which do not annex into the District prior to development will be subject to assessment of a water rate surcharge that will equal the property tax and standby charges that would apply if the property were annexed. The City will be establishing the mechanism to collect this surcharge in the coming months. Establishment of the surcharge to water rates will be subject to separate City Council adoption.
2. Off-Site Facilities – The Policy Plan area is served by a 12 inch water main in Vaca Valley Parkway. This main connects with mains in East Monte Vista Avenue and Browns Valley Parkway. Water pressure in the Policy Plan area is maintained by Zone 1 reservoirs. Ultimate off site improvements, identified in the City's February 1992 Development Impact Fee Study, consist of the following:

- a. CIP #28: installation of a 12 inch line from Browns Valley along Vaca Valley Parkway to Eubanks Drive.
- b. CIP #53: installation of a 12 inch line in East Monte Vista Ave. from Elmira Road across I-80 to Vaca Valley Parkway.
- c. CIP #143: Installation of a 12 inch line in Allison Parkway from the intersection of East Monte Vista Ave near I-80 north to Vaca Valley Parkway.
- d. CIP # : 5 million gallon reservoir.

Since the sale of water rights, the revised Water Master Plan (1990) has been completed, the General Plan (1990) was amended and the Water Impact Fee Study has been completed (February 1992). During preparation of these documents, planning for water system improvements has resulted in a more comprehensive list of needs than those contained in the 1986 Draft Water System Master Plan. The Water Rights Program covered only those properties that were within the City limits as of 1986 which included properties covered by this Policy Plan. The 1990 Water Master Plan is based on the build out of the 1990 General Plan which includes properties not annexed into the City (and properties that were annexed after 1986), and therefore contain additional improvements beyond those specified in the 1986 Water Master Plan.

Two projects (Number 28 and 53), which appeared in the 1986 Water Master Plan are covered by the Water Rights Program and are assignable to the I-505/I-80 Redevelopment Agency. Properties which have sufficient water rights entitlements in accordance with the Water Rights Program and its Addenda will not be responsible for participating in additional funding of these projects except for annual construction cost index increases.

A certain number of water connections are guaranteed to the properties through the Water Rights Assessment District. The Water Impact Fee funds the above cited improvements in the distribution system which are needed to maintain adequate water pressure and fire flow. Depending on the rate, location and type of development throughout the area, potable water distribution may or may not be adequate to serve proposed development. As a development application is considered, the Director of Public Works/City Engineer will determine whether the water system is adequate by applying the design criteria contained in the 1990 Water System Master Plan.

3. On-site Facilities – City water mains shall be located within public streets. The existing mains generally consist of 12-inch mains in East Monte Vista Ave., Allison Parkway, Aviator Drive, Icon Way and Cessna Drive. Future mains will be sized to accommodate demand with a minimum size of 12-inch diameter. The off-site potable water system was shown as being adequate to accommodate existing development with a demand of 1,500 gpd per acre (potable and non-potable) and growth demand of 2,050 to 2,450 gpd per acre (potable and non-potable) over the Policy Plan area. This would result in a total maximum day demand of 2.88 million gpd, subject to construction of Project #28 as described in the 1992 Water Impact Fee Study. These projects are scheduled to be built in 1994 and 1996, in accordance with the Water Rights Program. The Water Right Purchase Agreement allows the Master Developer to transfer Water Rights between adjacent parcels if the assessments are paid off.

In addition to the needed off-site improvements cited above, additional site specific improvements will be required of property owners to maintain adequate residual pressure within property boundaries of their parcels at the south end of Icon Way. The mitigated improvement could include

a 12" connector from Icon Way to Allison Parkway or some other improvement. The determination of the final mitigation will be based on computer modeling and approved by the Public Works Director. The existing and proposed on-site water mains are shown in illustrative fashion in Figure 10.

Where possible the City encourages the installation of a dual system of non-potable water lines within the Policy Plan area. SID water lines, where installed, generally will be located within the public right-of-way. These lines will be installed either in conjunction with specific development proposals or through assessment districts.

C. SANITARY SEWER SYSTEM

Sanitary sewer system improvements shall be designed and constructed in accordance with the City's Standard Specifications, Utility Master Plans and Vacaville General Plan.

1. Trunk Facilities – Sanitary sewer service to the Policy Plan area is provided by trunk mains and pump stations which flow to the Easterly Wastewater Treatment Plant. The principal components of the existing system are illustrated on Figure 11 and include (a) a trunk main in East Monte Vista Ave. which parallels I-505 (East Branch), (b) a trunk main in Allison Parkway and its extension which crosses the Nut Tree Airport (Central Branch). These lines join and cross I-80 at Nut Tree Road; the line extends in an easterly direction along Nut Tree Road, Cooper School Road and Ulatis Drive to Leisure Town Road where it combines with flows in the Leisure Town line. The combined flow is conveyed south to Elmira Road and then to the Easterly Plant in Elmira. The trunk system from I-80 to the Easterly Plant is planned to serve most potential industrial users at 2,800-8,000 gallons per day per acre.

Ultimate improvements designed to accommodate the City's projected General Plan buildout are broken into (a) improvements which are needed to expand capacity and, therefore, funded through City connection fees and (b) those which benefit local growth development and are the responsibility of property owners within the Policy Plan area and the other properties benefiting from the facilities. The improvements needed and the responsibility for their installation are identified in the City's February, 1992 Development Impact Fee Study. The 1992 study stated that the existing sewer facilities to serve local growth development are inadequate and in need of expansion. It should be noted that the sizing of the facilities listed in this report is preliminary and will be adjusted as appropriate through further planning and design.

The principal components of the existing system have varying levels of capacity available. Existing sewer capacity available for lands within the Policy Plan area is described in the 1998 Northeast Sector Sewer Master Plan. This plan breaks the Northeast sector into a number of sewer service sub-areas according to the amount of sewage capacity remaining to accommodate growth in gallons per day per acre (gpd/ac). The Vacaville-Golden Hills Policy Plan Area contains two Sewer Plan Areas: East Monte Vista and Allison Parkway (see Figure 11). The report then lists the trunk improvements and steps needed to increase the sewage capacity on undeveloped lands to meet the City's General Plan growth projection for the area.

The 1998 Sewer Master Plan has confirmed and detailed the findings of the 1992 study. The Master Plan concludes that adequate sewer capacity exists in the Central Branch to serve the business park portions of the Allison Parkway Sewer Plan Area, west of the Putah South Canal. However, inadequate capacity exists in the East Branch to serve the East Monte Vista Sewer Plan Area at a level consistent with the City's standards for sewer service (2,000 gpd/ac). At present

there is 312,800 gallons per day remaining capacity in the East Branch trunk facilities. This breaks down to approximately 475 gpd/ac. This capacity is based upon 1996 estimated flows of approximately 270,000 gpd.

- a. East Monte Vista Plan Area: Subject to reimbursement, the City will install adequate facilities in the East Monte Vista Line to achieve the 2,000 gpd/ac standard by the time it is needed for development. The City will initially pay for the trunk line in East Monte Vista up to Aviator Drive. Property owners will pay for onsite improvements within their developments. The City is currently pursuing Economic Development Administration (EDA) grant funding for a portion of the cost of the East Monte Vista Avenue facilities. Upon receipt of the grant, the City will construct facilities between Aviator Drive and the north side of the Nut Tree Overcrossing. Construction will be completed by the year 2000. These facilities will be adequate to accommodate flows of 2,000 gpd/ac plus additional capacity to be allocated by the City to serve economically desirable users who have high sewer demands. As properties develop benefiting landowners shall reimburse the City for the facilities not funded by the grant through the East Monte Vista Area Sewer Capacity Benefit District. This one time fee will be paid when vacant land is developed, or when existing users increase their flows. The landowners using the existing collection system will be connected to the new system when it is constructed and will not be charged to maintain their current flow rate. Grant funds beyond the incremental cost of up-sizing for the excess capacity will be used to reduce the cost to the spread to users. Once the new facilities are in place, some existing collection system pipelines will be abandoned. New pipelines and the lift station will be sized to convey currently allowed flow, plus planned increases. All of the reimbursement costs of the new facilities will be spread based on allocated increases in capacity for both existing and planned development.
- b. East Monte Vista Area Sewer Capacity Benefit District: The East Monte Vista Area Sewer Capacity Benefit District will be established to reimburse the City for costs incurred to install the East Monte Vista line improvements. Provisions of the District are summarized below; however, Benefit District documents should be consulted for detailed rules and information. The District will reimburse the City for costs incurred to install the East Monte Vista line improvements. The District will collect funds equivalent to each parcel's fair share of the planned expansion of the sewer facilities as follows:
 - 1) Existing buildings: Parcels shall be assessed the fee when they expand their sewer use above 1,000 gpd/ac. Those with flows currently above 1,000 gpd/ac will be assessed only if they expand use beyond current levels; however, they will be assessed the full incremental cost of expansion for 1,000 to 2,000 gpd/ac.
 - 2) New buildings: Payment of benefit district fees shall be required when (a) a building permit is issued for a new building or (b) a property is subdivided. Until such time as the Benefit District is established, new uses will be allocated only 1,000 gpd/ac unless the estimated benefit district fee is paid.
 - 3) Chiron which is currently allocated 125,000 gpd which is greater than 2,000 gpd/ac will pay for additional capacity according to increases (if any) in terms of equivalent acres. One equivalent acre is equal to a flow increase of 2,000 gpd above the parcel's current allocation. The number of equivalent acres will be determined based upon the increase over their baseline allotment of 125,000 gpd divided by the 2,000 gpd value per equivalent acre.
 - 4) New flows in excess of 2,000 gpd/ac (other than planned increases from Chiron) are not allowed in the East Monte Vista Plan Area unless pipeline capacity is available

and the City Manager approves the allocation of a portion of the City's excess capacity, or reallocation of capacity from areas currently in excess of 2,000 gpd/ac.

- 5) No transfers of capacity will be allowed except where the remaining capacity allocated to the contributing parcel is a minimum of 2,000 gpd/ac after the transfer.
2. Collector Sewer Facilities – Development within the Policy Plan will be served by local sewer lines ranging from 8 to 12 inch diameter. Existing and proposed collector sewer lines are illustrated on Figure 11. Lines shown on the map may be required to be expanded in conjunction with the expansion of the trunk system subject to approval of the City Engineer and Utilities Division of the City's Public Works Department.

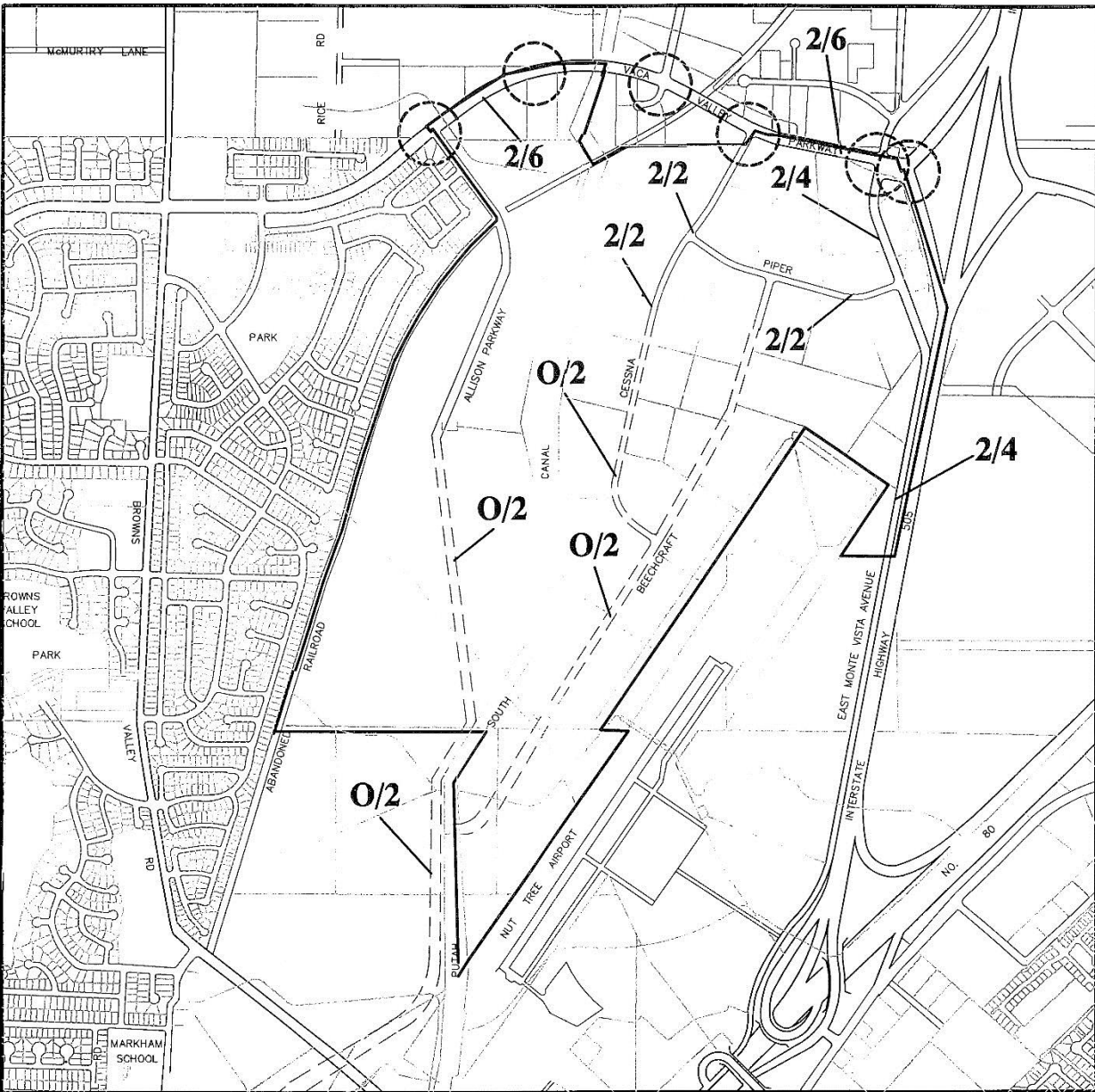
D. DRAINAGE SYSTEM

1. General Policies
 - a. Drainage system improvements shall be designed and constructed in accordance with the City's Standard Specifications, Utility Master Plans and Vacaville General Plan.
 - b. Storm drainage pipelines and open channels shall be designed to successfully convey storm water runoff from the 10 and 100 year storm events respectively. For storm drainage pipelines, additional surface routes for flood flows shall be made available to carry added flow increment up to the 100-year design discharge with no more than nuisance damage to improvements or projected improvements.
 - c. New detention basins shall be designed to prevent an increase in runoff over pre-development conditions for the 10-year and 100 year storm frequency events.
2. Drainage Improvements – Drainage of the Policy Plan area is generally in a southeasterly direction. Storm water will be conveyed in pipes, culverts, channels and the existing open channels of Horse Creek and its tributaries. The Policy Plan area lies within Detention Zone I. The City's Capital Improvement Program for detention basins in Zone I shows a total of three basins that will be constructed or expanded (see Figure 12, Storm Drainage Plan). Detention facilities within Zone I will be constructed by the City of Vacaville. These detention facilities will be financed by a Drainage Detention Fee applicable to the Zone. At the discretion of the Public Works Director, property owners may have the option to construct basins in accordance with the Stormwater Detention Plan. In addition to drainage detention responsibilities, area developers will be responsible to pay drainage conveyance fees. This fee funds stormwater system studies and monitoring and storm drain upgrade. The latter program includes channel improvements and storm drain upsizing to accommodate growth and water quality improvements to meet future regulatory requirements.

E. UTILITY CAPACITY

The site is served with gas and electricity by Pacific Gas and Electric and telephone by Pacific Telephone.

FIGURE 8 STREET SYSTEM



NOTE:

1. THIS EXHIBIT ILLUSTRATES PRIMARY CIRCULATION ONLY. EXACT LOCATIONS OF ROADWAYS WILL BE DETERMINED AS DEVELOPMENT PROCEEDS. OTHER SECONDARY ROUTES MAY BE CONSTRUCTED. THE NUMBER OF TRAFFIC LANES WILL BE CONSTRUCTED BASED UPON DETAILED TRAFFIC STUDIES.
2. DETAILED STUDIES OF TURN LANES, CHANNELIZATION AND INTERSECTION DESIGN TO BE APPROVED BY CITY STAFF. IMPROVEMENTS TO INTERCHANGE REQUIRE CAL TRANS AND FEDERAL HIGHWAY APPROVAL IN ADDITION TO CITY STAFF APPROVAL.

LEGEND



MAJOR INTERSECTIONS

SIGNALS WILL BE INSTALLED WHEN WARRANTED

2/6

EXISTING LANES

FUTURE NUMBER OF LANES

EXISTING ROADWAYS

PROPOSED ROADWAYS

FIGURE 9 VACA VALLEY PARKWAY IMPROVEMENT STATUS

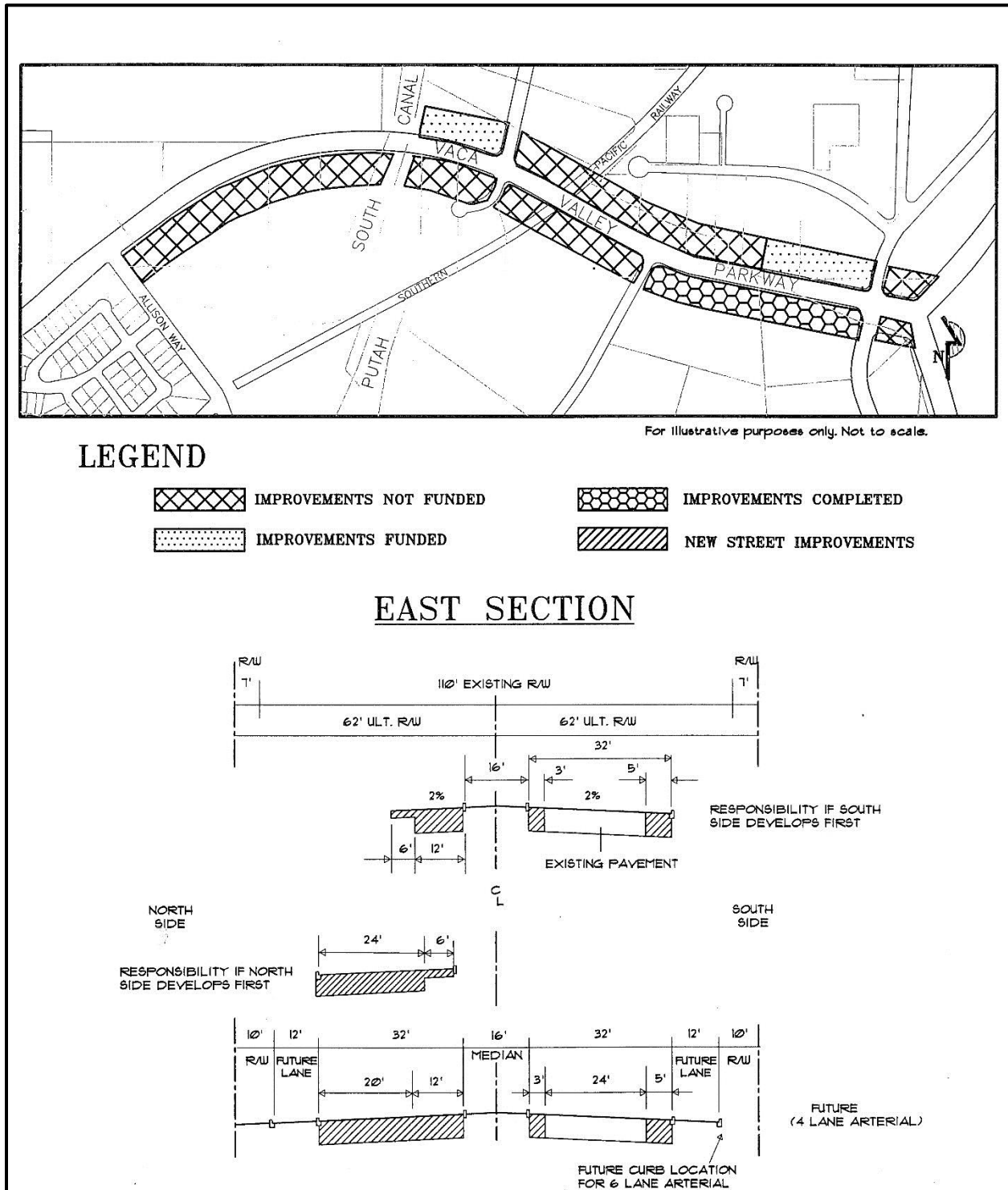


FIGURE 10 WATER SYSTEM

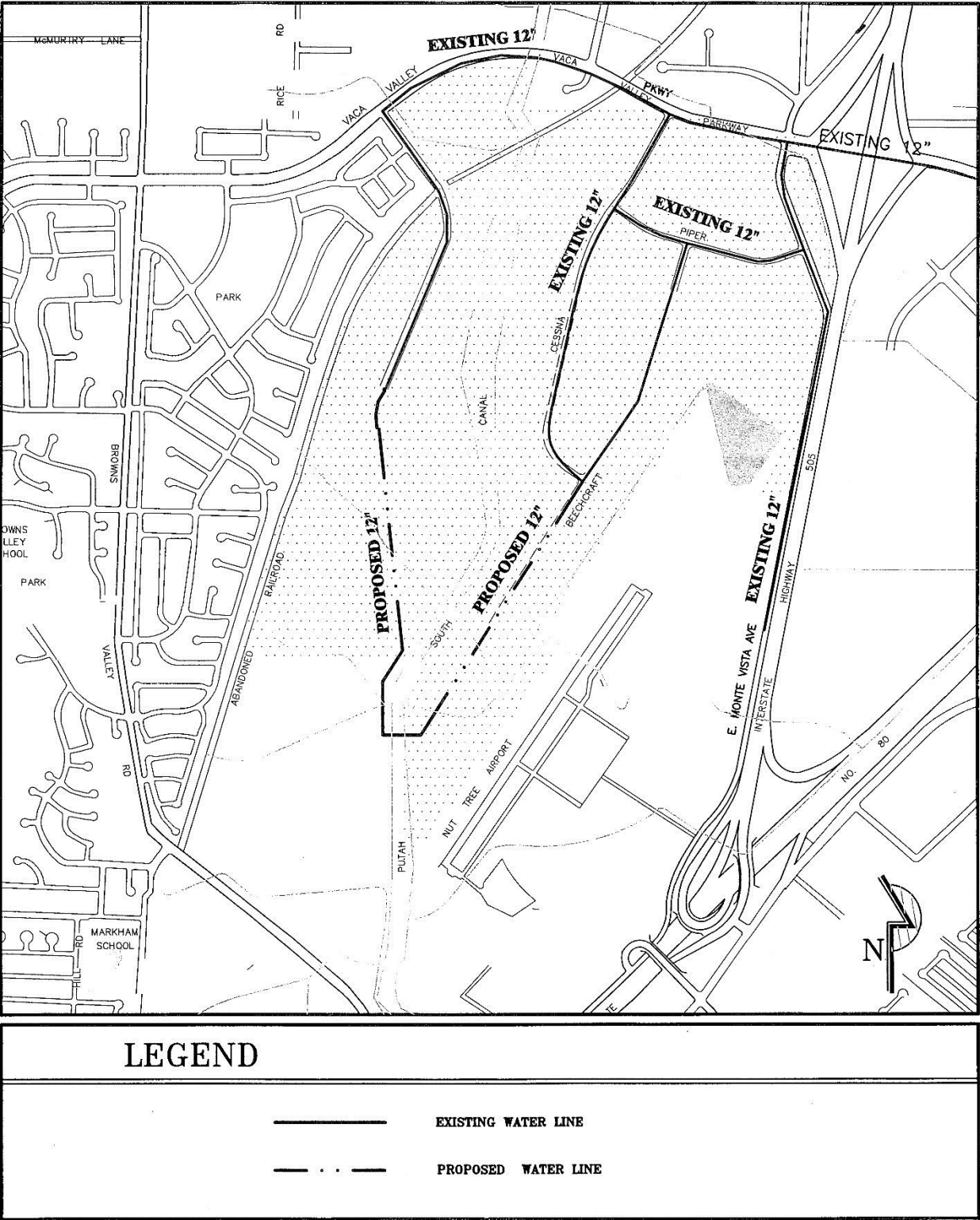


FIGURE 11 SANITARY SEWER SYSTEM

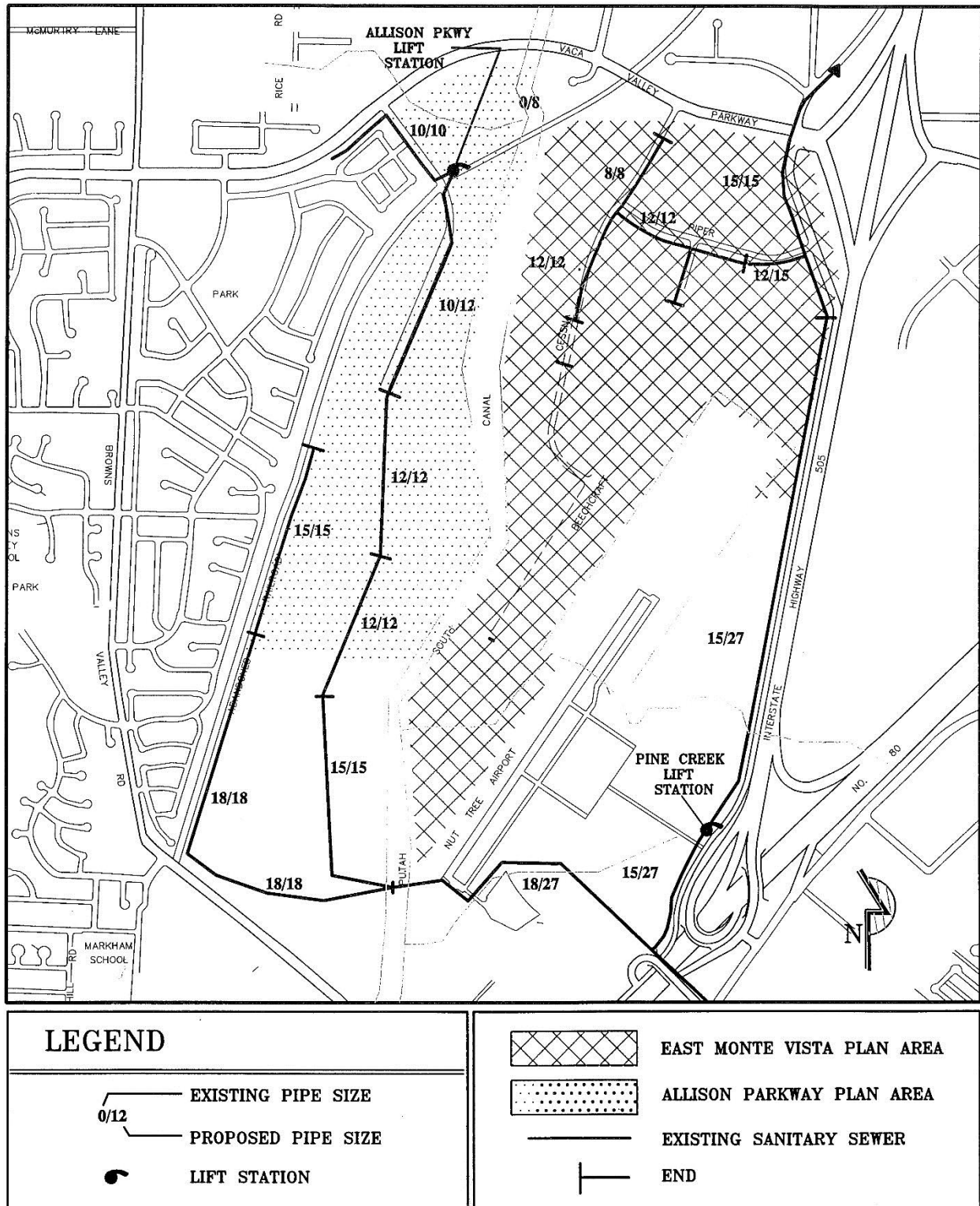
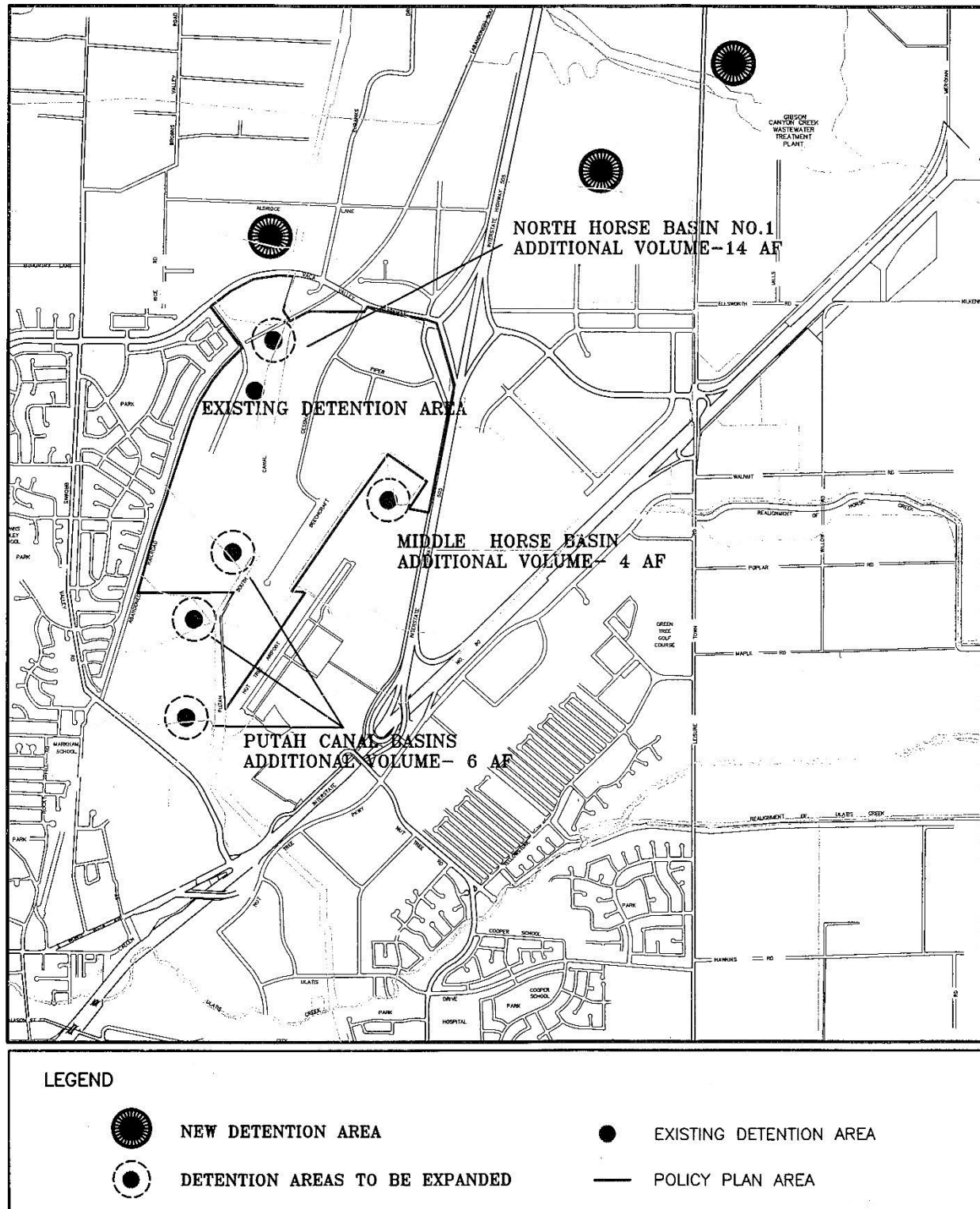


FIGURE 12 STORM DRAINAGE PLAN



VIII. IMPLEMENTATION

A. ADMINISTRATION

1. Municipal Approval Process

- a. The procedure for review and approval of this Policy Plan is outlined in [Chapter 14.09.112 \(Specific Plans and Policy Plans\)](#) of the Land Use and Development Code.
- b. Administrative amendments to the Policy Plan which may be approved by the Community Development Director include:
 - 1) The addition of new information to the maps or text which does not change the effect of the regulations or guidelines.
 - 2) Changes to the provision of community infrastructure such as drainage, water and sewer systems which do not have the effect of increasing or decreasing the development capacity of the area.
- c. Subdivision of land shall comply with the applicable regulations set forth in City Ordinance No. 623, the Land Division Ordinance, and Ordinance No. 573, the Subdivision Ordinance of the City, as these ordinances exist or may be amended.
- d. Code references are to existing Land Use and Development Code provisions. As the code is updated, these references will be superseded by new numbers. Projects will be governed by the provisions in place at the time of application.
- e. Permitted and conditional land uses contained in the Policy Plan are more fully described and will be governed by the definitions contained in [Section 14.02.016.020 \(Uses – Definitions\)](#) of the Land Use and Development Code.

2. Specific Development Plan Approval Process – As prescribed in [Chapter 14.09.112 \(Specific Plans and Policy Plans\)](#) of the Land Use and Development Code, approval of an application for a project within the Policy Plan area shall be as follows:

- a. Planned development and variances will be reviewed and approved by the Planning Commission.
- b. The Community Development Director is authorized to approve, approve with modifications or deny applications for the following projects:
 - 1) Projects (design review, building, and site development on lots of record and conditional use permits) in an area with an adopted plan, subject to the standards and regulations of the plan;
 - 2) Signs, minor site changes, and minor building alterations that are in conformity with the provisions of the applicable Policy Plan.
- c. For projects subject to the Director's Approval, an administrative hearing shall be held in accordance with the provisions of [Section 14.09.072.070 \(Development Review Process – Administrative Hearing and Notice\)](#), except that all applications for projects listed under Section VIII.A.2.b.ii shall not require an administrative hearing.

- d. The Director may refer any project to the Planning Commission which the Director determines involves a significant policy issue.
 - e. No public works project, tentative map, parcel map, or zoning ordinance or amendment may be approved unless it is consistent with the Policy Plan.
 - f. In accordance with the provisions of [Section 14.09.072.100 \(Development Review Process – Appeal Process\)](#) of the Land Use and Development Code, a determination made by the Community Development Director may be appealed by any party to the Planning Commission. A determination made by the Planning Commission may, in turn, be appealed to the City Council.
 - g. Projects shall be subject to Planned Unit Development or Design Review approval.
 - h. The Director shall have the authority to approve variations to Site Development Standards. Deviations to the standards may be granted only when the project applicant can demonstrate to the satisfaction of the Director that the proposed standard or design is equal or superior to the standard in question or that unique site conditions are such that application of the subject standard would not advance the intent of the plan's goals and policies.
3. Determination of Sewer Capacity – As part of any project approval, the decision maker shall find that there is adequate sanitary sewer capacity to serve the property in accordance with Section VII.C, Sanitary Sewer System.
 4. Hazardous Materials Regulation – Prior to the development of any site within the Policy Plan area, the developer shall provide proof of compliance with Title 22 of the California Administrative Code pertaining to hazardous substances.
 5. California Environmental Quality Act (CEQA) – All projects not specifically exempted from environmental review shall comply with CEQA regulations, including any and all mitigation measures required by the Community Development Director and/or other public responsible agencies, if applicable.
 6. Plan Implementation Activities – To fully implement the plan, the abandoned Southern Pacific Railroad R.O.W. will need to be rezoned from A-20 to the IP Industrial Park District.

B. DEVELOPMENT SCHEDULE

1. General – The range of industrial and related land uses to be accommodated by the Policy Plan will require flexibility in scheduling development. It is anticipated that development will generally progress southward from Vaca Valley Parkway and eastward from the abandoned Southern Pacific Railroad right-of-way.
2. Specific – In order to coordinate the planning of utility/street extensions, the following sequence of development is proposed:
 - a. First Phase: Activities which have been completed in the first phase, as shown in Figure 8, include the extension of East Monte Vista Avenue to Vaca Valley Parkway and the

construction of approximately 3,000 feet of Allison Drive, 2,000 feet of Cessna Drive and Aviator Drive connecting Cessna and East Monte Vista.

- b. Second Phase: Icon Way will be extended from Aviator Drive, Cessna Drive will be extended to connect with Aviator and Allison Parkway will be extended, as shown in Figure 8.
- c. Third Phase: Roadway will be extended from the loop street in Phase II to the southern edge of the property where eventual extension will be made to the proposed street system on the adjacent City property (see Figure 8).

Preliminary street and utility sizing is indicated on Figures 8, 10, 11, and 12. Development of each phase shall be initiated by the owner's application to the City of Vacaville for parcelization of land and/or assessment proceedings for utility/street extensions. Initiation of a subsequent phase of development is anticipated to follow, from one to five years, the date of owner's application for development of the preceding phase. It is recognized that the exact timing of each successive phase will be determined by market demand and property absorption rates.

C. FINANCE

Necessary public improvements are likely to be financed in a number of ways. These include but are not limited to direct equity expenditures by the developer (typically as a condition of approval), districts (assessment, benefit, or community facility), Development Impact Fees or Redevelopment. Since the rate of development is uncertain and because of the changing area of public finances, it is not possible to specify a financial plan which identifies funding sources, dollar amounts and time frames. However, the general approach would be as follows:

1. Development Impact Fees – Public improvements of City-wide benefit would be financed through the Development Impact Fee Program. Only those projects specifically cited in the adopted Fee Studies will be financed through Development Impact Fees. An example of such a program would be the Vaca Valley/I-505 interchange widening and related improvements, which would be financed by the Traffic Impact Fee. Since the accumulation of funds in these accounts are dependent on the rate of development throughout the City, there can be no guarantee that projects would be constructed on a specified date. If improvements are needed in order for development in the Policy Plan area to proceed, developers would have the option of delaying their proposed project or advancing funds toward the cost of the improvement and being subsequently reimbursed by the City.
2. Assessment Districts – Public improvements which serve the properties in the north east sector business park area, but are of area wide benefit, could be financed by an assessment district(s). The construction of the first two lanes of East Monte Vista Avenue is an example of a project which was funded by an assessment district. An assessment district provides for the sale of bonds to finance installation of improvements; the bonds are retired by property owner assessment. The mechanism could also be used to reimburse a property owner who installs improvements of area-wide benefit. At the time of initial subdivision or parcel map or development application, property owners within the Policy Plan area will be required to waive their right to challenge the nature and cost of improvements and the manner of spreading the assessment. This will be accomplished through a written agreement between the City of Vacaville and each property owner subject to the above cited requirement.

3. Benefit District – Benefit districts provide for the reimbursement of a public agency or property owner who advances funds to install a public improvement of area-wide benefit. This mechanism will be applied to reimburse the City for installing the improvements to the East Branch sewer line serving the East Monte Vista Sewer Service Area. Payment of benefit district fees are normally required when an entitlement is issued for a new use, an existing use is expanded or a property is subdivided. Benefit Districts can also be used to collect funds in advance of the installation of a planned public improvement.
4. Equity Financing – The financing of public improvements which directly serve properties in the Policy Plan are the responsibility of the property owners. They may elect to finance them through the formation of assessment or benefit districts or direct equity. The Vaca Valley Industrial Assessment District is an example of a district formed to install internal public improvements.