

RESOLUTION NO. 2022-105

RESOLUTION APPROVING AND ADOPTING AN AMENDMENT TO THE GENERAL PLAN LAND USE DIAGRAM, TEXT, FIGURES, AND POLICY COS-P1

WHEREAS, in early 2018, the Greentree Development Group (“Applicant”) initiated applications to the City of Vacaville (“City”) for various development permits and approvals to allow it to develop the approximately 185-acre site formerly used and operated as the Greentree Golf Course (hereafter, the “Property”) as a planned, mixed-use community to include residential and commercial uses, public parks, open space, and supporting public facilities including road and circulation infrastructure and public utility facilities; and

WHEREAS, the development project described by the Applicant would require the City to approve a General Plan amendment, the Greentree Specific Plan, amendments to the City’s Zoning Ordinance, a Vesting Tentative Subdivision Map, certain exceptions to the City’s existing Design Standards, and a Planned Development Permit. In addition, the Applicant requested that the City execute a Development Agreement with the Applicant to provide for and govern implementation of the project in accordance with the requested approvals. These approvals, including the Development Agreement, are referred to herein collectively as the “Project Approvals” and together constitute the “Project”; and

WHEREAS, the proposed General Plan amendment, as described in detail in Exhibit A hereto, which is hereby incorporated by this reference into this Resolution as if fully set forth herein, would amend the current General Plan in the following respects:

- Increase the General Plan residential Land Use Element housing unit allocation by 1,149;
- Change text to add references to the Greentree Specific Plan;
- Change tables to update and insert Greentree Specific Plan data;
- Change all figures to add the Greentree Specific Plan and relevant map layer information; and
- Revise Policy COS-P1.12 regarding the Project’s approach in reference to the pending Solano County Habitat Conservation Plan.

WHEREAS, on August 30, 2022, the Planning Commission held a duly-noticed public hearing to consider the adequacy of the Greentree Project Environmental Impact Report (State Clearinghouse Number 2019049003 (the “EIR”) and develop a recommendation for the City Council on the Project, heard presentations by staff and the Project applicant, took public testimony, and following the close of the public hearing, voted 6-0 to recommend that the City Council certify the EIR and approve the Project, including the proposed General Plan amendment; and

WHEREAS, on October 25, 2022, the City Council held a duly-noticed public hearing on the Project and the EIR, heard presentations by staff and the Applicant, took public testimony, and then closed the public hearing and considered the adequacy of the EIR, Project Approvals, and the applications and supporting materials for the Project, including the proposed General Plan amendment.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Vacaville, as follows:

Section 1. The City Council hereby finds that the facts set forth in the recitals to this Resolution are true and correct and establish the factual basis for the City Council's adoption of this Resolution.

Section 2. Based on the certified EIR and the entire record for the Project, the City Council hereby makes the following findings with respect to the proposed General Plan amendment, which findings and supporting facts and evidence are set forth in detail in the Greentree Development Project Findings of Fact document attached hereto as Exhibit B, which is hereby incorporated by this reference into this Resolution as if fully set forth herein:

1. The proposed amendment is internally consistent with the goals, objectives, and policies of the General Plan;
2. The proposed amendments will not be detrimental to the public health, safety, or welfare of the community;
3. The proposed amendment will maintain an appropriate balance of land uses within the City;
4. The proposed amendment is consistent with the provisions of Division 1 of Title 7 of the California Government Code pertaining to the amendment, update, or adoption of General Plans; and
5. In the case of an amendment affecting the General Plan Diagram, which designates land uses, the proposed use of the subject site is compatible with adjoining land uses.

Section 3. Based on the foregoing findings and the findings of fact and supporting evidence set forth in Exhibit B hereto, and the entire record for the Project, the City Council hereby approves and adopts the General Plan amendments as set forth in Exhibit A hereto.

Section 4. This Resolution shall take effect immediately upon its adoption.


I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a special meeting of the City Council of the City of Vacaville, held on the 15th day of November 2022 by the following vote:

AYES: Councilmembers Ritchie, Silva, Roberts, Wylie, Sullivan, Vice Mayor Stockton, Mayor Rowlett

NOES: None

ABSENT: None

ATTEST:


Michelle Thornbrugh, City Clerk

Exhibits:

- A. General Plan amendments
- B. The Greentree Project Findings of Fact

EXHIBIT A TO RESOLUTION 2022-105

2 LAND USE ELEMENT

The purpose of the Land Use Element is to shape the future physical development of Vacaville and to preserve, protect, and enhance Vacaville’s quality of life. The Land Use Element sets forth specific goals, policies, and actions to guide land use for the City of Vacaville through the year 2035. The General Plan Land Use Map, which is also part of this element, graphically represents the City’s vision for the future development of the *city limits* – the boundary that encompasses the incorporated city and defines the properties that are subject to the City’s jurisdiction – and the *Sphere of Influence (SOI)* – the area that the City expects to grow into in the future. The Land Use Element also includes goals, policies, and actions for the *Planning Area* – the areas outside of the city’s boundaries that bear a relation to the city’s planning but are under the jurisdictional control of Solano County. These planning boundaries are shown in Figure I-2 of the Introduction chapter. The City’s Land Use and Development Code and subdivision regulations implement the Land Use Element.

The Land Use Element describes land use designations, special planning areas, and existing land uses in Vacaville. The Land Use Element is divided into the following sections:

- **Background Information:** A description of Vacaville’s community form and image; existing land use; policy plans, master plans, and specific plans; the Urban Growth Boundary (UGB); the Master Water Agreement; and the Nut Tree Airport Land Use Compatibility Plan.
- **General Plan Land Use Designations:** A description of the characteristics and intensity of the different land use designations in Vacaville, including a map identifying the locations of these land use designations.
- **Goals, Policies, and Actions:** A list of goal, policy, and action statements that provide guidance to Vacaville on land use decisions.

Because it identifies locations for future development, the Land Use Element is closely tied to the other elements in this General Plan. In particular, the Transportation and Public Facilities and Services Elements address the infrastructure needs to serve new development; the Conservation and Open Space Element addresses groundwater recharge, which is important to mitigate flood risks that can affect new development; and the Safety Element addresses flood risks for new development.

Background Information

Community Form and Image

Vacaville’s development continues to transform it from its historic roots as a small rural town to a moderate-sized suburban city. Although its history will continue to play an important

role in setting the character of the community, new influences must also be integrated. The strongest visual features of the city are the Vaca Mountains, Alamo Creek Ridge, and the English Hills along the western borders of the city. These natural hillsides and ridgelines can be seen from most areas of the city. Creeks and associated riparian corridors are another valuable visual asset. The older sections of Vacaville, especially the Downtown, project a distinctive identity, formed by the city's past. General Plan policies are intended to enhance the character of the existing community.

If Vacaville wishes to retain its identity as a distinct city, as opposed to the seemingly endless urban sprawl so prevalent in other metropolitan areas of California, it must establish clear edges of urban development. Over the coming years, there must be a deliberate effort to promote design that is not only attractive, but also expresses the community identity. Ideas embodied in the General Plan include: continued revitalization and expansion of the Downtown; individual landscape treatments of arterial streets and the freeways; design elements that mark points of entry; and preservation of open space on slopes, major ridges, and Vacaville's Planning Area. To work towards this vision, the City adopted Residential Design Requirements for New Single-Family Development, a companion document to the City's Land Use and Development Code, as well as the City Gateways Design Master Plan and the Opportunity Hill Master Plan, both described later in this chapter.

Healthy Communities

Community planning can directly enhance the wellness of a community. Land use planning has recently become a recognized tool for increasing individuals' physical activity rates, access to healthy foods, and access to health care. This Element and the Conservation and Open Space and Parks and Recreation Elements contain policies and actions that promote healthy communities.

Existing Land Use

This section provides qualitative and quantitative descriptions of existing land uses in Vacaville. Data on existing land use is based on the City's land use database. Figure LU-1 shows a map of the existing land uses in the city as of 2011 and Table LU-1 lists the acreage in each category. As shown in Figure LU-1, most of Vacaville is comprised of single-family residential neighborhoods, with a retail corridor along Interstate 80 and a mix of uses in Downtown Vacaville. Vacaville has significant amounts of vacant land designated for development as well, most of which is located along Interstate 505 in the northeastern portion of the city.

Specific Plans, Policy Plans, and Master Plans

In addition to the General Plan, Vacaville has other plans that guide development in specific areas of the city, including specific plans, policy plans, and master plans. The City's existing specific plans, policy plans, and master plans are shown on Figure LU-2.

TABLE LU-1 **EXISTING LAND USE**

Existing Land Use	Acres	Units
Residential Rural	1,280	270
Single-Family Residential	4,090	22,010
Retired Single-Family Residential	220	1,680
Multiple-Family Residential	360	7,130
Retired Multiple-Family Residential	50	1,030
Manufactured Homes	130	1,140
Total Residential	6,120	33,260
Retail Service	490	
Downtown	20	
Commercial Service	70	
Commercial Highway	80	
Commercial Office	80	
Medical Office	70	
Industrial	630	
Elementary School	190	
High School	90	
College	10	
Public	1,330	
Hospital	40	
Church	100	
Agriculture/Hillside Agriculture	2,510	
Public Open Space	2,490	
Private Recreation	200	
Public Park	530	
Miscellaneous	90	
Vacant	1,890	
Total Non-Residential Acres	10,890	

Note: This table provides land use information for the area contained by the Vacaville city limits, SOI, and Urban Growth Boundary. Numbers do not always add up due to rounding.
 Source: City of Vacaville, January 2011.

Specific Plans

A *specific plan* is a tool for systematically implementing the General Plan within a portion of the Planning Area. A specific plan is a hybrid document that combines General Plan policy statements with development regulations. It is often used to address the development requirements for a single project, such as urban infill or a new growth area. As a result, its emphasis is on concrete standards and development criteria. Its text and diagrams will address the planning of necessary infrastructure and facilities, as well as land uses and open space. In addition, it will specify those programs and regulations necessary to finance infrastructure and public works projects.

A specific plan may be adopted either by resolution, like a general plan, or by ordinance, like zoning. The City currently has ~~three~~ four specific plans: North Village Specific Plan, Vanden Meadows Specific Plan, and Brighton Landing Specific Plan and Greentree Specific Plan. The City requires that specific plans be applied to large areas of raw land on the city's fringe where major utility and circulation extensions are likely to be required. Specific plans are also required for areas within the city where major projects are being considered or a significant change in land use will occur. Specific plans may be implemented by themselves or in conjunction with development agreements, and are executed consistent with State law.

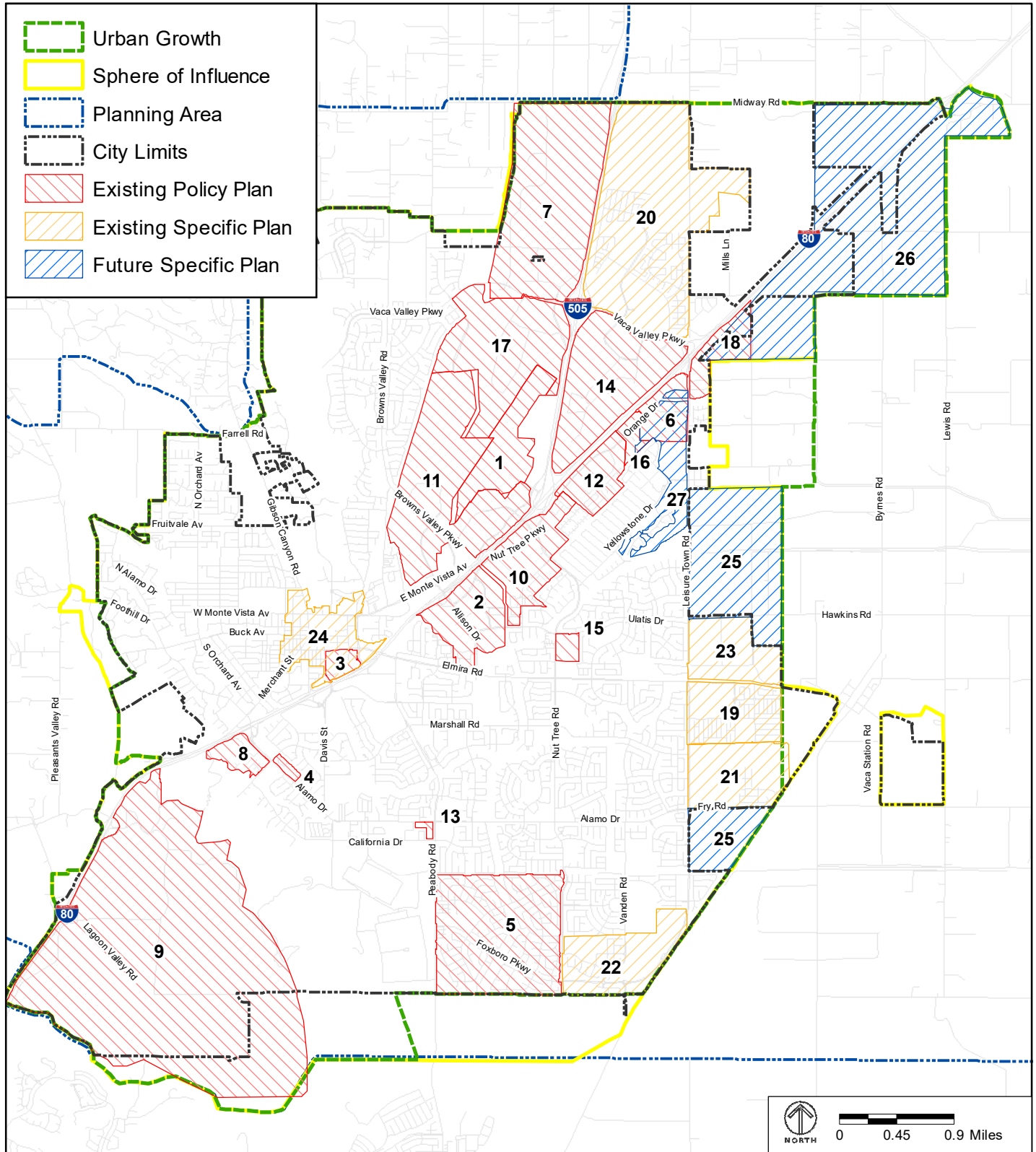
Future specific plans must include a diagram showing the distribution of land uses; define permitted and conditionally permitted land uses; identify major public facilities, including roads, water, sewer and drainage facilities, schools, and parks; describe phasing; identify infrastructure financing mechanisms; and describe any other elements that may be needed to ensure an orderly development process with minimal adverse impacts.

Policy Plans

Similar to a specific plan, a *policy plan* is another tool used to implement the General Plan. Policy plans provide development guidelines for master planning development within a geographic area of the city. The principal difference between the contents of a policy plan and a specific plan is that the specific plan contains more detailed information on public infrastructure and facilities and how they will be funded. The City has 18 policy plans that support commercial, office, and industrial development. Many of these documents are over 20 years old and address areas that have been built out. However, the City's largest policy plan areas, located in the northern portion of the city, have a significant inventory of vacant land capable of accommodating additional development within the existing industrial and business parks. This area is addressed by the following policy plans: Airport Business Area Policy Plan, Nut Tree Ranch Policy Plan, Interchange Business Park Policy Plan, Golden Hills Business Park Policy Plan, and Vaca Valley Business Park Policy Plan.

Master Plans

The City of Vacaville has adopted two Master Plans: the City Gateways Design Master Plan and the Opportunity Hill Master Plan. *Master plans* provide development and design



Note: The City Gateways Design Master Plan is not shown on this figure

Source: City of Vacaville, 2010, 2015, and 2022.

- | | | |
|------------------------------------------|-----------------------------------------------------|---------------------------------------------------|
| 1 Airport Business Policy Plan | 10 Nut Tree Business Park Policy Plan | 19 Brighton Landing Specific Plan |
| 2 Allison Business Area Policy Plan | 11 Nut Tree Ranch Policy Plan | 20 North Village Specific Plan |
| 3 Basic American Food Site Policy Plan | 12 Orange Tree Business Park Policy Plan | 21 Roberts Ranch Specific Plan |
| 4 East Side of Alamo Drive Policy Plan | 13 Peabody-Alamo Office Center | 22 Vanden Specific Plan |
| 5 Gonsalves-Lockie (Foxboro) Policy Plan | 14 Vaca Valley Business Park Policy Plan | 23 The Farm at Alamo Creek Specific Plan |
| 6 Green Tree Park Policy Plan | 15 Vaca Valley Medical Campus Policy Plan | 24 Downtown Specific Plan |
| 7 Interchange Business Park Policy Plan | 16 Vacaville-Golden Hills Business Park Policy Plan | 25 East of Leisure Town Road Future Specific Plan |
| 8 Interstate 80/Alamo Drive Policy Plan | 17 Vacaville Auto Center Policy Plan | 26 Northeast Area Future Specific Plan |
| 9 Lower Lagoon Valley Policy Plan | 18 Willow-Kilkenny Policy Plan | 27 Greentree Specific Plan |

FIGURE LU-2
 POLICY AND SPECIFIC PLANS

guidelines for specific geographic areas within the city or for specialized areas and/or amenities within the city (e.g. freeway landscaping, riparian areas, and freeway signage).

The City Gateways Design Master Plan, adopted on October 26, 1999, establishes standards for entry points into the city and for the city's image as seen from the freeways that traverse the city, including landscape design and a coherent signage design. Focusing on the Interstate 80 and Interstate 505 corridors, the City Gateways Design Master Plan identifies ways to improve the perception of Vacaville from the freeways.

Adopted in April 2008, the Opportunity Hill Master Plan establishes goals and policies to enhance two areas in Downtown Vacaville, as shown in Figure LU-2: the Opportunity Hill sites, located at the northeast corner of Wilson Street and East Main Street, and the Depot Street site, located on McClellan Street between Bush Street and East Main Street. The strategic framework identifies the primary land uses and supporting strategies for these sites. Primary land uses include housing, restaurant/entertainment, recreation, retail, office, and heritage tourism. The Opportunity Hill Master Plan includes two development scenarios for these sites that feature a mix of housing and commercial uses. To support the Master Plan's goals, several policies and actions are included in this Element related to design guidelines and standards, parking, development incentives, General Plan and Zoning amendments, connectivity, infrastructure, wayfinding, and affordable housing. In addition, this Element directs the City to amend the Residential Urban High Density Overlay on the Opportunity Hill and Depot Street sites to allow up to 65 dwelling units per acre.

Urban Growth Boundary

In 2008, the City adopted a 20-year *Urban Growth Boundary (UGB)*, which totals 36 square miles in size and is shown in Figure LU-3. The UGB indicates the maximum allowable extent of urbanization; beyond this boundary, only agricultural or open space uses are typically permitted. The UGB was adopted by the City Council as a result of a voter signature gathering process. Subsequently, the City Council voted to incorporate the UGB within the General Plan Land Use Element. The location of the UGB and the City's UGB policies can only be amended by the voters of Vacaville or by the City Council pursuant to the procedures set forth in the policies related to the UGB in this Element, which establish required findings for such an amendment. Land outside the UGB cannot be annexed into the City or designated for anything other than agriculture, park, open space, public facility, or utility uses until March 1, 2028. For areas outside of the UGB but within the Planning Area, the General Plan land use map (see Figure LU-6) shows land use designations consistent with the Solano County General Plan. The only exception to this approach is an area designated Public/Institutional south of the city limits and UGB between Peabody Road and Vanden Road.

Urban Service Area Boundary and Master Water Agreement

The Urban Service Area Boundary, shown on Figure LU-3, is a result of the 1995 Master Water Agreement between the City and the Solano Irrigation District (SID). As part of the

Master Water Agreement, which remains in effect until 2050, the City and SID committed to accommodate and support urban development within the Urban Service Area Boundary. Conversely, both entities have committed not to support urban development outside of the boundary, which is considered to be SID's agricultural service area. The agreement specifies that the City and SID could mutually amend the agreement to consider an easterly expansion of the Urban Service Area Boundary. Such an amendment would be required to allow City water service in the East of Leisure Town Road Growth Area, an area that is designated for urban development under this General Plan.

The City requires a 300- to 500-foot agricultural buffer between residential and agricultural uses. The agricultural buffer is intended to protect viable agricultural operations (particularly crops that require irrigation, tilling, and spraying) from the intrusion of urban uses. The Master Water Agreement stipulates that any proposal for the expansion of the Urban Service Area Boundary must consider the potential expansion of the City's existing agricultural buffer requirement. The agricultural buffer is addressed in the Conservation and Open Space Element.

Growth Areas

Adoption of the UGB created two new significant areas of undeveloped land within the UGB: the East of Leisure Town Road Growth Area and the Northeast Growth Area, which are shown in Figure LU-3. Each of these growth areas is partially located outside of the existing city limits and SOI, but within the UGB. The East of Leisure Town Road Growth Area is approximately 1,300 acres in size, and the Northeast Growth Area is approximately 1,400 acres in size. The two growth areas are separated by the unincorporated Locke Paddon community. This General Plan establishes land use designations for new urban development within these two areas.

Airport Land Use Compatibility Plans

The Solano County *Airport Land Use Commission (ALUC)* is charged with promoting land use compatibility around the county's airports as a means to minimize public exposure to excessive noise and safety hazards. This is accomplished through the preparation and periodic update of Airport Land Use Compatibility Plans (ALUCPs).

Two airports influence land use decisions in Vacaville: the Nut Tree Airport, operated by Solano County and located on East Monte Vista Avenue just north of Interstate 80, and Travis Air Force Base, operated by the United States Air Force and located in Fairfield, south of Vacaville.

The Nut Tree ALUCP's land use compatibility zones are shown in Figure LU-4. Table LU-2 displays the maximum residential densities, permitted number of structures, maximum people per acre, and open space requirements for each airport compatibility zone.

TABLE LU-2 NUT TREE AIRPORT LAND USE COMPATIBILITY CRITERIA

	Zone A	Zone B	Zone C	Zone D	Zone E	Zone F
Maximum Densities						
Residential (units/acre)	0	0.3	1	4	6**	-
Other Uses (people/structure)	10	20	50	100	-	***
People/Acre*	15	40	75	150	-	-
Required Open Land	65%	50%	15%	10%	-	-

* The use should generally not attract more than the indicated number of persons per net acre. These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses.

** Zone allows clustered development of up to three times the allowed density, which equates to 18 units per acre.

*** Under flight tracks, captive groups should not exceed 100 persons/structure; large assemblages should not exceed 300 persons, where grouped in close proximity, i.e., theaters, auditoriums, conference facilities, etc.

Source: The Barnard Dunkelberg Company Team, May 20, 2010, *Nut Tree Airport Master Plan Working Paper One*, page 37.

As shown in Figure LU-5, with the exception of the extreme northern and northwestern portions of Vacaville, the majority of the city is located within Compatibility Zone D of Travis Air Force Base Land Use Compatibility Plan. Compatibility Zone D does not place any restrictions on the types of land uses allowed, with the exception of land uses that could cause hazard to flight, such as physical, visual, and electric forms of interference and land uses that attract birds. Any object over 200 feet tall requires airspace review. The only development condition for Compatibility Zone E, within which the rest of the Planning Area is located, is the requirement for airspace review for objects over 200 feet tall.

General Plan Land Use Designations

This section describes the General Plan land use designations for Vacaville. The land use designations are intended to help implement the future vision of Vacaville, as reflected in the goals, policies, and actions of this General Plan, while also providing flexibility for landowners.

Figure LU-6 maps the locations of the land uses designations, and Table LU-3 summarizes the acreage for each land use designation. The land use designations described in this Element establish the types and intensity or density of uses allowed on each parcel.

In this General Plan, standards of building intensity for residential uses are stated as the allowable range of dwelling units per gross acre (site area less area occupied by non-residential uses, area of slope at or over 25 percent, creekways, flood channels, hazardous lands, and areas above the water service elevation). The number of units permitted will be further modified by the zoning district, policy plan, and/or any applicable overlay district.

TABLE LU-3 ACREAGE OF LAND USE DESIGNATIONS

Land Use Designation	Acres
Rural Residential	870
Residential Estate	1,030
Residential Low Density	4, 503 490
Residential Low Medium Density	685 670
Residential Medium Density	316 00
Residential Medium High Density	22 0
Residential High Density	518 00
Residential Golf Course	265 450
Residential Manufactured Home Park	120
Total Residential	9,199 8,430
Mixed Use	60
General Commercial	830
Neighborhood Commercial	60
Commercial Service	70
Highway Commercial	540
Commercial Office	220
Business Park	1,120
Industrial Park	980
Technology Park	300
Public/Institutional	1,622 20
Schools	370
Public Parks	910 00
Private Recreation	170
Public Open Space	2,606 560
Agriculture	730
Agriculture Buffer	140
Hillside Agriculture	1,400
Urban Reserve	690
Total Non-Residential Acres	12,838 760
Total Acres	22,037 1,190

Note: This table provides land use information for the area contained by the Vacaville city limits, SOI, and Urban Growth Boundary.

Source: PlaceWorks, February 20~~22~~ ~~15~~.

Standards of building intensity for non-residential uses are stated as maximum *floor-area ratios (FAR)* based on gross acreage. FAR is a ratio of the gross building square footage permitted on a lot to the gross square footage of the lot. For example, on a site with 10,000 square feet of land area, a FAR of 1.0 will allow 10,000 gross square feet of building floor area to be built. On the same site, a FAR of 2.0 would allow 20,000 square feet of floor area. This could take the form of a two-story building with 100 percent lot coverage, or a four-story building with 50 percent lot coverage. A FAR of 0.4 would allow 4,000 square feet of floor area.

The goals, policies, and actions contained in this Element provide additional direction on how the various land use designations should be developed to contribute to the overall character of and vision for Vacaville. These designations are also implemented through the zoning districts applied in the Land Use and Development Code. More than one zoning district may be consistent with a single General Plan land use designation. Land use classifications in policy plans may be more detailed than those in the General Plan; however, all development must be consistent with the policies of the General Plan.

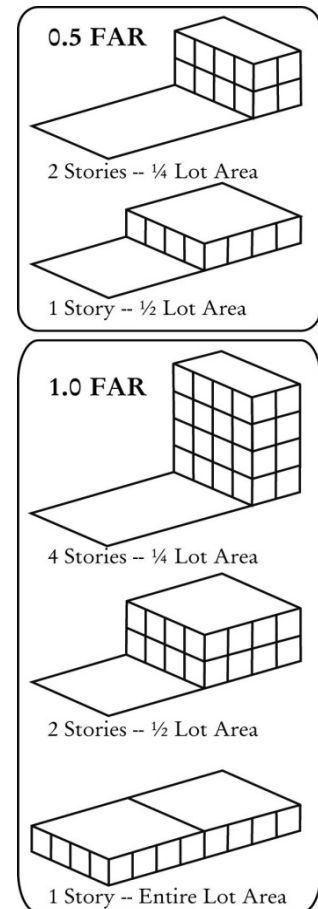
Residential

Nine residential categories establish different densities. The residential densities described below are given as a range of units per *gross acre* – the entire amount of land area, prior to any dedications for public use, health, and/or safety purposes. The number of units permitted may be further modified by the zoning district, any applicable overlay district or specific plan, or density transfers or bonuses.

Existing neighborhoods include some residences built at densities outside the ranges specified in this General Plan. This does not imply that such development should be replaced or treated as nonconforming uses by the City’s Land Use and Development Code.

The residential land use designations are as follows:

- **Rural Residential.** This designation provides opportunities for rural living on lots ranging in size from 2½ to 10 acres. This designation also permits animal husbandry and limited horticulture, subject to appropriate standards. The base density is 0.1 units per gross acre, and the maximum potential density is 0.4 units per gross acre.
- **Residential Estate.** This designation provides opportunities for very low density residential land uses. The minimum lot size is 10,000 square feet; larger lots may be



Examples of floor-area ratio (FAR) and building coverage.

required in specific areas by policy plans and/or zoning regulations because of topography or limited public service capacities. The base density is 0.5 units per gross acre, and the maximum potential density is 3 units per gross acre.

- **Residential Low Density.** This designation provides opportunities for single-family residential uses in neighborhoods on lot sizes ranging from 5,000 to 10,000 square feet, subject to appropriate standards. The base density is 3.1 units per gross acre, and the maximum potential density is 5 units per gross acre.
- **Residential Low Medium Density.** This designation provides opportunities for single-family, duplex, and clustered housing in neighborhoods on lot sizes ranging from 3,600 square feet to 4,500 square feet, subject to appropriate standards. The designation also permits clustered development on sites measuring at least 10 acres in size, subject to appropriate standards. The base density is 5.1 units per gross acre, and the maximum potential density is 8 units per gross acre.
- **Residential Medium Density.** This designation provides opportunities for multiple residential uses, including duplexes, duets, attached or detached townhouses, and multi-dwelling structures with landscaped open space for residents, subject to appropriate standards. Homes designed as stacked units without garages are prohibited in this land use designation. Multi-dwelling structures must be within a subdivision in which each unit may be under individual ownership. Single-family detached housing may be allowed when in compliance with Residential Design Requirements for New Single Family Development. The base density is 8.1 units per gross acre, and the maximum potential density is 14.0 units per gross acre.
- **Residential Medium High Density.** This designation provides opportunities for higher density multi-family residential uses, including attached or detached townhomes, condominiums, and apartments, subject to appropriate standards. The base density is 14.1 units per gross acre, and the maximum potential density is 20 units per gross acre.
- **Residential High Density.** This designation provides opportunities for high density multiple residential uses, including attached townhouses, condominiums, and apartments, subject to appropriate standards. The base density is 20.1 units per gross acre, and the maximum potential density is 24 units per gross acre.
- **Residential Golf Course.** This designation provides opportunities for residential use in conjunction with a golf course development, subject to appropriate standards. A golf course, or comparable large recreation center, is a required component in any development project under this classification. The average base density is 1 unit per gross acre, and the maximum potential density is 2 units per gross acre; units may be clustered. Specific or policy plan approval is required.
- **Residential Manufactured Home Park.** This designation provides opportunities for affordable housing using manufactured or modular components on sites developed as a planned unit development, subject to appropriate standards. This classification is intended for both parks with rental spaces for manufactured housing (i.e. mobile

homes) and parks where the spaces are individually owned. The base density is 6 units per gross acre, and the maximum potential density is 10 units per gross acre.

Commercial

Six commercial land use designations allow a range of commercial, retail, service, and office uses. The maximum intensity of development allowed in all of the commercial designations is generally limited to a FAR of 0.3, although, as noted in the descriptions below, the Mixed Use designation allows a higher FAR. Exceptions to the FAR limits may be granted for areas with low employee densities, such as wholesaling and distribution uses, or low peak-hour traffic generation, such as a hospital. Further, the FAR may be adjusted in policy plan areas based on the intensity of the use and the availability of public facilities and infrastructure and projected traffic levels of service. FAR limits may be increased only if adequate public services are available or new development is responsible to resolve any deficiencies.

- **Mixed Use.** This designation allows and encourages different but compatible uses to be located in close proximity to each other. A common example is a single building or a group of buildings that combine residential uses with commercial, public, entertainment, and/or office uses. In multi-story mixed-use developments, the ground floor uses are predominantly retail or office with the purpose of supporting pedestrian activity. Mixed-use buildings with two or more uses in the same structure are encouraged in this designation, but single use residential, retail, or office buildings are also allowed. Since this designation allows for both residential and commercial uses, it allows a wider residential density range and a higher FAR than other designations. This designation allows 10 to 40 dwelling units per acre and a maximum FAR of 1.0.
- **General Commercial.** This designation provides for a full range of commercial uses, including retail stores, food and drug stores, auto sales, and businesses selling home furnishings, apparel, durable goods, and specialty items. Support facilities, such as entertainment and eating-and-drinking establishments, are also permitted.
- **Neighborhood Commercial.** This designation provides for small sites for neighborhood commercial centers, generally anchored by a grocery store with convenience uses serving the immediate area. New Neighborhood Commercial sites must be between 4 and 10 acres in size.
- **Commercial Service.** This designation provides areas for heavy commercial uses, such as lumber yards and auto-related services. Limited retail is permitted, but the primary function of this designation is to provide for commercial uses not permitted in other areas because they attract heavy vehicles or otherwise have adverse impacts on other uses. Office uses are prohibited unless they are accessory to a commercial service use.
- **Highway Commercial.** This designation adjoins Interstate highways and includes specialty retailing, restaurants, hotels/motels, and commercial recreation and

entertainment, designed to attract primarily visitor business and shopping. Development in this designation should be high-quality in order to enhance views of Vacaville from the highway.

- **Commercial Office.** This designation provides sites for office development. Supporting retail and business services are permitted. This designation is intended for transition areas between commercial and residential areas. The Land Use and Development Code identifies a Professional Office overlay zoning district that can be applied to this land use designation that limits the types of permitted uses to professional and administrative offices, including medical and dental offices, which primarily provide services to local residents. No retail type of uses are allowed within this overlay district.

Business and Industrial

There are three categories of business and industrial land uses that provide opportunities for a wide range of uses, including office centers, research and development, technology facilities, and manufacturing. All three of these designations are either located within existing policy plans, or will require the preparation of a specific plan prior to development. In all areas with one of these three designations, the FAR may be adjusted in specific plan areas based on the intensity of the use and the availability of public facilities and infrastructure and projected traffic levels of service. FAR limits may be increased only if adequate public services are available or new development is responsible for resolving the existing deficiencies.

- **Business Park.** This designation applies to sites in a landscaped setting for office centers, research-and-development facilities, and, under appropriate conditions, medical and institutional uses. Secondary uses may include limited industrial activities, small-scale warehousing and distribution operations, and limited retail sales accessory to these areas. Commercial uses and services for employees and businesses (e.g. delicatessens, child care, dry cleaners, and branch banks) are required as a means of reducing trips and vehicle miles traveled. These uses must be centrally located and have adequate pedestrian access. The commercial uses and services must also be ancillary, rather than primary uses, and there must be adequate public infrastructure to support the proposed use. Policy plans and specific plans may additionally allow for commercial development.

This designation is intended for parcels that would be developed as a unit. In addition, this designation is intended for lower-intensity uses than the uses permitted in the Industrial Park and Technology Park designations, thereby reducing potential adverse impacts to adjacent development. The FAR is generally limited to 0.3.

- **Industrial Park.** This designation provides sites for industrial uses that require access to major transportation lines and large areas for structures, truck loading and parking, and storage of products, equipment, and materials. This designation also accommodates light manufacturing and heavy industrial uses, subject to appropriate standards to ensure that adjacent uses are not adversely impacted. The commercial uses and services must also be ancillary, rather than primary, uses, and there must be

adequate public infrastructure to support the proposed use. Policy plans and specific plans may additionally allow for limited office and commercial uses. This designation is intended to protect Vacaville's established industrial areas, which constitute a major resource, from encroachment by non-industrial retail and commercial uses. The FAR is generally limited to 0.4.

- **Technology Park.** This designation applies to sites of at least 100 acres in size. Development in this designation must provide a landscaped setting, and may include office centers, research-and-development facilities, technology facilities, and medical and institutional uses. Secondary uses may include limited industrial activities, small-scale warehousing and distribution operations, and limited retail sales accessory to these areas. Commercial uses and services for employees and businesses (e.g. delicatessens, child care, dry cleaners, and branch banks) are encouraged as a means of reducing trips and vehicle miles traveled. Such uses must be centrally located and have adequate pedestrian access. The commercial uses and services must be ancillary, rather than primary, uses, and there must be adequate public infrastructure to support the proposed use. The FAR is generally limited to 0.4.

Other Classifications

Other land uses shown on Figure LU-6 include various public, institutional, open space, and recreation uses. These uses comprise a substantial portion of the City's Planning Area and have a direct effect upon its character and the quality of life for Vacaville residents.

- **Public/Institutional.** This designation includes the Civic Center, Cultural Center, California Medical Facility, California State Prison, Vaca Valley Hospital and related medical facilities, and other public facilities, large institutions, and utilities. The FAR is generally limited to 0.3. The FAR may be adjusted in specific cases based upon the intensity of the use and the availability of services and infrastructure and projected traffic levels of service. FAR limits may be increased only if adequate public services are available to service the project or new development resolves the existing deficiencies. Public facilities are also addressed in the Public Facilities and Services Element.
- **Schools.** Existing and proposed private and public elementary, junior high, and high schools are included in this category. Public school sites are subject to review by the school districts, and ultimate locations may not be the same as proposed on the General Plan Land Use map (Figure LU-6). Schools are also addressed in the Public Facilities and Services Element.
- **Public Parks.** This designation includes existing and proposed public park sites. Parks are also addressed in the Parks and Recreation Element.
- **Private Recreation.** This designation includes country clubs, free-standing golf courses, recreational vehicle (RV) parks, riding stables, campgrounds, and theme parks. The FAR is generally limited to 0.1, but may be adjusted in specific cases if included in a specific plan, and based on the availability of public services and

infrastructure and expected traffic levels of service. FAR limits may be increased only if adequate public services are available to serve the project, or if new development resolves the existing deficiencies.

- **Public Open Space.** This designation consists of lands that are owned or controlled by the City, a public entity, or a non-profit entity. This designation is also used to identify lands that are designated for future acquisition by the City, and lands that are to be preserved as permanent open space. This category includes creekways, hillsides, ridgelines, transmission line corridors, and the hillside areas of the California Medical Facility. Public open space lands may be used for recreational purposes, such as hiking; to preserve a permanent inventory of open space lands; or for agricultural grazing. However, the Public Open Space designation does not guarantee public access to these lands. The physical characteristics of the land, or the extent to which improvements are required, may restrict the accessibility of the site. Public open space lands are addressed in more detail in the Parks and Recreation Element.
- **Agriculture.** This designation includes lands currently used for agricultural purposes or lands planned for agricultural use. This designation primarily consists of irrigated croplands and pasture outside of the city limits but within the City's Planning Area. Agricultural lands are also discussed in the Conservation and Open Space Element.
- **Agricultural Buffer.** This designation identifies lands bordering urban development on one side and intensive and/or irrigated agriculture on the other. Uses within this designation are intended to serve as a buffer between urban development and agricultural uses and are subject to an agreement between the City and the Solano Irrigation District (SID). Proposed uses include passive open space uses that are not accessed by a large number of employees or the general public. These uses include public infrastructure improvements, passive recreational uses such as pedestrian and bicycle trails, and alternative energy facilities.

Where urban land uses abut grazing land, buffers are evaluated on a case-by-case basis. The FAR is generally limited to 0.01, and may only be increased in specific instances where the City Council finds that a higher ratio will not substantially reduce the open space utility of the buffer zone. Only structures that are non-occupied and that meet one of the following criteria are allowed:

- Structures that are necessary to the maintenance of agricultural operations (e.g. pump stations); or
 - Structures that form a portion of a landscaped separator (e.g. a sound wall); or
 - Structures that serve a passive public recreation use; or
 - Structures that are adjunct to a public health and safety use of the buffer zone (e.g. floodwater detention facilities).
- **Hillside Agriculture.** This designation includes lands that are generally privately owned hillside properties. This designation is intended for low-intensity agricultural uses. Hillside agriculture lands generally consist of hillsides and ridgelines where development is limited due to the topography. Lands within this designation

generally contain steep slopes, are located above the public water system service elevations, have a high fire risk, have highly visible ridgelines, are likely to have value as plant or wildlife habitat, and may be subject to geologic instability. This designation allows for the development of 1 residential unit per 20 acres, subject to compliance with established development standards.

This designation also provides for the potential for *density transfers*, in which the allowed density from one part of a site is transferred to another part of the site, so that sensitive areas are preserved as open space and density is increased in less constrained areas, while the average density across the whole site does not exceed the allowed maximum. This tool is a means of preserving sensitive areas and accommodating public facilities. Section 14.09.098.060, Density Transfer, of the Land Use and Development Code explains how density transfers are implemented in Hillside Agriculture areas.

- **Urban Reserve.** This designation is applied to relatively large, contiguous, and undeveloped geographic areas where comprehensive planning must occur prior to urbanization. The purpose of assigning the Urban Reserve designation, rather than specific land use designations in the East of Leisure Town Road Growth Area, is to demonstrate that the City eventually expects urban development in these areas, while also allowing flexibility in planning for these uses in the future. This designation has also been applied to a small area within the Northeast Growth Area where existing uses have developed in the unincorporated county.

Boundaries and Overlays

The General Plan land use map (Figure LU-6) also designates the following two General Plan boundaries and overlays:

- **Downtown.** The Downtown boundary encompasses the area generally bounded by Stevenson Street, Cernon Street, Monte Vista Avenue, and the former Southern Pacific Railroad track. The Downtown area includes a mix of residential, commercial, civic, and recreational uses appropriate for the Downtown. New development within this boundary is subject to a maximum FAR of 3.0 for the core area in the parking district and a range of 1.0 to 2.0 elsewhere in the Downtown. The Land Use and Development Code identifies a Residential Urban High Density (RUHD) overlay applied to properties zoned Downtown Commercial, General Commercial, and Office Commercial within the Downtown boundary. The RUHD overlay district provides for a development of high-density residential and mixed-use development. Residential uses with densities of 8.1 to 36 units per acre are encouraged as part of mixed-use projects, and, as directed in the actions for the Downtown in the Areas of Special Consideration section of this Element, the Opportunity Hill and Depot Street sites will allow up to 65 units per acre. Separate, non-mixed-use residential projects are subject to conditional use permit approval. Construction of new, detached single-family housing in the Downtown area is not permitted.

- **Community Separator.** The Community Separator boundary includes lands to be restricted to agricultural or other defined open space uses through zoning, joint powers agreements between Vacaville and adjacent cities, and/or through acquisition of development rights by a public or nonprofit agency. The City is a party to two Greenbelt Agreements: the Vacaville-Fairfield-Solano Greenbelt Agreement, and the Vacaville-Dixon Greenbelt Agreement.

The Vacaville-Fairfield-Solano Greenbelt Agreement identifies approximately 4,100 acres between Vacaville and Fairfield that must be preserved to serve as a permanent separation between the urban areas of Fairfield and Vacaville. This area must be maintained in agriculture and open space uses consistent with the provisions of the agreement. The Vacaville-Dixon Greenbelt Agreement identifies approximately 1,000 acres of land located between Vacaville and Dixon that have been purchased by the Vacaville-Dixon Greenbelt Authority (VDGA) to be maintained in productive agriculture or as other open space uses mutually agreed upon by VDGA.

Goals, Policies, and Actions

Community Character and Design

Goal LU-1	Preserve, promote, and protect the existing character and quality of life within Vacaville.
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Policies

- Policy LU-P1.1 Maintain Vacaville as a free-standing community surrounded by foothills, farmland, and other open space.
- Policy LU-P1.2 Protect Vacaville’s natural environment. Integrate creeks, hills, utility corridors, and other significant natural features into major development plans.
- Policy LU-P1.3 Preserve the predominant single-family residential character of Vacaville while providing other housing opportunities.
- Policy LU-P1.4 Protect established neighborhoods from incompatible uses.
- Policy LU-P1.5 With the exception of Priority Development Areas, require that infill projects be designed to complement the neighborhood and surrounding zoning with respect to the existing scale and character of surrounding structures, and blend, rather than compete, with the established character of the area.
- Policy LU-P1.6 Provide assistance where needed to eliminate substandard buildings and improve the appearance of neighborhoods and commercial areas.

- Policy LU-P1.7 Use the natural topography of the lands north of Mason Street and adjoining the Downtown to help define the location and setting of the Downtown. Encourage buildings to be designed to complement the topography and to maximize the views from these areas.
- Policy LU-P1.8 Design aesthetically pleasing roadways using trees or other appropriate landscaping.
- Policy LU-P1.9 Do not use streets alone to define the outer limits of urbanization. The boundary of the city shall be defined by elements such as the natural topography of the land, enhanced landscaping, and other existing visual barriers
- Policy LU-P1.10 Promote and acknowledge outstanding community design.

Actions

- Action LU-A1.1 Maintain and replace, as necessary, lighting and landscaping on the City's streets.

Responsible and Well-Planned Growth

Goal LU-2	Carefully plan for new development in undeveloped portions Vacaville.
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Policies

- Policy LU-P2.1 Require lands outside, but adjacent to, the current city limits to annex to the City of Vacaville as a prerequisite to development. Do not provide City utility services, water, and sanitary sewer to new development outside of the city limit (with the exception of sanitary sewer for infill in the Elmira area) unless the City Council, with the approval of the Local Agency Formation Commission (LAFCO), approves exceptions in situations where the following three conditions are met:
- The area in question cannot annex to the City immediately, because it is not currently contiguous to the city limit.
 - The property owner signs a recorded, irrevocable agreement to annex the property to the City when such annexation is requested by the City.
 - The development is consistent with this General Plan and is found to meet all appropriate City development standards.

- Policy LU-P2.2 Require that specific plans be prepared for new areas brought into the city for development. Such specific plans must provide a coordinated plan for land use, public facilities, and public services. Prohibit individual, piecemeal developments within these outlying areas.
- Policy LU-P2.3 Encourage housing, shopping, and employment opportunities on both sides of Interstate 80 to minimize the need for excessive travel across Interstate 80.
- Policy LU-P2.4 Require that development on any prime farmland, farmland of statewide importance, or unique farmland (as classified by the California Department of Conservation) purchase conservation easements to permanently protect agricultural land of equal or greater value at a ratio of 1 acre of conserved agricultural land per 1 acre of developed agricultural land.
- Policy LU-P2.5 Do not convert lands designated Public Open Space to developed urban uses unless an overriding public purpose requires such a change.
- Policy LU-P2.6 Lands designated Public Open Space that are converted to developed urban use shall be compensated for by providing equal or better lands for a similar use in another location. All proceeds that the City receives from any sale of Public Open Space lands shall be used to acquire additional open space lands elsewhere.
- Policy LU-P2.7 Require that open space that is designated as a condition of development approval be permanently restricted to open space use by recorded map or deed.
- Policy LU-P2.8 Continue discussions with the Solano Irrigation District (SID) to consider the future expansion of the Urban Service Area as far east as the PG&E transmission line right-of-way subject to the expansion of the agricultural buffer.

Actions

- Action LU-A2.1 Update the zoning map in the Land Use and Development Code to reflect the General Plan land use designations, and insert a table into the Land Use and Development Code specifying which zoning districts implement each General Plan land use designation.

Goal LU-3	Coordinate land development with the provision of services and infrastructure.
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Policies

- Policy LU-P3.1 The General Plan Update Environmental Impact Report (EIR) as updated by the Greentree EIR (2022) assumes the following maximum development projections for the year 2035 for the lands located within the Urban Growth Boundary, excluding the East of Leisure Town Road and Northeast Growth Areas, shown in Figure LU-3:
- Residential: 8,489 7,340 units
 - Commercial: 880,000-1,179,345 square feet (86.8 67 acres)
 - Office: 1.06 million square feet (87.4 acres)
 - Industrial: 1.49 million square feet (86 acres)

When approved development within the city reaches the maximum number of residential units or any of the non-residential square footages projected in the General Plan EIR, the Community Development Director shall require that environmental review conducted for any subsequent development project address growth impacts that would occur due to development exceeding the General Plan EIR's projections. This does not preclude the City, as lead agency, from determining that an EIR would be required for any development in the Urban Growth Boundary to the extent required under the relevant provisions of CEQA (e.g. Section 21166 and related guidelines). The City will conduct the appropriate scoping at the time of initial study for any specific plan, all in accordance with these requirements. *This policy does not apply to development within the East of Leisure Town Road and Northeast Growth Areas. See Policies LU-P17.8 and LU-P18.8, respectively, for these areas.*

- Policy LU-P3.2 Manage growth so that the quantity and quality of public services and utilities provided to existing businesses and residents will not drop below required levels of service because of new development, except when required findings related to levels of service are made. While existing development bears some responsibility to fund improvements that will resolve such deficits, ensure that new development also funds its fair share of the costs of maintenance and depreciation of facilities.
- Policy LU-P3.3 Provide urban services in accordance with the May 1995 City of Vacaville/Solano Irrigation District Master Water Agreement, as it may be amended from time to time.

- Policy LU-P3.4 Do not approve new development unless there is infrastructure in place or planned to support the growth.
- Policy LU-P3.5 Encourage new development to consider transit, pedestrian, and bicycle circulation during the design phase.
- Policy LU-P3.6 Require that new development or new Specific Plan areas be located immediately adjacent to existing development or infrastructure.

Actions

- Action LU-A3.1 Regularly update and maintain the City’s Municipal Services Review and Comprehensive Annexation Plan to ensure that urbanization does not outpace the provision of public facilities within the Urban Growth Boundary.
- Action LU-A3.2 Monitor the rate of growth to ensure that it does not overburden the City’s infrastructure and services and does not exceed the amounts analyzed in the General Plan EIR.
- Action LU-A3.3 Continue to monitor new development where infrastructure limits are being reached or exceeded so that linkages with necessary improvements can be established and funded.
- Action LU-A3.4 Continue to revise existing policy plans, which are shown in Figure LU-2, to conform to General Plan policies and requirements for infrastructure financing mechanisms and open space.
- Action LU-A3.5 Review and revise the City’s capital improvement program annually to ensure that public improvements will be consistent with General Plan policies for residential areas and that progress is made toward implementing these policies.
- Action LU-A3.6 Develop a focused infrastructure investment plan to service employment sites.

Goal LU-4	Balance residential development with jobs.
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Policies

- Policy LU-P4.1 Strive to maintain a reasonable balance between potential job generation and the local job market with a goal of one job for each employed resident.

Policy LU-P4.2 Strive to maintain a reasonable balance between employment income levels and housing costs within the city, recognizing the importance of housing choice and affordability to economic development in the city.

Policy LU-P4.3 Continue to implement the City’s Economic Development Strategy, as permitted by available funding, including specific incentives and promotional activities designed to attract desirable new businesses to the city.

Actions

Action LU-A4.1 Update and maintain the Economic Vitality Strategy to address the community’s targeted goals for attracting targeted employment uses to the city, including incentives to attract those uses to the city.

Goal LU-5	Maintain the City’s Urban Growth Boundary.
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Policies

Policy LU-P5.1 Urban Growth Boundary: To enhance and protect the city’s quality of life, establish and maintain an Urban Growth Boundary so that urban development will be focused within the Urban Growth Boundary and the land outside the Urban Growth Boundary will not be redesignated other than for agriculture, park, open space, public facility, and utility uses until March 1, 2028, specifically as set forth in Policies LU-P5.4 through LU-P5.7.

Policy LU-P5.2 Lands East of Leisure Town Road: In conjunction with approval of any new urban development on lands shown as “Area B” on Figure LU-3, which consists of lands that are inside the Urban Growth Boundary but east of Leisure Town Road and between the Locke Paddon Community areas on the north and New Alamo Creek on the south, the City shall require such development to mitigate its impact on agricultural and open space lands by preserving, to the extent consistent with applicable law, for each acre of land developed, at least 1 acre of land outside the Urban Growth Boundary but within Pleasants Valley, Upper Lagoon Valley, or Vaca Valley, or any other location that is within 1 mile of the Urban Growth Boundary. Alternatively, to the extent consistent with applicable law, such development may pay an equivalent in-lieu fee as determined by the City in consultation with the Solano Land Trust. Lands acquired directly or with fees collected pursuant to this requirement shall first be offered to the Solano Land Trust. Any such fees transferred to the Solano Land Trust may only be used to acquire or protect lands outside of the Urban Growth Boundary but within 1 mile of the Urban Growth

Boundary, or within Pleasants Valley, Upper Lagoon Valley, or Vaca Valley. Acquisitions pursuant to this requirement shall be coordinated with the Solano Land Trust.

If for any reason adequate land to meet the conservation goals described in the Vacaville General Plan, and in particular this section, cannot be identified or acquired, the City and the Solano Land Trust, or if the Solano Land Trust declines to participate, the City and another land conservation entity shall meet and confer to identify other areas where conservation acquisitions can occur at a reasonable cost and to satisfy the conservation goals described in this section.

- Policy LU-P5.3 Coordination with Future Solano County LAFCO Open Space or Agricultural Land Mitigation Program: If the Solano County Local Agency Formation Commission (LAFCO) adopts an open space or agricultural land mitigation program applicable to the area defined in Policy LU-P5.2, lands defined therein shall be subject only to the requirements of the LAFCO mitigation program, provided that if the requirement described in Policy LU-P5.2 provides greater mitigation than the LAFCO requirement, the incremental difference between the two programs shall be imposed in addition to the LAFCO requirement to the maximum extent permitted by State law. To the extent the LAFCO requirement and this requirement overlap, development shall be subject to only the LAFCO requirement.
- Policy LU-P5.4 Establish and Maintain an Urban Growth Boundary: Establish and maintain an Urban Growth Boundary so that urban development within the City's land use jurisdiction will be focused within the Urban Growth Boundary and the land outside the Urban Growth Boundary within the City's land use jurisdiction will be maintained primarily for agriculture, park, open space, public facility, and utility uses until March 1, 2028, as generally described in Policies LU-P5.1 through LU-P5.3, and as more specifically set forth in Policies LU-P5.5 through LU-P5.7. Until March 1, 2028, Section 2.10 of the Vacaville General Plan Land Use Element may be amended only by the voters of the City or as provided in Policy LU-P5.7. The Urban Growth Boundary is established at the location shown on Figure LU-3.
- Policy LU-P5.5 Description of the Urban Growth Boundary: The Urban Growth Boundary is a line beyond which the General Plan land use designation cannot be amended to apply any designation other than Public Parks, Open Space, Agriculture, or Hillside Agriculture (as those designations are defined in the General Plan as amended through the Submittal Date), except by the voters or as provided in Policy LU-P5.7. Additionally, any

lands outside the Urban Growth Boundary that are not currently subject to the General Plan, but which may become so in the future, shall be subject to these same restrictions on land use designations.

Policy LU-P5.6 Land Use Restrictions Outside the Urban Growth Boundary: In those areas located outside the Urban Growth Boundary and within the City's land use jurisdiction, only the following shall be permitted: (1) all uses permitted in the Vacaville General Plan or the Land Use and Development Code on the Submittal Date, or existing on that date, shall continue to be permitted, and in the event any such use is damaged or destroyed by natural disaster, fire, or Act of God, it may be rebuilt and continued; (2) new uses consistent with the General Plan as amended by the Urban Growth Boundary Initiative; and (3) any infrastructure improvements necessary or appropriate to serve or protect existing uses and new permitted uses within the Urban Growth Boundary, including, but not limited to, construction and/or expansion of public facilities and utilities outside the Urban Growth Boundary that support such development elsewhere, such as stormwater detention basins, water tanks (reservoirs), sewer and water lines, and wastewater treatment plants to accommodate buildout of the Vacaville General Plan. In addition, the area identified on Figure LU-3 as "Area A" shall remain designated Hillside Agriculture, as defined in the Vacaville General Plan on the Submittal Date, until March 1, 2028.

Policy LU-P5.7 No Amendment before March 1, 2028, except by Voters, or City Council Under Specific Enumerated Circumstances: Until March 1, 2028, the location of the Urban Growth Boundary depicted on Figure LU-3 and the policies adopted or amended by the Urban Growth Boundary Initiative may be amended, or exceptions thereto may be granted, only by the voters of Vacaville, or by the City Council pursuant to the procedures set forth in subsections (a) through (d) below.

(a) Upon request of an affected landowner with a pending development application, the City Council may amend the location of the Urban Growth Boundary depicted on the General Plan Diagram, or amend policies adopted or amended by the Urban Growth Boundary Initiative, if it makes both the following findings based on substantial evidence in the record:

(i) That the application of any aspect of the Urban Growth Boundary depicted on the General Plan Diagram or the implementation of any Vacaville General Plan Policy amended by the Urban Growth Boundary Initiative would constitute an unconstitutional taking of a landowner's property for which compensation would be required, and

- (ii) That the amendment will allow additional land uses only to the minimum extent necessary to avoid such a taking of the landowner's property.
- (b) The City Council may amend the location of the Urban Growth Boundary, or amend policies adopted or amended by the Urban Growth Boundary Initiative, where the City Council determines, after at least one public hearing, that doing so is necessary to comply with State law regarding the provision of housing, if it first makes each of the following findings based on substantial evidence in the record:
- (i) a specific provision of State law requires the City to accommodate the proposed housing; and
 - (ii) the amount of land to be included within the Urban Growth Boundary is no greater than necessary to accommodate the proposed housing; and
 - (iii) no alternative site within the Urban Growth Boundary could be used to satisfy the applicable State housing law; and
 - (iv) the proposed housing will be located adjacent to already developed land and roads, unless locating the development in such areas would result in greater environmental impacts than would locating the housing elsewhere, would conflict with State or federal laws, or would not be possible.
- (c) The City shall not approve any general plan amendment, zoning amendment, specific plan or policy plan, specific plan or policy plan amendment, rezoning, subdivision map, conditional use permit, or public works project not otherwise provided for in Policy LU-P5.6, or take any other similar action that is inconsistent with the Vacaville General Plan amendments adopted by Section 3 of the Urban Growth Boundary Initiative.
- (d) The policies under Goal LU-5 of the General Plan Land Use Element shall not apply to any development project or ongoing activity that has obtained, as of the effective date of the Urban Growth Boundary Initiative, a vested right pursuant to State or local law.

Infrastructure and Services for New Development

Goal LU-6	All development shall pay its own way and not result in a financial burden to existing development or services.
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Policies

- Policy LU-P6.1 Require that all development mitigate its own impacts on the existing community and pay its fair share of the cost of capital improvements needed to serve that development.
- Policy LU-P6.2 Require that infrastructure and service improvements for future annexation or growth areas do not create an undue burden on existing City infrastructure and services.
- Policy LU-P6.3 Ensure that future annexations are consistent with the overall goals and policies of the General Plan and do not adversely impact the City’s fiscal viability, environmental resources, infrastructure and services, and quality of life.
- Policy LU-P6.4 Require that all specific plans include a fiscal impact study.

Actions

- Action LU-A6.1 Adopt a General Plan Update cost recovery fee that establishes an impact fee for new development to proportionately pay for the cost of the General Plan Update.
- Action LU-A6.2 Establish an impact fee for new development in the East of Leisure Town Road and Northeast Growth Areas, which are shown in Figure LU-3 that accounts for the significant infrastructure improvements required to develop these areas.
- Action LU-A6.3 Evaluate competitive cost comparisons to target efforts that assist specific businesses in a way that maximizes benefits for the City. Study impact fees and fiscal impacts as an integral part of economic development planning.

Public Involvement in Planning

Goal LU-7 Promote public participation in the City’s planning processes.

Policies

- Policy LU-P7.1 Provide opportunities for individuals, organizations, and neighborhood associations to participate in the planning process.
- Policy LU-P7.2 Use traditional communication tools and new media and technology to provide clear and current information on City processes and decisions and to encourage public participation in City government.

Policy LU-P7.3 Require that sponsors of new development projects have early and frequent communication with affected citizens and stakeholders.

Actions

Action LU-A7.1 Develop online information pages for specific neighborhood areas to provide ongoing information to residents regarding the status of development in their neighborhoods.

Coordination with Other Agencies and Jurisdictions

Goal LU-8	Coordinate with surrounding jurisdictions and other local and regional agencies that may affect Vacaville’s future development patterns and character.
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Policies

Policy LU-P8.1 Coordinate with Solano County to ensure land uses outside the Sphere of Influence and Urban Growth Boundary, but within the Planning Area, remain in agricultural or open space use, with the following exceptions, as reflected in Figure LU-6:

- The Cypress Lakes Golf Course.
- The areas north of the Midway in northeast Vacaville identified for development by the Solano County General Plan (2008).
- The Hay Road Landfill, located in southeast corner of the Planning Area.

Policy LU-P8.2 Work with Solano County to ensure that projects developed in the Vacaville Planning Area or Sphere of Influence meet City policies and standards, do not induce further development, and do not unduly burden the City.

Policy LU-P8.3 Provide written comments to Solano County on all proposed significant development projects in the Planning Area in accordance with the City’s land use designations, policies, and standards.

Policy LU-P8.4 Testify in opposition to development proposals in the Planning Area that are not consistent with the City’s policies at Solano County public hearings.

Policy LU-P8.5 Work with Solano County and the Nut Tree Airport to ensure Vacaville’s future development patterns and character do not adversely impact the Nut Tree Airport.

- Policy LU-P8.6 Coordinate Vacaville’s open space planning efforts with those of other agencies whenever possible.
- Policy LU-P8.7 Work with Solano County to coordinate and support the County’s efforts to promote agri-tourism and related uses.

Actions

- Action LU-A8.1 Maintain and implement agreements with the Solano Irrigation District, nearby cities, and Solano County, and negotiate agreements with other local government entities to help direct the provision of urban services to urban areas while maintaining as much viable agriculture on prime agricultural soils as is practical.
- Action LU-A8.2 Work with Solano County and the Local Agency Formation Commission (LAFCO) to update the Vacaville Sphere of Influence (SOI) to include areas where the city intends to grow, including the area beyond the current SOI but within the Urban Growth Boundary, and to remove areas not identified for annexation. As of the adoption of this General Plan, the City’s desired SOI is shown on Figure LU-6.
- Action LU-A8.3 In coordination with neighboring jurisdictions and regional and State agencies, develop regional open space programs that will benefit Vacaville.

Healthy Communities

Goal LU-9	Ensure convenient access to healthy foods for all residents.
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Policies

- Policy LU-P9.1 Encourage sources of fresh food, including grocery stores, farmers markets, and community gardens, and prioritize underserved areas for new sources of healthy food.
- Policy LU-P9.2 Consider the provision of programs, incentives, and/or grants to encourage small grocery or convenience stores to sell fresh foods in underserved areas. These programs could include grants or loans to purchase updated equipment (e.g. refrigeration), publicity or directories of healthy food outlets, or connecting stores to wholesale sources of healthy, local, or organic food.
- Policy LU-P9.3 Allow community gardens in residential and other land use designations.

Policy LU-P9.4 Encourage the purchase of local and organic food for City functions, and encourage school districts to do the same.

Policy LU-P9.5 Encourage all new public facilities, schools, parks and recreational facilities, and commercial, office, and medical buildings to provide drinking fountains.

Actions

Action LU-A9.1 Identify and prioritize neighborhoods underserved by healthy food sources for development of healthy food sources.

Action LU-A9.2 Develop a program to provide fast-track permitting for grocery stores in underserved areas and areas identified for increased residential development and mixed use.

Action LU-A9.3 Identify and inventory potential community garden and urban farm sites on existing parks, public easements, rights-of-way, and schoolyards, and develop a program to establish community gardens in appropriate locations.

Action LU-A9.4 Establish a process through which a neighborhood can propose and adopt a site as a community garden.

Action LU-A9.5 Work with the local Farmers Market Association and agricultural producers to identify appropriate locations for farmers markets or local produce stands outside of Downtown Vacaville during weekdays.

Goal LU-10	Promote healthy communities through access to health care and consideration of health care needs in the planning process.
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Policies

Policy LU-P10.1 Encourage new neighborhoods to provide for the basic needs of daily life and for the health, safety, and mental well-being of residents.

Policy LU-P10.2 Consider available State-generated community health information, such as incidence of diabetes or heart disease, when making decisions about the built environment that could affect community health.

Policy LU-P10.3 Improve access of Vacaville residents to health care, medical, and mental health facilities, in part by ensuring that such facilities are served by public transit.

Policy LU-P10.4 Provide technical assistance to local groups that offer health and social services.

Actions

Action LU-A10.1 Provide staff-level reports to the Planning Commission and City Council with recommendations on ways that the City may address newly emerging public health concerns.

Action LU-A10.2 Hold staff-level meetings with Solano County Public Health to review emerging health issues.

Residential Neighborhoods

Goal LU-11	Preserve and enhance the existing character and sense of place in residential neighborhoods.
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Policies

Policy LU-P11.1 Encourage creative residential site design and architectural quality and variety in the City's design approval process.

Policy LU-P11.2 Ensure that the design of new residential development in established neighborhoods minimizes disruption to the neighborhood and is compatible with the design of existing residences.

Policy LU-P11.3 Require a Planned Development permit for all residential development meeting one or more of the following criteria, consistent with the adopted Planned Development regulations (*the Planned Development permit process is intended to increase flexibility for these types of development by allowing deviations from typical development standards, such as setbacks, building height, landscaping, parking, and design*):

- Multi-family projects of 10 units or more.
- Mixed use.
- A location potentially subject to natural or man-made geologic hazards, including hillside areas.
- Any project exceeding the maximum density allowed by the land use designation or with 50 units or more.

Policy LU-P11.4 Maintain buffers between residential areas and business parks, industrial parks, and technology parks. The minimum separation shall be 200 feet.

- Policy LU-P11.5 Prohibit residential neighborhood design that places access to single family lots on arterial streets.
- Policy LU-P11.6 Design residential neighborhoods to avoid placing access to single family lots on collector streets, and limit the number of intersections along collector streets.

Actions

- Action LU-A11.1 Re-evaluate, implement, and maintain the City’s Residential Design Requirements for New Single-Family Development, which encourage residential subdivisions that are sensitive to topography, limit use of mass grading, provide for functional and aesthetically pleasing neighborhoods, and provide a variety of housing sizes.
- Action LU-A11.2 Update the Land Use and Development Code to include a diagram illustrating the requirements of the buffers between residential areas and business parks, industrial parks, and technology parks.
- Action LU-A11.3 Update the Traffic Mitigation Ordinance (Chapter 14.13.180 of the Land Use and Development Code) to address roadway design in residential neighborhoods, including, but not limited to, traffic calming measures.

Goal LU-12	Provide high-quality housing in a range of residential densities and types.
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Policies

- Policy LU-P12.1 Encourage development that broadens the choice of type, size, and affordability of housing in Vacaville.
- Policy LU-P12.2 Provide for transitions between higher-density and lower-density housing.
- Policy LU-P12.3 Strive to maintain a citywide housing mix of approximately 75 percent single-family and 25 percent multi-family attached housing.

Commercial and Office Uses

Goal LU-13	Promote the development of attractive commercial areas and uses that provide goods and services.
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Policies

- Policy LU-P13.1 Ensure that new commercial development is compatible with the character and scale of existing and planned adjoining land uses.
- Policy LU-P13.2 Provide neighborhood and community shopping centers of various sizes and locations to ensure easy access from nearby residential areas to daily commercial and service needs.
- Policy LU-P13.3 Locate shopping centers and neighborhood commercial facilities at the intersection of major thoroughfares and, where appropriate, adjacent to multi-family housing and transit.
- Policy LU-P13.4 Prohibit the location of competing new neighborhood shopping centers at one major intersection.
- Policy LU-P13.5 Encourage similar and compatible types of commercial businesses to cluster together in appropriate locations to provide comparison shopping.
- Policy LU-P13.6 Provide sufficient space to meet the need for commercial services and commercial recreation that can be supported by Vacaville's residents, businesses, and private workers.
- Policy LU-P13.7 Apply the highest development standards to highway commercial uses to ensure that the characteristics of major entrances to the community are not diminished by incompatible uses or inharmonious site development concepts.
- Policy LU-P13.8 Provide new commercial sites in new residential areas only in proportion to additional demand so that existing sites are not abandoned.
- Policy LU-P13.9 Minimize conflicts between commercial areas and residences by requiring adequate buffers and screening.
- Policy LU-P13.10 Require increased setbacks adjoining freeways and ensure that new commercial developments do not appear to back up to freeways.
- Policy LU-P13.11 Ensure the design of new commercial areas considers public safety through physical design such as lighting, visibility into the stores from the street, and avoiding the creation of isolated public spaces.

Actions

- Action LU-A13.1 Establish commercial design guidelines to govern new construction and major exterior alterations and additions in neighborhood and community

shopping centers and in highway commercial areas. In neighborhood and community shopping centers, the guidelines should set a coherent design concept but avoid imposing a rigid, stylistic requirement for individual buildings. A range of architectural expression should be allowed. Free-standing uses, such as service stations, banks, and restaurants, should be compatible in design and materials with the main building complex. In highway commercial areas, the guidelines should ensure that the characteristics of major entrances into the community and views from the freeway are not diminished by incompatible uses or inharmonious site development concepts.

Action LU-A13.2 Revise the Land Use and Development Code to set specific limits on the size of neighborhood shopping centers to preserve opportunities for local-serving businesses and to exclude region-serving stores likely to generate high traffic volumes. Require increased setbacks from residential neighborhoods.

Action LU-A13.3 Revise the Land Use and Development Code to define competing neighborhood commercial uses, and to outline the development review process applicable to addressing development proposals including competing land uses and appropriate siting standards.

Goal LU-14	Promote the development of attractive office areas and uses that provide jobs to Vacaville residents.
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Policies

Policy LU-P14.1 Encourage new regional and local-serving office development at appropriate locations.

Policy LU-P14.2 Require increased setbacks adjoining freeways and ensure that new office developments do not back up to freeways.

Actions

Action LU-A14.1 Establish office design guidelines to govern new construction and alterations and additions, including criteria for building massing, exterior materials, landscaping, and location of parking.

Industrial and Research and Development Uses

Goal LU-15	Promote the development of attractive industrial areas and uses that provide jobs to Vacaville residents.
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Policies

- Policy LU-P15.1 In cooperation with Solano Economic Development Corporation, other cities, and Solano County, actively promote the development of new, clean, employment-intensive industrial uses in Vacaville and the region.
- Policy LU-P15.2 Strive to retain existing industry and allow existing industrial uses to expand, consistent with other General Plan policies.
- Policy LU-P15.3 Encourage clustering of industrial development.
- Policy LU-P15.4 Protect existing and new residential areas from adverse effects of new industry and, wherever feasible, of existing industry.
- Policy LU-P15.5 Require that new industrial development be designed to avoid adverse impacts to adjacent non-industrial uses, particularly residential neighborhoods, with respect to, but not limited to, noise, dust and vibration, water quality, air quality, agricultural resources, and biological resources. Include specific standards in Policy Plans for adequate physical and aesthetic separation of industrial business parks and residential land.
- Policy LU-P15.6 Require increased setbacks adjoining freeways and ensure that new developments do not appear to back up to freeways.

Actions

- Action LU-A15.1 Continue marketing efforts and assistance to promote the stimulation of job-generating industrial uses in Vacaville.
- Action LU-A15.2 Compile information and/or maps to assist new development in identifying infrastructure availability and assist in economic development efforts for City capital improvement planning.

Areas of Special Consideration

In addition to land use designations and goals, policies, and actions, the General Plan identifies numerous Areas of Special Consideration. These are specific areas of the city where more detailed design and development guidance shall be applied. With the exception of airport areas, these Areas of Special Consideration are shown in Figure LU-7 and are discussed below. The Nut Tree Airport Land Use Compatibility Zones are shown in Figure LU-4 and the Travis Air Force Base Airport Land Use Compatibility Zones are shown in Figure LU-5.

The Areas of Special Consideration include:

- Downtown
- Growth Areas:
 - East of Leisure Town Road Growth Area
 - Northeast Growth Area
- Priority Development Areas
 - Allison Policy Plan Area Priority Development Area
 - Downtown Vacaville Priority Development Area
- Policy Plan Areas:
 - Interchange Business Park
 - Vacaville-Golden Hills Business Park
 - Vaca Valley Business Park
- Special Development Areas:
 - Rice McMurtry Area
 - South Vanden Area
 - Lower Lagoon Valley Area
 - North Village Specific Plan
 - Other Areas
- Airport Areas

Downtown

The Downtown area, especially the Historic District, is a unique area within the city. No other commercial area has both the central location and historic atmosphere of the Downtown. The Downtown area is located generally between Stevenson Street, Cernon Street, Monte Vista Avenue, and the former Southern Pacific Railroad line. The following provisions are intended to enhance the existing historic character of the Downtown and add to its economic vitality by providing for a wide range of commercial and residential uses.

Goal LU-16	Promote a physically, socially, and economically vibrant Downtown.
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Policies

- Policy LU-P16.1 Encourage continued improvement and redevelopment of the Downtown area with new specialty shops, restaurants, major stores, offices, and supporting commercial uses, but retain the small-town scale and character conveyed by development along Main Street with an appropriate transition between commercial and adjoining existing residential areas.
- Policy LU-P16.2 Encourage mixed-use development projects in the Downtown.
- Policy LU-P16.3 Encourage local-serving offices to locate in the Downtown.

- Policy LU-P16.4 Encourage local-serving commercial uses to locate in the Downtown.
- Policy LU-P16.5 To the extent possible, continue to provide off-street parking facilities close to Downtown retail areas.
- Policy LU-P16.6 Continue to integrate Andrews Park and the Ulatis Creek Creekwalk into Downtown planning efforts.
- Policy LU-P16.7 Support the implementation the Opportunity Hill Master Plan.
- Policy LU-P16.8 Encourage transit-oriented development, including mixed use, high density housing, and commercial and office uses, in the Downtown.
- Policy LU-P16.9 Allow retention and rehabilitation of the traditional single-family homes on the east side of Vine Street, south of Vineyard Valley Way. Due to the topography of these lots, these lots may be redeveloped with single-family homes within the legally established setbacks of the original homes without the need of an approved planned development permit.

Actions

- Action LU-A16.1 Review and revise the adopted *Design Requirements for the Main Street Vacaville Historic District* to include the entire Downtown area. The guidelines should encourage the renovation and preservation of historic structures in the Downtown Historic District; preserve the architectural, historical, and cultural significance of those buildings; and govern new commercial development and major exterior alterations and additions. As part of these guidelines, define and clarify “gateway” areas to the Downtown. Include criteria and guidelines so that new buildings in the gateway and surrounding areas are compatible with buildings in the Historic District, including building design, building materials, massing, and colors. The guidelines should set a coherent design concept but avoid imposing a rigid, stylistic requirement for individual buildings. Instead, a range of architectural expression should be allowed.
- Action LU-A16.2 Continue to implement public improvements that will support revitalization of the Downtown area.
- Action LU-A16.3 Provide information regarding rehabilitating buildings in the Downtown Historic District to businesses and property owners. The information should include federal, State, and local requirements, and City procedures for design review, conditional use permits, environmental review, and building permits.

- Action LU-A16.4 Amend the Land Use and Development Code to increase the allowed density in the Residential Urban High Density Overlay on the Opportunity Hill and Depot Street sites, which are shown in Figure LU-8, up to 65 dwelling units per acre.
- Action LU-A16.5 Amend the zoning designations within the Downtown to conform to revised land use designations.
- Action LU-A16.6 Prepare a Downtown Specific Plan to provide development standards that will promote the development of the City's central commercial core and implement policies for the commercial, mixed-use, and employment uses promoted under Goal LU-16.

Growth Areas

With adoption of the Urban Growth Boundary in 2008, two new growth areas were established in areas predominantly used for agriculture: the East of Leisure Town Road Growth Area and the Northeast Growth Area. The East of Leisure Town Road Growth Area is approximately 1,300 acres in size and primarily designated for future residential growth. The Northeast Growth Area is approximately 1,400 acres in size and primarily designated as an economic development area. These growth areas are not anticipated to fully develop within the 2035 horizon year of this General Plan. As such, an Urban Reserve land use designation has been applied to relatively large, contiguous geographic areas within the East of Leisure Town Road Growth Area, and to a small area within the Northeast Growth Area.

Lands designated as Urban Reserve are recognized by the City as areas that may be annexed to the City and developed in the future. Areas within the East of Leisure Town Road Growth Area with an Urban Reserve land use designation will require comprehensive planning and the preparation of a Specific Plan prior to development. In conjunction with a Specific Plan, a General Plan amendment will be necessary to establish specific General Plan land use designations for each parcel of land.

This section provides policies and actions to ensure balanced growth in these areas with adequate public facilities and services. In addition to the goals, policies, and actions below that specifically address the growth areas, the growth areas are also subject to all of the other goals, policies, and actions in the General Plan. For reference, Figure LU-9 shows the land use designations from Figure LU-6 for just the growth areas.

Goal LU-17	Provide for orderly, well-planned, and balanced growth in the East of Leisure Town Road Growth Area.
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Policies

Policy LU-P17.1 Limit residential development within the East of Leisure Town Road Growth Area to 2,175 dwelling units with the following general assumptions:

- Brighton Landing Specific Plan Area: 780 dwelling units
- Properties South of Brighton Landing and North of Fry Road: 785 dwelling units
- Properties North of Elmira Road: 610 dwelling units

Require a General Plan Amendment for residential development in excess of this amount.

Policy LU-P17.2 The East of Leisure Town Road Growth Area shall include a mixture of housing densities, and attached and detached housing types consistent with the adopted land use diagram.

Policy LU-P17.3 When considering specific plan proposals for development on lands designated Residential High Density in the East of Leisure Town Road Growth Area, ensure that overall development in the East of Leisure Town Road Growth Area is on track to provide at least 13 percent of the total residential units as attached, multi-family units.

Policy LU-P17.4 Approximately 80 percent of the 610 units permitted for the properties located within the East of Leisure Town Road Growth Area, north of Elmira Road, shall be distributed between Elmira Road and Hawkins Road, west of the future north-south collector street; the remaining 20 percent shall be located north of Hawkins Road, west of the future north-south collector street.

Policy LU-P17.5 Require that specific plans be prepared for development in the East of Leisure Town Road Growth Area to ensure that coordinated plans for land uses, public facilities, and public services are created for such area, and require that these specific plans are consistent with the City's updated infrastructure master plans that account for development in the East of Leisure Town Road Growth Area.

Policy LU-P17.6 Require that specific plans for the East of Leisure Town Road Growth Area include a diagram showing the distribution of land uses and define permitted and conditionally permitted land uses, major public facilities

(including schools, parks, roads, water, sewer, and drainage facilities), phasing, infrastructure financing mechanisms, interim fire protection measures, and any other elements that may be needed to ensure an orderly development process with minimal adverse impacts to the existing community. The specific plans shall be consistent with the City's master infrastructure plans prepared for the East of Leisure Town Road Growth Area.

Policy LU-P17.7 Prohibit the location of competing new neighborhood shopping centers at the Hawkins Road and Leisure Town Road intersection.

Policy LU-P17.8 The General Plan Update Environmental Impact Report (EIR) assumes the following maximum development projections for the year 2035 for the lands located within the East of Leisure Town Road Growth Area, shown in Figure LU-7:

- Residential: 2,340 units
- Commercial: 160,000 square feet (12 acres)

When approved development in the East of Leisure Town Road Growth Area reaches the maximum number of residential units or commercial square feet projected in the General Plan EIR, the Community Development Director shall require that environmental review conducted for any subsequent development project address growth impacts that would occur due to development exceeding the General Plan EIR's projections. This does not preclude the City, as lead agency, from determining that an EIR would be required for any development in the East of Leisure Town Road Growth Area to the extent required under the relevant provisions of CEQA (e.g. Section 21166 and related guidelines). The City will conduct the appropriate scoping at the time of initial study for any specific plan, all in accordance with these requirements.

Note: The General Plan Update EIR assumed more residential units in the East of Leisure Town Road Growth Area would develop by 2035 than the number of units permitted by Policy LU-P17.1.

Policy LU-P17.9 Require residential specific plans within the East of Leisure Town Road Growth Area to contain a component of housing designed to attract business executives and professionals.

Policy LU-P17.10 Require Specific Plans within the East of Leisure Town Growth Area to provide a wide variety of lot sizes and housing types. Lots located adjacent to the Agricultural Buffer, north of Elmira Road, shall be 10,000 square feet in size.

Policy LU-P17.11 Require specific plans within the East of Leisure Town Road Growth Area to incorporate detention basins, agricultural buffer areas, and public open spaces into the physical amenities designed into the neighborhoods. These amenities could include trails, passive open spaces, recreational spaces, or other features designed to create innovative, attractive neighborhood design.

Policy LU-P17.12 Development projects within the East of Leisure Town Road Growth Area shall coordinate their respective roads, bike paths, landscape corridors, and design standards to create a unified sense of place and identity.

Actions

Action LU-A17.1 Reduce the width of the agricultural buffer located north of Elmira Road from 500 feet to 300 feet. A 300-foot-wide agricultural buffer is consistent with the Solano County General Plan policy that identifies the requirement for 300-foot-wide agricultural buffers. Further discussions with the Solano Irrigation District are required as part of this action, and will be addressed in an amendment to the Master Water Agreement. In the event that the City and the Solano County Irrigation District do not agree to such amendment, the buffer shall remain 500 feet in width.

Action LU-A17.2 Work with the Solano Irrigation District to expand the Urban Service Area and amend the Master Water Agreement to accommodate urban development in the East of Leisure Town Road Growth Area. As part of the amendment to the Master Water Agreement, consider the width, location, and allowed uses in the agricultural buffer.

Goal LU-18	Provide for orderly, well-planned, and balanced growth in the Northeast Growth Area.
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Policies

Policy LU-P18.1 The Northeast Growth Area shall primarily be developed with job generating uses such as high quality offices, industrial uses, and technology campuses. Encourage the development of employment generating uses prior to residential uses in the Northeast Growth Area.

Policy LU-P18.2 Properties within the Northeast Growth Area designated as Technology Park and measuring over 100 acres in size are intended for large technology and business campuses. These properties shall not be

subdivided into smaller parcels for the purpose of developing several unrelated uses.

Policy LU-P18.3 Require that specific plans be prepared for development in the Northeast Growth Area to ensure that coordinated plans for land uses, public facilities, and public services are created for each area, and require that these specific plans are consistent with the City's updated infrastructure master plans that account for development in the Northeast Growth Area.

Policy LU-P18.4 Require that specific plans for the Northeast Growth Area include a diagram showing the distribution of land uses and define permitted and conditionally permitted land uses, major public facilities (including schools, parks, roads, water, sewer, and drainage facilities), phasing, infrastructure financing mechanisms, interim fire protection measures, and any other elements that may be needed to ensure an orderly development process with minimal adverse impacts to the existing community.

Policy LU-P18.5 One comprehensive infrastructure master plan shall be prepared for the Northeast Growth Area prior to development in this area to ensure coordinated planning for infrastructure, public facilities, and public services.

Policy LU-P18.6 Require that the Specific Plan for the Northeast Growth Area comply with the City Gateways Design Master Plan.

Policy LU-P18.7 Setback distance and/or landscaping in the Northeast Growth Area shall ensure that development is protected from the adverse impacts of the freeway and does not appear to back up to the freeway.

Policy LU-P18.8 The General Plan Update Environmental Impact Report (EIR) assumes the following maximum development projections for the year 2035 for the lands located within the Northeast Growth Area, shown in Figure LU-7:

- Industrial: 560,000 square feet (32 acres)

When approved development in the Northeast Growth Area reaches the maximum industrial square feet projected in the General Plan EIR, the Community Development Director shall require that environmental review conducted for any subsequent development project address growth impacts that would occur due to development exceeding the General Plan EIR's projections. This does not preclude the City, as lead agency, from determining that an EIR would be required for any development in the Northeast Growth Area to the extent required under

the relevant provisions of CEQA (e.g. Section 21166 and related guidelines). The City will conduct the appropriate scoping at the time of initial study for any specific plan, all in accordance with these requirements.

Actions

Action LU-A18.1 Amend the City Gateways Design Master Plan and the Land Use and Development Code to include freeway frontage in the Northeast Growth Area and to address billboard development in this area.

Goal LU-19	Comprehensively plan for future development in the East of Leisure Town Road and Northeast Growth Areas.
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Policies

Policy LU-P19.1 Require a General Plan amendment to convert lands designated as Urban Reserve to other land use designations. Require all conversions to make the findings identified in an Urban Reserve Ordinance described in Action LU-A19.1, below.

Policy LU-P19.2 Prioritize development of residential land use in the East of Leisure Town Road Growth Area over future new residential uses in the Northeast Growth Area in the City's infrastructure planning and land use approval process.

Policy LU-P19.3 The City Municipal Service Review and Comprehensive Annexation Plan (MSR/CAP) shall serve as the City's growth management plan. The growth management plan shall include an urban growth strategy, infill strategy and agricultural preservation strategy. The MSR/CAP shall be updated every five years as mandated by State law.

Policy LU-P19.4 Identify all properties designated as Urban Reserve as long-term annexation areas in the City's Municipal Service Review and Comprehensive Annexation Area Plan. Long-term annexation areas are areas that will not be annexed to the City within the 5- to 10-year planning period of the most current Municipal Service Review and Comprehensive Annexation Plan.

Policy LU-P19.5 Evaluate General Plan amendment requests to convert lands designated as Urban Reserve to other land use designations no more often than every 5 years. Applications to amend the General Plan to convert Urban Reserve lands must be consistent with the City's Municipal Service Review and Comprehensive Annexation Plan.

Policy LU-P19.6 Prior to the approval of any subdivision applications in the East of Leisure Town Road or Northeast Growth Area, the developers shall assure that all required domestic water supply and distribution systems, wastewater collection and treatment facilities, stormwater management facilities, and roadway segment and intersection improvements will be incorporated into the final project plans.

Actions

Action LU-A19.1 Amend the Land Use and Development Code to establish an Urban Reserve ordinance. The ordinance shall include criteria necessary to support a General Plan amendment permitting the conversion of the land designated as Urban Reserve to another land use designation. The criteria shall allow consideration of amendments needed to retain a 20-year supply of developable land within the Urban Growth Boundary or to replenish the supply of developable land reduced since General Plan adoption. These findings shall support the General Plan Vision Statement.

Action LU-A19.2 Update the City's master infrastructure plans to identify the infrastructure requirements for the development of the East of Leisure Town Road and Northeast Growth Areas through the 2035 horizon year. The specific plans for these growth areas shall be consistent with the City's infrastructure master plans.

Action LU-A19.3 As part of its regular Municipal Service Review and Comprehensive Annexation Plan updates, the City shall review and analyze the growth and population projections for the East of Leisure Town Road and Northeast Growth Areas in relation to the rest of the city to ensure an adequate, long-term supply of developable residential and non-residential land, and to ensure the City can provide adequate infrastructure and facilities to serve the needs of these growth areas.

Priority Development Areas

In 2008, the Association of Bay Area Governments (ABAG) approved the Allison Policy Plan Area and Downtown Vacaville as Priority Development Areas (PDAs) for inclusion in FOCUS, the San Francisco Bay Area's Regional Blueprint Plan. FOCUS is a regional development and conservation strategy that promotes a compact land use pattern for the Bay Area. The PDAs discussed in this section meet the FOCUS designation criteria by allowing mixed-use development, including office, commercial, retail, and residential uses, in close proximity to jobs, public transit, parks, libraries, shopping, and dining. PDA designations provide the City with the opportunity to apply for grants to assist with the costs of planning,

infrastructure improvements, and/or construction related to the development of these project areas.

Allison Policy Plan Area

The Allison Policy Plan Area PDA is categorized as a “Suburban Center.” Suburban Center PDAs generally have a mix of low-rise, mid-rise, and some high-rise residential buildings, consisting of 30 to 100 dwelling units per acre. The Allison Policy Plan Area PDA encompasses approximately 290 acres, and is bordered by Interstate 80 in the vicinity of Allison Drive. It is served by the Vacaville Intermodal Transit Center, which serves regional and local transit needs by providing bus service with connections to Sacramento, Bay Area Rapid Transit (BART), and the Vallejo ferry. The Transit Center includes a multi-bus terminal, a park-and-ride area with surface parking for over 200 cars, bicycle lockers, and a van pool. Future expansion plans include a 400-car parking garage.

There are prominent job, entertainment, and leisure opportunities within this PDA, including approximately 3,500 jobs, and the potential for approximately 800 additional jobs. The PDA also includes the Vacaville Performing Arts Theater, the Ulatis Community Center, a branch of the Solano County Library, and a private school serving kindergarten through eighth grade. Approximately 600 apartments are located within this PDA, with the potential for approximately 230 additional apartments. This PDA is located adjacent to single family homes, senior housing, and an assisted living facility.

Downtown Vacaville

The Downtown Vacaville PDA is designated as a “Transit Town Center” PDA, which is generally characterized as having a mix of small-lot single family homes, townhomes, and low- and mid-rise residential buildings, with 20 to 75 dwelling units per acre. The Downtown PDA encompasses approximately 300 acres, and is located in downtown Vacaville, bound generally by Monte Vista Avenue to the north, Interstate 80 to the southeast, West Street to the west, and Depot Street to the east.

The area is envisioned for mixed-use residential and retail projects. The area includes the City Coach Transit Center that serves six local bus routes and connects to the Intermodal Transit Center. This area is pedestrian orientated with an abundance of shopping and dining options, a branch of the Solano County Library, a movie theater, an indoor sports facility, and a large community park that routinely hosts live entertainment.

Goal LU-20	Support development within the Allison Policy Plan Area and Downtown Vacaville Priority Development Areas.
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Policies

Policy LU-P20.1 Provide a variety of housing options within close proximity to transit, jobs, shopping, and services within Priority Development Areas.

Policy LU-P20.2 Continue to actively pursue planning grants and capital infrastructure funding to support planning and development in Priority Development Areas.

Policy LU-P20.3 Ensure that development at the edge of Priority Development Areas is sensitive to adjoining uses and neighborhood context.

Actions

Action LU-A20.1 Identify steps to further support development within Priority Development Areas.

Action LU-A20.2 Amend the zoning map to identify the Allison Policy Plan Area and Downtown Vacaville Priority Development Areas.

Action LU-A20.3 Amend the Land Use and Development Code to provide development and design standards for the Allison Policy Plan Area and Downtown Vacaville Priority Development Areas.

Policy Plan Areas

As described earlier in this Element, policy plans are one of the primary tools used by the City to strategically plan for new growth within the industrial and business parks. In order to allow development flexibility, the policy plans typically allow a wide range of land uses. However, development of much of the remaining vacant land within the Interchange Business Park, Vacaville-Golden Hills Business Park, and Vaca Valley Business Park Policy Plans is limited by the available water, wastewater, and transportation infrastructure; there is not adequate infrastructure to allow every parcel to be developed with uses that have high water demand or traffic impacts. This section includes policies to address these infrastructure issues. See the section on specific plans, policy plans, and master plans in the Background Information section of this Element for additional information about policy plan areas.

Goal LU-21	Provide for development that is consistent with the limits imposed by water and wastewater infrastructure in the Interchange Business Park, Vacaville-Golden Hills Business Park, and Vaca Valley Business Park Policy Plans.
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Policies

Policy LU-P21.1 Do not permit new development in the Interchange Business Park, Vacaville-Golden Hills Business Park, and Vaca Valley Business Park Policy Plans unless the applicant demonstrates to the satisfaction of the Public Works and Utilities Director that the project will not exceed available infrastructure capacity, and conforms to the latest adopted

Water and Sewer Master Plans, Northeast Sector Sewer Master Plan, and current Wastewater Collection and Treatment Master Plans.

Policy LU-P21.2 Encourage businesses that do not require intensive wastewater collection capacity (e.g. offices), to locate in the Interchange Business Park, Vacaville-Golden Hills Business Park, and Vaca Valley Business Park Policy Plans.

Special Development Areas

The following special development areas require specific policies and standards related to the unique characteristics of these areas:

- Rice McMurtry Area
- South Vanden Area
- Lower Lagoon Valley Area
- North Village Specific Plan
- Other Areas

Rice McMurtry Area

The Rice McMurtry area is surrounded by the English Hills to the west, a residential subdivision to the south, and rural and agricultural uses to the north and east. The northern boundary of the Cheyenne Subdivision serves as the jurisdictional boundary between the city and county. As such, it has been the intention of the City and the project applicants to create a high quality development area that serves as a transition area between the city and county. This goal is being accomplished by allowing flexibility and creativity in building design and site planning.

Development within the Rice McMurtry Area is required to promote a rural atmosphere. As outlined below, all new residential development within the Rice McMurtry area must be of superior quality and design.

Goal LU-22	Provide large residential lots within a rural atmosphere to achieve the identity of the Rice McMurtry Area.
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Policies

Policy LU-P22.1 All new residential development within the Rice McMurtry project area shall adhere to the following standards and guidelines:

- The area shall be developed with a rural feel and look with semi-custom and custom homes on lots with a minimum size of 10,000 square feet and an overall maximum density of 2.0 units per acre.
- Lot patterns shall be diverse, avoiding repetitive size and shaped lots.

- Lots around the perimeter, particularly along the west side of Browns Valley Road and Shelton Lane, shall be larger lots of at least 1 acre in size.
- All new lots fronting on the north, east, and south sides of Browns Valley Road and the east side of Shelton Lane shall be at least 1 acre in size unless the Planning Commission approves an exception to this standard. Exceptions may only be granted in those cases where it can be shown that the dimensions or configuration of an existing lot or the corner lots with two frontages precludes the attainment of the allowed density. In those cases, all new lots fronting on Browns Valley Road or Shelton Lane shall provide a minimum width of 150 feet and a minimum area of 20,000 square feet. For all other lots not fronting on Browns Valley Road and Shelton Lane, the minimum lot size shall be 10,000 square feet.
- All new homes fronting on all sides of Browns Valley Road and Shelton Lane are to be unique custom homes individually-designed by an architect.
- Housing along Browns Valley Road and Shelton Lane shall be limited to one story.
- Low-level lighting using non-standard light standards and heads is encouraged.
- Private streets with rolled curbs, narrow sections, and sidewalks on at least one side are encouraged.
- There is no requirement to install curbs, gutters, and sidewalks along the east side of Shelton Lane and the north, south, and east sides of Browns Valley Road unless dictated by new development on these properties.
- Unless otherwise identified in this policy, all public streets must conform with adopted City Standards.
- Perimeter fencing along Browns Valley Road and Shelton and McMurtry Lanes shall be open in nature, such as three-rail or split-rail wood.
- A public pedestrian, bicycle, and/or equestrian trail system shall connect the developments.
- The landscaped pedestrian and equestrian trail along the Shelton Lane frontage shown on the Concept Plan, approved with the Cheyenne Subdivision (a.k.a. Reynold's Ranch), shall be incorporated into the Reynolds Ranch subdivision plans and a similar amenity shall be included in all new development along the west side of Browns Valley Road.

- Browns Valley Road shall be designed and constructed to provide an interim minimum pavement width of 32 feet. The minimum ultimate pavement width shall be no less than 40 feet with separated sidewalks and landscaping on both sides. Additional right-of-way and pavement width may be required as the properties fronting Browns Valley Road develop. The City Engineer may approve an interim roadway width and configuration prior to the development of the properties fronting on Browns Valley Road.
- Infrastructure master plans for sewer, water, storm drain, and traffic improvements shall be prepared prior to or in conjunction with the processing of subdivision maps for all development within the Rice McMurtry area.
- Prior to the approval of any subdivision applications, the developers shall assure that all required domestic water supply and distribution systems, wastewater collection and treatment facilities, storm water management facilities, and roadway segment and intersection improvements will be incorporated into the final project plans.
- A landscaped buffer shall be provided around the perimeter of each residential area adjacent to provide open space for aesthetics as well as fire protection.
- All requirements of the Fire Department for protecting the homes from wildland fires shall be integrated into the final project plans.
- There shall be deed restrictions precluding the new residents from protesting the keeping of farm animals and associated nuisances on the surrounding properties.

Actions

Action LU-A22.1 Amend the Land Use and Development Code to include the development standards and guidelines provided in Policy LU-P22.1 above.

South Vanden Area

The Southtown and Southtown Commons (a.k.a Moody Property) projects are separate but contiguous developments that make up the South Vanden area. The approximately 280-acre Southtown project area is bounded by Nut Tree Road on the west and Leisure Town Road on the east, and is immediately to the south of the Villages East and Heritage Place neighborhoods and the New Alamo Creek channel. The 39-acre triangular-shaped Southtown Commons project area is located on the east side of Leisure Town Road, south of the New Alamo Creek channel, and west of the railroad tracks.

Individual neighborhoods within this area should be designed to achieve a separate identity while being visually integrated with the larger Southtown community

Goal LU-23	Establish a consistent architectural character in residential, commercial, and public facility development areas to achieve the identity of the South Vanden area.
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Policies

Policy LU-P23.1 Require that the South Vanden Area, including the Southtown and Southtown Commons Project Areas, facilitate the development of a range of housing densities and opportunities, pedestrian and bicycle friendly design, neighborhood commercial sites, and recreational and neighborhood facilities, by including the following requirements:

- A network of landscaped pedestrian/bike corridors shall connect key elements of the area, such as the community park and arterial streets.
- New development adjacent to existing homes within the city limits shall match or exceed the size, character, and quality of adjacent homes and lots.
- All new residential development shall conform to the Residential Design Requirements for New Single Family Development.
- The Southtown project area will include a range of housing types and densities and attached, detached, and cluster housing.
- Land shall be reserved for community uses such as private schools, membership organizations, day care centers, and senior centers.
- A financing mechanism for all public facility improvements shall be established before development occurs.
- Nut Tree Road and Vanden Road shall be widened to the City standard width through the project sites for all projects that front on these streets.
- Leisure Town Road shall be widened and improved to the standards for the Jepson Parkway along the frontage of all projects that abut Leisure Town Road.
- Foxboro Parkway shall be extended between Nut Tree Road and Vanden Road. The extension will be completed prior to the reconstruction and reconfiguration of Vanden Road.
- A 1-acre site for a future fire station site shall be reserved within the Southtown project area.
- A site within the Vanden Road loop shall be reserved for a park.

- A multi-family project on Leisure Town Road shall begin construction in the first phase of development within the Southtown project area.
- Public areas adjacent to Alamo Creek shall be landscaped to enhance the view of the creek channel, within the requirements of Solano County Water Agency.
- Different development projects within the Southtown project area shall coordinate their respective roads, bike paths, landscape corridors, and design standards to create a unified sense of place and identity.
- Commercial buildings shall be no more than an average of 30 feet in height, and be designed to front on the sidewalk, with parking at the rear of the property, when feasible, so as to enhance neighborhood aesthetics and to encourage pedestrian-friendly design.
- Infrastructure master plans for sewer, water, storm drain, and traffic improvements shall be prepared prior to or in conjunction with the processing of subdivision maps for all development within the South Vanden areas, including the Southtown and Moody project areas.
- Prior to the approval of any subdivision applications, the developers shall assure that all required domestic water supply and distribution systems, wastewater collection and treatment facilities, stormwater management facilities, and roadway segment and intersection improvements will be incorporated into the final project plans.
- The lands to the south of the Southtown and Southtown Commons project areas will be subject to subsequent General Plan Amendments, Prezonings, and other prerequisites to annexation.

Actions

Action LU-A23.1 Amend the Land Use and Development Code to include the development standards and guidelines provided in Policy LU-P23.1 above.

Lower Lagoon Valley Area

The Lower Lagoon Valley area is located in the southwest corner of the city and functions as a major community separator and gateway between Vacaville and Fairfield. Separated by Interstate 80 from the northern portion of Lagoon Valley, Lower Lagoon Valley is surrounded on three sides by hillsides, the majority of which are in public open space. The approximately 360-acre Lagoon Valley Park occupies the northern portion of the valley. The City envisions that development in Lower Lagoon Valley will be through a policy or specific plan that would facilitate development of a community with superior design quality for

residential, office, and commercial buildings while recognizing the recreational and visual amenities inherent in the valley.

Development within the Lower Lagoon Valley area is required to promote a gateway community with superior design quality.

Goal LU-24	Develop the Lower Lagoon Valley area as a major community separator and gateway with superior design quality while recognizing the visual and recreational amenities in the valley.
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Policies

Policy LU-P24.1 Require that the policy plan for the Lower Lagoon Valley area facilitate development of a business park of regional significance and “upper-end” housing by adhering to the following requirements:

- High standards of community design shall be established, addressing building design and landscaping, streetscape character, and public amenities.
- Ridges and slopes of 25 percent and greater shall remain undeveloped in order to maintain agricultural grazing areas, protect the public health and safety, and provide for community separation and open space, except that a limited area of golf course development with minimized grading may be permitted.
- Business Park and General Commercial development shall be of high quality, conforming to design criteria intended to protect view corridors and the open space feel of the valley. Design standards shall be established for building size, materials, and design; site coverage and placement; street design and landscaping; and public amenities.
- In the southwest corner of the valley, a berm that parallels Interstate 80, and which appears as a natural extension of the ridgeline of the hills, shall be created to help screen views of the development on the valley floor. The berm shall allow views into the golf course and the lake, and shall not completely obstruct views of the hills on the eastern side of the valley.
- A permanent view corridor from eastbound Interstate 80 will be established to allow limited views of Lagoon Valley Lake and the hills that provide a backdrop for the lake.
- On the valley floor, the sense of open space shall be preserved. Development shall be set back from Interstate 80 beyond a 112-foot

landscaped buffer adjoining the Business Village and beyond 1,500 feet for any residential units. Development shall not completely obstruct views of the surrounding hills.

- Business Village and Commercial development shall be designed to accommodate employee-service commercial uses.
- Development shall enhance the recreational potential of the area.
- Residential development shall be limited to 1,325 units and shall be integrated with a golf course. There shall also be a clubhouse, swim, tennis, and fitness recreation complex.
- Detention of floodwater shall provide for all lost floodwater storage and incremental increases in runoff, and total retention shall reduce downstream flows during peak-storm conditions to not more than 90 percent of existing conditions.
- A financing mechanism for all public facility improvements shall be established before development occurs.

Actions

Action LU-A24.1 Amend the Land Use and Development Code to include the development standards and guidelines provided in Policy LU-P24.1 above.

North Village Specific Plan

The North Village Specific Plan is located in the northeast sector of the city, north of Vaca Valley Parkway, east of Interstate 505, and west of Leisure Town Road. The 882-acre project site is governed by an approved Specific Plan, which permits 2,499 residential units. Due to the environmentally sensitive vernal pool areas and wetlands within the project site, development is also subject to US Army Corps of Engineers wetlands permitting processes, which resulted in a reduction in the number of allowed units to approximately 2,220 units. The goal, policies, and action apply to any future amendments of the approved specific plan.

Goal LU-25	Provide for orderly and well-planned growth in the North Village Specific Plan.
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Policies

Policy LU-P25.1 Require that the residential area east of Interstate 505, south of Midway Road, and north of the Vaca Valley Parkway achieve an innovative mixed residential – commercial community. The Plan should integrate mixed density residential and non-residential uses so that residents are encouraged to walk to shopping services, employment, and leisure activities as an alternative to standard subdivision configurations.

Residential development shall be a maximum of 2,499 dwelling units. The site should also include an earthen sound berm immediately east of Interstate 505 to provide an adequate noise and safety buffer for adjacent residential uses.

Policy LU-P25.2 An elementary school site shall be provided within the northern portion (Area Plan 2) of the North Village Specific Plan.

Other Areas

Goal LU-26	Provide for orderly and well-planned growth in the specific development areas of the city.
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Policies

Policy LU-P26.1 In the portion of the Vanden Specific Plan area, south of Foxboro Parkway and west of Vanden Road, the minimum lot size shall be 10,000 square feet.

Policy LU-P26.2 The separator between residential and industrial uses may be reduced to less than 200 feet for those areas bordering the Maris Industrial Park, located north of Elmira Road and west of Leisure Town Road.

Policy LU-P26.3 The former Solano Irrigation District Headquarters and Corporation Yard Site, located at 508 Elmira Road, shall comply with the following requirements:

- Comply with the Mitigated Negative Declaration (10-107) mitigation measures for a Maintenance Plan including requiring the owner of the site to continuously maintain the vacant site for the duration of ownership to prevent the site from becoming a hazard or blighted prior to development.
- The City's Infill Standards for Residential Development shall be met for any future development for the site, regardless of lot size. Site-specific standards also include:
 - No attached housing shall be approved for the site.
 - Additional landscaping allowed by Infill Standards shall address protection of privacy for adjacent existing homes per Policy LU-P11.2.
- Site development applications for this property shall be submitted concurrently with a Zone Change request, per Land Use and Development Code Section 14.09.071.050.

Actions

- Action LU-A26.1 Amend the Land Use and Development Code to include the development standards and guidelines provided in Policy LU-P26.2 above.
- Action LU-A26.2 Amend the Land Use and Development Code to include the development standards and guidelines provided in Policy LU-P26.3 above.

Airport Areas

The Nut Tree Airport is operated by Solano County and located west of Interstate 505 near its junction with Interstate 80. The Nut Tree ALUCP establishes land use compatibility zones, which are shown in Figure LU-4.

As shown in Figure LU-5, Vacaville is located within Compatibility Zones D and E of the Travis Air Force Base Land Use Compatibility Plan. Compatibility Zones D and E do not place any restrictions on the types of land uses allowed, except land uses that could cause hazard to flight.

Goal LU-27 Ensure that development near the Nut Tree Airport and Travis Air Force Base is compatible with airport uses and conforms to safety requirements.

Policies

- Policy LU-P27.1 Support the Nut Tree Airport's contributions to business efficiency and recreational opportunities in Vacaville.
- Policy LU-P27.2 Limit residential development in areas impacted by noise and potential hazards from the Nut Tree Airport to uses identified in the Solano County Airport Land Use Commission's Airport Land Use Compatibility Plan.
- Policy LU-P27.3 Ensure that land uses in the vicinity of Nut Tree Airport, or potentially affected by Travis Air Force Base, are compatible with airport operations and are consistent with the Airport Land Use Compatibility Plans for both airports.
- Policy LU-P27.4 Encourage uses that are compatible with the noise, air quality, and traffic impacts associated with airports, such as aviation-oriented commercial and industrial uses, to be located near the Nut Tree Airport whenever possible.

- Policy LU-P27.5 Continue to refer development proposals within the Nut Tree Airport and Travis Air Force Base Compatibility Districts to the Solano County Airport Land Use Commission.
- Policy LU-P27.6 Continue to require aviation easements to be granted to Solano County for all development within the Nut Tree Airport Compatibility District. Require that residential renters and purchasers be notified that they are in the vicinity of an airport.
- Policy LU-P27.7 Notwithstanding other provisions of the General Plan, land use changes and development approvals within the Vacaville Planning Area shall be consistent with the Nut Tree Airport and Travis Air Force Base Airport Land Use Compatibility Plans (ALUCP).

Actions

- Action LU-A27.1 Continue to implement the Airport Land Use Compatibility Plans for the Nut Tree Airport and Travis Air Force Base through the Land Use and Development Code.
- Action LU-A27.2 Continue marketing efforts and assistance to promote the stimulation of job-generating land uses that are compatible with the Nut Tree Airport.

3 TRANSPORTATION ELEMENT

The purpose of the Transportation Element is to define the long-term vision for citywide mobility by setting goals and policies that respond to existing conditions and future changes. This element defines the means to meet this vision by establishing standards that need to be met for transportation operations through the year 2035, and preserves right-of-way for transportation improvements that have the capacity to serve the ultimate buildout of the General Plan. This element balances the need to provide efficient and reliable ways to move people and goods by multiple transportation modes and routes with the overall vision of Vacaville as a safe, attractive community with walkable neighborhoods, vibrant retail districts, and economically strong employment areas. Looking forward, the transportation system should accommodate the planned growth of Vacaville, minimize environmental degradation, and complement regional transportation and land use plans.

Transportation is, and will remain, a major issue for the citizens and businesses of Vacaville and will need to be balanced with the anticipated transportation impacts of new development. Regional freeway traffic will continue to affect Vacaville no matter what types of development occur within the city. The volume of traffic in Vacaville is expected to increase over the coming decades. Roadway and interchange improvements will be required to increase capacity capable of serving this increased traffic.

Land use patterns and transportation systems are directly related. Land use decisions drive the need for a transportation system, while the capacity of the transportation network may support or constrain land use options. Therefore, State law requires that the Transportation Element include “the general location and extent of existing and proposed major thoroughfares, transportation routes, (and) terminals... all correlated with the Land Use Element of the Plan” (Govt. Code, Sec. 65302[b]). The circulation network included in this Transportation Element is based on the land use map and designations contained in the Land Use Element.

The California Complete Streets Act (AB 1358), passed in 2008, requires all General Plan updates after January 1, 2011 to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel” and defines “users of streets, roads, and highways” to include bicyclists, children, persons with disabilities, motorists, pedestrians, users of public transportation, and seniors. The policies and actions in this Transportation Element are intended to meet the requirements of Complete Streets legislation.

This element is divided into the following sections:

- **Existing Transportation System.** Describes the existing transportation system, including vehicular, transit, bicycle, pedestrian, freight movement, and aviation serving the mobility needs of residents and businesses in Vacaville.
- **Roadway Classifications and Standards.** Defines classifications and standards for the hierarchy of arterials, collectors, and local streets within the City's roadway network.
- **Standards for Traffic Service and Street Transportation Improvements.** Describes the performance standards for the transportation system.
- **Changes to the Transportation Network.** Describes the programmed, planned, and proposed improvements to the roadways, transit system, bicycle network, and pedestrian facilities.
- **Goals, Policies, and Actions.** Provides goals, policies, and actions to address the transportation and circulation needs of the city, including level of service standards.

The Transportation Element establishes the goals, policies, and actions related to transportation in Vacaville. Specific traffic implementation measures are established in the City's Municipal Code and as part of project-specific environmental assessment documents.

Existing Transportation System

This section describes the existing transportation and circulation systems and programs in the Vacaville area.

Roadway System

The city contains a hierarchy of roadways that serve different functions, ranging from the highway system to arterial, collector, and local streets. A subset of these roads are designated as regionally significant routes and are subject to regional policy considerations, as described in the sections below that summarize the Solano County Comprehensive Transportation Plan and Congestion Management Program. Vacaville's existing roadway system is shown in Figure TR-1.

Highways

Vacaville is served by two freeways, Interstate 80 and Interstate 505, which are part of the interstate highway network.

Interstate 80 primarily has four travel lanes in each direction in the Vacaville area. It extends southwest through Fairfield and Vallejo, crosses the Carquinez and Oakland Bay Bridges, terminating at Highway 101 in San Francisco. It also extends northeast through Dixon and Davis, over the Sacramento River to Sacramento and beyond.

Interstate 505 links Interstate 80 with Interstate 5, a major north-south freeway serving the west coast of the United States. Interstate 505 has two travel lanes in each direction.

These freeways and their associated interchanges define the regional context, which affects the local access and circulation within Vacaville.

Local Street and Roadway System

The local street and roadway system is composed of a hierarchy of streets with varying functions. The classifications within this hierarchy are explained in detail in the Roadway Classifications and Standards section below. Arterial roads range from six-lane arterials, such as portions of Elmira Road, to four lane arterials, such as Peabody Road and Nut Tree Road. Two-lane roads can also be designated as arterial roads. Collectors, which have two travel lanes, include Orchard Avenue, Marshall Road, and Vanden Road. Local streets are primarily found in residential neighborhoods, carry little through traffic, and generally have the lowest traffic volumes. As shown in Figure TR-1, collector routes funnel traffic from local roadways to the arterial roadway network. In most cases, collector and local streets also serve as residential streets.

Routes of Regional Significance

The Solano County Comprehensive Transportation Plan (CTP) envisions, directs, and prioritizes the transportation needs of Solano County. The CTP identifies ***Routes of Regional Significance***, which are roadways that carry significant through traffic, connect two or more jurisdictions, serve major transportation hubs, or cross county lines. Since these routes are significant to the transportation network of the region, and serve more than local transportation needs, they are eligible for federal funding. Figure TR-1 identifies the Routes of Regional Significance in the Vacaville area.

The 2009 Draft Comprehensive Transportation Plan Update (2009 CTP Update) is the current CTP for Solano County as of fall 2013 and identifies transportation needs through the year 2035. In addition to Interstate 80 and Interstate 505, the 2009 CTP Update identifies the following local roadway segments within the Vacaville city limits as Routes of Regional Significance:

- Alamo Drive between Interstate 80 and Leisure Town Road.
- Fry Road between Leisure Town Road and eastern city limits.
- Allison Drive between Elmira Road and Interstate 80.
- Bella Vista Road between Interstate 80 and Davis Street (*segment no longer exists*).
- Cliffside Drive between Interstate 80 and Peabody Road.
- Davis Street between Hickory Lane and Bella Vista Road.
- Elmira Road between Leisure Town Road and Interstate 80.

- Hickory Lane between Davis Street and Interstate 80.
- Leisure Town Road (Jepson Parkway) between Interstate 80 and Vanden Road.
- Midway Road between Interstate 505 and eastern city limits (portions in county).
- Peabody Road between Elmira Road and southern city limits.
- Vaca Valley Parkway between Interstate 505 and Interstate 80.

The 2009 CTP Update also identifies the following roadway segments that are located within the county, adjacent to city limits, as Routes of Regional Significance:

- Cherry Glen and Pleasants Valley Road from Interstate 80 to Vaca Valley Road.
- Farrell Road between North Orchard Avenue and Gibson Canyon Road.
- Fry Road from existing city limits east into Solano County.
- Lewis Road from Midway Road south to Fry Road.
- Midway Road from Interstate 505 east across Interstate 80 into Solano County (portion within city limits).
- Vaca Valley Road from Pleasants Valley Road to Gibson Canyon Road.
- Vanden Road (Jepson Parkway) from Leisure Town Road south into Fairfield.

Congestion Management Program

The Solano County Congestion Management Program (CMP) identifies a CMP System for monitoring purposes, which consists of a subset of roadways identified as Routes of Regional Significance by the CTP. The CMP is a mobility monitoring and planning tool for counties that contain an urbanized area with a population of 200,000 or more. The major goals of the CMP are to maintain mobility on Solano County's streets and highways, and to ensure the County's transportation system operates effectively as part of the larger Bay Area and Northern California transportation systems. The 2009 CMP is the current version as of fall 2013.

State law requires that level-of-service (LOS) standards¹ be established as part of the CMP process. The purpose of setting LOS standards for the CMP system is to provide a quantitative tool to analyze the effects of land use changes to the system's performance (i.e. congestion). If the actual system performance falls below the standard (i.e. congestion worsens to LOS F), actions must be taken to improve LOS. The roadway segments listed below are subject to biannual monitoring to ensure compliance with the levels of service identified by the 2009 CMP.

¹ LOS is described in more detail in the Standards for Traffic Service and Transportation Improvements section below.

- Vaca Valley Parkway between Interstate 505 and Interstate 80.
- Elmira Road from Vacaville city limits to A Street in Elmira.
- Peabody Road from Alamo Drive south into Fairfield.
- Vanden Road from Leisure Town Road south to Peabody Road.

Bicycle System

The relatively flat areas of the city, where most residents live and employees work, are attractive for both bicycle commuters and recreational riders. Figure TR-2 shows the existing and planned bicycle network in Vacaville. These bicycle routes are more expansive than the bikeways designated in the Solano Countywide Bicycle Plan, which was adopted by the Solano Transportation Authority (STA) in 2004.

The City classifies bikeways into categories that are consistent with the California Streets and Highways Code (Section 890.4), the California Manual on Uniform Traffic Control Devices for Streets and Highways, and the Caltrans Highway Design Manual. These classifications are described below.

- ***Bike Path (Class I Bikeway).*** Off-street bike paths are designated for the exclusive use of bicyclists and pedestrians, with minimal crossflows by motorists.
- ***Bike Lane (Class II Bikeway).*** On-street, striped and signed bike lanes are designated for the exclusive or semi-exclusive use of bicycles alongside through travel by motor vehicles. Vehicle parking and crossflows by pedestrians and motorists are permitted adjacent to Class II bikeways.
- ***Bike Route (Class III Bikeway).*** On-street, signed bike routes are designated for shared use by bicyclists with motorists. Bicycles are permitted on most roadways, but for safety purposes, signed bicycle routes are often found on streets with lower speeds and traffic volumes.

Pedestrian System

Vacaville has a well-established pedestrian network. Sidewalks with a raised curb and gutter are typically provided along arterial and collector streets, and in newer residential neighborhoods. Some older residential neighborhoods, constructed prior to sidewalks being a standard condition of approval, contain sidewalks with rolled curbs that are intermittently interrupted by landscaping and other obstructions. This is a prominent condition in the older neighborhoods located west of Downtown.

Most major intersections in the city have marked crosswalks and pedestrian crossing signals that can be activated by pedestrians. Pedestrian curb ramps are located at most intersections. High-contrast ***truncated domes*** – textured ground surface indicators to assist vision-impaired pedestrians – are provided at newer installations.

Detectable warnings that comply with Americans with Disabilities Act (ADA) requirements have not yet been installed in Downtown, one of the areas of highest pedestrian activity. The City has an established ADA Committee to address priorities in providing ADA improvements.

Public Transit

Public transportation service in Vacaville includes local and regional bus service and taxi operations. Public transportation plays an important role in reducing traffic congestion within Vacaville, adjoining jurisdictions of Solano County, and along the Interstate 80 corridor. As residential growth continues, the City's public transit service will be a critical component in transporting individuals in a local capacity and in a broader commuter-based transportation system throughout Solano County and beyond.

The City's public transportation program does not receive funding through the City's General Fund. Instead, funding is derived from passenger fares, the State Transportation Development Act, the Federal Transit Administration, and various grants. These funding sources are finite, limited, and subject to established requirements. For example, State transit funding, provided by the State Transportation Development Act, requires a 20 percent *farebox recovery*, meaning that for every dollar spent on operating expenses, 20 cents must be recouped from collected passenger fares. Anticipated ridership data derived from various sources, such as public transit interest surveys and short range transit plan documents, must demonstrate an adequate level of ridership to meet the 20 percent farebox recovery mandate before a bus route can be added or extended.

Bus Service

Bus service in Vacaville is provided by Vacaville City Coach, Fairfield and Suisun Transit (FAST), and YOLOBUS, as described further below.

- Vacaville City Coach, operated by the City of Vacaville, offers local service. Most of its routes either begin or end at one of the two City transportation centers: the Vacaville Transit Plaza, located at the corner of Monte Vista Avenue and Cernon Street in the Downtown, and the Vacaville Transportation Center, located at the northeasterly corner of Allison and Ulatis Drives, near access to the Interstate 80 corridor and a key commercial area.
- Fairfield and Suisun Transit (FAST), a public transportation agency, operates intercity service from the Vacaville Regional Transportation Center and the Bella Vista Park & Ride Lot.
- YOLOBUS, which is administered by the Yolo County Transportation District, offers one fixed bus route between Vacaville and Davis.

City Coach provides special services to eligible residents as an ADA paratransit service within Vacaville. Trips beyond the city limits may be specially arranged with City Coach.

Taxi Service

Vacaville is served by a number of privately-operated taxi companies, including Yellow Cab of Vacaville, Veteran's Cab, and Vacaville Checker Cab. In addition, the City of Vacaville administers the Taxi Scrip Program, which provides elderly and disabled Vacaville residents the opportunity to use Vacaville's local Taxi Cab companies at a discount to the regular fare. This program is subject to funding availability as part of the Solano Transportation Authority's mobility resources for seniors and people with disabilities.

Freight Movement

The City has established an extensive truck route network on which vehicles exceeding a gross vehicle weight rating of 5 tons (i.e. the City's definition of "trucks") must travel unless they are destined for, or originated from, points within the city. The shortest and most direct routes must be used to and from the truck routes, and/or between locations within the city. The City has also established an extra-legal permit process, patterned after a State process, for trucks with loads exceeding legal limits. Applications must specify truck dimensions and weights. Appropriate truck routes are approved and conditioned based on established City truck routes, and permits establish limitations for specific extra-legal truck dimensions and weight. Designated truck routes are shown in Figure TR-3.

Aviation System

The Nut Tree Airport is a valuable resource for business and recreational air travel, while Travis Air Force Base is the home of the world's largest military cargo airlift. The Solano County Airport Land Use Commission (ALUC) has adopted plans for airport land use compatibility that will facilitate orderly development and avoid land use conflicts in the airport environs. Policies addressing land use compatibility around the Nut Tree Airport are located in the Land Use Element and in the Land Use and Development Code. Policies addressing Travis Air Force Base are located in the Conservation and Open Space Element.

Transportation Systems & Demand Management

The term Transportation Systems Management (TSM) refers to measures designed to more efficiently serve peak automobile traffic through the efficient use of existing transportation resources. Examples of TSM measures include optimizing signal timing, providing transit preemption, conducting improvements to reduce bottlenecks, and collecting traffic data to monitor and adjust operations. Strategies to reduce traffic demand, specifically that of single-occupancy private vehicles, and/or shift the demand to other modes and to non-peak travel periods are referred to as Transportation Demand Management (TDM). These strategies focus on public transit, flexible working hours, carpooling and vanpooling, and incentives to increase the use of these alternatives.

TDM has become increasingly important in the effort to reduce air quality impacts and greenhouse gas emissions in Solano County and elsewhere in the Bay Area. Consistent with State law, any TSM and TDM program must be achieved on a voluntary, rather than mandatory, basis.

Roadway Classifications and Standards

The road hierarchy in Vacaville is composed of three different functional classifications: arterial, collector, and local. Each road type performs a different function in moving people around the city. The design and construction standards for these roadway classifications are described in the City's Standard Specification for Public Improvements. Figure TR-4 depicts the recommended future roadways by type.

Arterials

Arterials link residential and commercial districts with the freeway network and provide intercity connections. These roadways can be either divided or undivided, and generally carry the heaviest amount of traffic among the three classifications. While the majority of arterials in Vacaville consist of four travel lanes, there are also two-lane arterials, such as Midway Road and Gibson Canyon Road, and six-lane arterials, such as portions of Elmira Road. Access and intersections along arterials are limited to facilitate efficient travel along the arterial.

Rural Arterials serve the same functions as arterials in urban areas, but are outside the boundaries of the urban area. Rural arterials may have different design standards than urban arterials. Design standards are defined in the most recent version of the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* ("Green Book"). Parking lanes, medians, curbs, and sidewalks are typically not constructed on rural arterials. Where curbs and sidewalks are not provided, a minimum 2 feet of shoulder width should be paved. Where bicycles are to be accommodated on the shoulder, a minimum paved width of 4 feet should be used.

Collectors

Collectors are designed to connect residential neighborhoods with arterials. All collector streets in Vacaville have two travel lanes. Some examples of collectors are Orchard Avenue, Marshall Road, portions of California Drive and Youngsdale Drive. Collectors typically provide direct access to adjacent land uses and are wider than most local streets so as to provide improved motor vehicle and bicycle circulation. Access may be limited along collectors to facilitate travel along the roadway, maintain capacity, and limit conflicts between through traffic and local access.

Rural Collectors serve the same functions as collectors in urban areas, but are outside the boundaries of the urban area. Rural collectors may have different design standards than urban collectors, and are defined in the Green Book mentioned above. Typically, two travel lanes are appropriate for rural collectors. Parking lanes, medians, curbs, and sidewalks are typically not constructed on rural collectors.

Local Streets

Local streets are intended to serve adjacent and nearby residential and commercial neighborhoods or business areas only. They generally carry little through traffic and have low traffic volumes.

Standards for Traffic Service and Transportation Improvements

In Vacaville's developed areas, the primary circulation issue is the flow of traffic on city streets. The standard used for measuring the quality of this flow is called Level of Service. **Level of Service** (LOS) describes the operating conditions experienced by roadway users, and applies quantifiable traffic measures such as average speed, intersection delays, and volume-to-capacity ratios to approximate driver satisfaction. Levels of service are designated LOS A through F, from best to worst, and are evaluated differently for different road facility types. This element addresses LOS standards for signalized and unsignalized intersections, and for roadway segments.

Signalized intersection LOS is defined in terms of the average total vehicle delay of all movements through an intersection. Vehicle delay is a method of quantifying several intangible factors, including driver discomfort, frustration, and lost travel time. Specifically, LOS criteria are stated in terms of average control delay per vehicle during a specified time period (for example, the afternoon peak commute hour). Vehicle delay is a complex measure based on many variables, including signal phasing (i.e. progression of movements through the intersection), signal cycle length, and traffic volumes with respect to intersection capacity.

Unsignalized intersection LOS criteria can be further divided into two intersection types: all-way stop-controlled and two-way stop-controlled intersections. All-way stop-controlled intersection LOS is expressed in terms of the average vehicle delay of all of the movements, much like that of a signalized intersection. Two-way stop-controlled intersection LOS is defined in terms of the average vehicle delay of individual movements. This is because the user experience at a two-way stop-controlled intersection is very different for vehicles traveling through the intersection without a stop sign versus those at stop signs. For this reason, LOS for a two-way stop-controlled intersection is defined in terms of its individual movements rather than its average performance overall.

Roadway segment LOS is based on a comparison of hourly traffic volumes to hourly segment capacities by roadway type as established by the City.

The LOS standard provides a means to measure whether the performance of the transportation system meets the goals and vision for the city. The level of service standard is used to identify the needed capital improvements to accommodate growth and to set the significance threshold against which future development is evaluated.

Chapter 14.13 of the Vacaville Land Use and Development Code, Traffic Impact Mitigation Ordinance, describes the specific LOS standards and traffic analysis procedures that implement the policies of the Transportation Element relative to level of service.

Changes to the Transportation Network

Existing regional and local transportation plans and City staff have identified needed improvements to the transportation network in Vacaville to address existing level of service deficiencies and to permit additional development without adversely impacting LOS standards. This section describes these changes to the transportation network. The changes include previously planned roadway, transit and bicycle improvement projects, as well as recommendations for additional improvements to accommodate future growth.

Planned and recommended roadway improvements that would be implemented by the City of Vacaville are shown in Figure TR-5 and listed in Table TR-1.

Complete Streets

The California Complete Streets Act (AB 1358), passed in 2008, requires all General Plan updates to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel.” This law also defines “users of streets, roads, and highways” to include bicyclists, children, persons with disabilities, motorists, pedestrians, users of public transportation, and seniors. Future improvements in Vacaville’s transportation network will need to consider these principles.

Planned Transportation Improvements

The improvements discussed in this section were identified in the following plans and programs, and as part of approved development projects:

- Metropolitan Transportation Commission’s (MTC) Transportation 2035 Plan
- STA’s 2009 Draft Comprehensive Transportation Plan (CTP) 2035 Project List
- Solano CTP Countywide Bicycle Plan (2004)
- I-80/I-680/I-780 Major Investment & Corridor Study Final Report (2004)
- City of Vacaville Capital Improvement Program
- City of Vacaville Development Impact Fee Program
- Jepson Parkway Concept Plan (2000)

TABLE TR-1 **RECOMMENDED ROADWAY IMPROVEMENTS (YEAR 2035)**

Roadway	Location	2035 Improvement
Browns Valley Rd	Between Allison Dr and Wrentham Dr	Widen to 4-lane Arterial
California Dr Extension and Overcrossing	Between Marshall Rd to Pena Adobe Rd and at I-80	2-lane Arterial; 2-lane overcrossing
Foxboro Parkway	Nut Tree Rd to Vanden Rd	2-lane Arterial
Southtown Roadways	(see Planned Development)	2-lane Collector & Jepson Parkway
Vaca Valley Parkway	Between Browns Valley Rd and I-505	Widen to 4-lane Arterial
Vaca Valley Parkway	Between I-505 ramps and Crescent Dr (segment between Crescent Dr and I-80 is 6 lanes)	Widen to 6-lane Arterial
Vaca Valley Parkway	Between Wrentham Dr and Gibson Canyon Rd	2-lane Arterial
Vanden Meadows Roadways	(see Specific Plan)	2-lane Collector / Need to include 2/4 lane Foxboro Extension
Village Parkway	Between Vaca Valley Pkwy and Crescent Dr	Widen to 4-lane Arterial
Village Parkway	Between Crescent Dr and Midway Rd	4-lane Arterial
Weber Rd/Meridian Rd	I-80 Interchange	Revise interchange, potentially incorporating roundabouts
East of Leisure Town Growth Area		
Elmira Rd	Between Leisure Town Rd and New N-S 2-lane Arterial	4-lane Arterial
Fry Rd	Between Leisure Town Rd and New N-S 2-lane Arterial	4-lane Arterial
Hawkins Rd	Between Leisure Town Rd and New N-S 2-lane Arterial	4-lane Arterial
Marshall Rd Extension	Between Leisure Town Rd and New N-S 2-lane Collector	2-lane Collector
New N-S 2-lane Arterial	Between Fry Rd and Hawkins Rd	2-lane Arterial
New N-S 2-lane Collector	Between Marshall Rd Extension and Elmira Rd	2-lane Collector
Northeast Growth Area		
Byrnes Rd Extension	Between Weber Rd and Lewis Rd (East of Interstate 80, Frontage Road)	2-lane Collector
Midway Rd	Between I-80 and Lewis Rd	4-lane Arterial
New Collector (L-shape)	Between Weber Rd and Lewis Rd	2-lane Collector
New Collector	West of I-80, between N. Meridian Rd and Midway Rd (Frontage Road)	2-lane Collector
Orange Dr Extension	Between Orange Dr and Weber Rd	2-lane Arterial

Planned Roadway Improvements

The following planned roadway improvements include those at the regional and local levels for both vehicular and alternative modes of transportation.

Regional Roadway Improvements

The California Department of Transportation (Caltrans) has jurisdiction over all State highway facilities, including the freeway ramps and ramp intersections. The projects identified below include projects on regional routes being planned by Caltrans and the City, and projects being planned in coordination with other jurisdictions. The project status is described as of fall 2013.

Caltrans projects:

- *Interstate 80/Alamo Drive/Merchant Street Westbound On-Ramp.* Widen bridge over Alamo Creek and extend westbound on-ramp to provide an acceleration/merge lane. This project is under construction.
- *Interstate 80/Cliffside Drive Eastbound On-Ramp.* Widen bridge over Mason Street and extend eastbound on-ramp to provide an acceleration/merge lane. This project is in its planning phase.
- *Interstate 80/Davis Street/Hickory Street Westbound On-Ramp.* Extend westbound on-ramp to provide an acceleration/merge lane. This project is in its planning phase.
- *Interstate 80/Davis Street Eastbound On-Ramp.* Widen bridge over Davis Street and extend eastbound on-ramp to provide an acceleration/merge lane. This project is in its planning phase.
- *Interstate 80 High Occupancy Vehicle (HOV) Lanes.* Construct new HOV lanes between the Interstate 80 interchange with Interstate 505 and the Yolo County line. This project is in its planning phase.
- *Interstate 80/Mason Street Westbound On-Ramp.* Extend westbound on-ramp to provide an acceleration/merge lane. This project is in its planning phase.
- *Interstate 80 Ramp Metering.* Provide ramp metering improvements to control access to the freeway. The project has been initiated in Fairfield and a planning phase has been initiated for Vacaville.
- *Interstate 505 Weave Correction.* Construct weave corrections for westbound traffic at the interchange ramp and eliminate lane drop. This project is in its planning phase.²

² The **weaving area** is a segment of the freeway between two interchange ramps, where vehicles merge onto or out of the basic travel lanes. This segment is generally shorter than 2,500 feet in length. **Lane drop** means elimination of a lane, for instance transitioning from four travel lanes to three travel lanes. The location of the lane drop is usually a point of conflict as vehicles merge onto the available lanes.

City of Vacaville projects on regional roads:

- *Interstate 505/Vaca Valley Parkway Interchange.* Widen existing overcrossing to provide two lanes in each direction, provide protected turn pockets on off-ramps, accommodate pedestrians and a Class II bike lane, and modify interchange to provide a partial cloverleaf design. The current Vacaville Development Impact Fee Program includes funding for a four-lane overcrossing with slip ramps. The final configuration and schedule for construction will be included in an update to the current Development Impact Fee. This is a City of Vacaville project with Caltrans oversight.
- *Jepson Parkway (County Portion).* Jepson Parkway improvements along the portion of Vanden Road between Fairfield and the Vacaville city limits will be designed and constructed by the City of Vacaville under a funding agreement administered by STA.
- *Lagoon Valley Road Ramp Modifications and Signal.* Widen interchange ramps and bridge to accommodate left-turn storage for both eastbound and westbound on- and off-ramps and provide pedestrian access on the bridge; install traffic signals. The design of this project is on hold pending funding from the Lower Lagoon Valley developer. This is a City of Vacaville project with Caltrans oversight.
- *Vaca Valley Parkway/Interstate 505 Southbound Interim Improvements.* Widen Vaca Valley Parkway to provide a protected westbound left-turn lane and an eastbound right-turn lane and widen southbound off-ramp to provide an eastbound left-turn lane; provide signalization at the southbound ramp intersection. Funding is included in the current Vacaville Development Impact Fee Program. This is a City of Vacaville project with Caltrans oversight.

Projects planned in coordination with other jurisdictions:

- *Jepson Parkway.* Construct a new four-lane expressway between State Route 12 and Interstate 80 along Walters Road, Cement Hill Road, Vanden Road, and Leisure Town Road, and include a Class I bike/pedestrian path. This project is subject to design criteria identified in STA's 2000 *Jepson Parkway Concept Plan*. In Vacaville, Jepson Parkway follows the Vanden Road and Leisure Town Road alignments. A concept plan and environmental assessment has been completed. This project is partly funded by the Development Impact Fee Program and partly as conditions of approval for adjacent development. Jepson Parkway is being planned and constructed in partnership with STA, Solano County, and the cities of Fairfield, Suisun City, and Vacaville.
- *Peabody Road between Fairfield and Vacaville City Limits.* Widen the two-lane arterial to a four-lane arterial. This is a City of Fairfield project associated with the Fairfield Train Station Specific Plan.

Local Street and Road Improvements

The following local street and road improvements are planned or proposed by the City. Existing or proposed funding sources have been identified for each of the projects.

- *Orange Drive Extension.* Extend Orange Drive as a four-lane divided arterial to the Weber/Meridian Road interchange. This project will be funded by future area development.³
- *Vaca Valley Parkway Widening.* Widen Vaca Valley Parkway to a four-lane divided road with protected turn pockets from Interstate 505 to Browns Valley Parkway, and to a six-lane divided road with protected turn pockets from Interstate 505 to Crescent Drive. The four-lane roadway segment will be funded by area development as conditions of approval. The fifth and sixth lanes will be funded by the Development Impact Fee Program.
- *Vaca Valley Parkway Extension.* Extend Vaca Valley Parkway from Gibson Canyon Road to Wrentham Drive and accommodate a Class I bicycle facility. This project will be funded by the Development Impact Fee Program.
- *California Drive Extension and Interstate 80 Overcrossing.* Extend California Drive as a two-lane arterial from Marshall Road to Pena Adobe Road and construct a new two-lane overcrossing at Interstate 80. Funding for this project is included in the current Development Impact Fee Program, but allocations may be revised during updates to the fee program.
- *Midway Road Widening.* Widen Midway Road to provide two lanes in each direction between Putah South Canal and Interstate 80. This project will be funded by adjacent development as a condition of approval.⁴
- *Browns Valley Road Widening.* Widen Browns Valley Road between Allison Drive and Wrentham Drive. Funding for this project is included in the current Development Impact Fee Program.
- *Interstate 505/Midway Road Interchange Improvements.* Improve the intersections of Midway Road with the Interstate 505 northbound and southbound freeway ramps to accommodate projected demand. This project will be funded by future development impact fees.

Local Streets Within New Development Areas

The following new roadway network is anticipated as part of approved and proposed development areas. These new roadways and roadway improvements will be funded by development as a condition of approval.

- *North Village Parkway.* Complete the connection of North Village Parkway between Vaca Valley Parkway and Midway Road consistent with the approved Specific Plan.

³ Note that only a two-lane extension is required to accommodate anticipated development in 2035.

⁴ Note that this improvement is not required to accommodate anticipated development in 2035.

- *East of Leisure Town Internal Roadway Network.* Improve and construct roadways to serve development east of Leisure Town Road, including but not limited to Hawkins Road, Elmira Road, Fry Road, and the new North-South Arterial.
- *Sequoia Drive.* Improve Sequoia Drive to accommodate new roundabout at Yellowstone Drive and new modified signal and Leisure Town Road.
- *Village Way.* Construct new street that will connect Leisure Town Road and Orange Drive, with new full access signals at Poplar Road and Orange Drive intersections.. It is envisioned to function as a “main street” for the planned commercial district and as an anchor for pedestrian and commercial activity. Village Way would provide two automobile lanes with parking on both sides, bicycle lanes on both sides that are separated from parking by two-foot buffers, landscaping on both sides, and wide sidewalks on both sides.
- *Yellowstone Drive.* Improvement and construct Yellowstone Drive to be extended to connect Sequoia Drive on the south with Village Way on the north, including an extension for secondary access and utility connections, and would provide two automobile lanes with on-street parking on one side, bicycle lanes that are separated from travel lanes/parking by a buffer, and sidewalks on both sides.
- *Leisure Town Road.* Improve roadway between Elmira Road and Orange Drive from two lanes to four lanes, with Class I bike lanes. Greentree development would construct frontage improvements along project and contribute via TIF payment towards design and construction of remaining portions of Leisure Town Road.
- *Yellowstone/ Sequoia Roundabout.* Improve and construct to include a fully functional roundabout to allow traffic to flow between Sequoia Drive and Yellowstone Drive.
- *Midway Road Interstate 80 Interchange and Overcrossing Improvements.* Improve the Interstate 80 freeway ramp intersections at Midway Road to accommodate area development, including development in the Northeast Growth Area. These improvements will be funded by adjacent development as a condition of approval, as well as the Development Impact Fee program if included in future updates.
- *Northeast Growth Area Internal Roadway Network.* Improve Midway Road, Weber Road, Kilkenny Road, Walnut Road, Willow Road, Byrnes Road, and Lewis Road to serve area development, provide connections to Orange Drive, and provide new internal roadways as required for local development access. These improvements will be funded by adjacent development as a condition of approval.

Planned Transit Improvements

As development occurs, public transit will play a larger role in the area, particularly for commute trips within Vacaville and to and from adjoining cities. Regional and local

transit is necessary to maintain acceptable travel alternatives and achieve a balanced level of service. Based on anticipated growth in the region, projections indicate the potential for serious traffic congestion in the Interstate 80 corridor in the future. To effectively reduce the rate of growth in automobile trips, and thus the need for road widening, the Metropolitan Transportation Commission (MTC) and other agencies encourage efforts to enhance and better coordinate public transit.

The following transit service improvements are planned or proposed:

- *Vacaville/Fairfield Multi-Modal Rail Station.* Construct a new commuter rail station at the southeast corner of Peabody Road and Vanden Road in northeast Fairfield along Amtrak's Capitol Corridor, which provides regional rail service. The station will be the focal point of a transit-oriented development with up to 3,000 dwelling units within a ½-mile radius of the station. The preliminary design of the Fairfield/Vacaville Train Station includes a passenger platform, bus passenger transfer area, parking, an overpass for Peabody Road, and an underpass for pedestrians and bicycle users. It is anticipated that the public transit service will be revised to make connections to the new train station based upon ridership demand and available funding. The City of Fairfield is the lead agency.
- *Vacaville Intermodal Station.* The City of Vacaville completed the construction of a bus transfer facility at the corner of Ulatis Drive and Allison Drive with ten bus bays and a 220-vehicle parking lot in March 2011. Phase 2 of the project includes construction of a 400-vehicle parking garage structure adjacent to the intermodal station. Phase 2 is in its planning phase.

Planned Non-Motorized Transportation Improvements

The following improvements for bicycle and pedestrian transportation in Vacaville are planned or proposed, with project status described as of fall 2013.

- *Ulatis Creek Bike Path.* Construct a Class I bike path along Ulatis Creek between Allison Drive and Interstate 80. The preliminary design and environmental assessment phase has been initiated.
- *Elmira Road Bike Path.* Construct a Class I bike path along the old Southern Pacific Railroad right-of-way on the north side of Elmira Road between Leisure Town Road and Edwin Drive. This project is in its planning and design phase, and is a priority project identified in the STA Countywide Bicycle Plan.
- *Other Bikeways.* Construct the future bikeway improvements shown in Figure TR-2 through conditions of approval for area development, grant funding as available, and/or the Development Impact Fee Program.
- *Video Detection Installation.* Install video detection at all City traffic signals to enhance bicycle and motorcycle detection, including remote viewing and fine-tuning of signal operations. These improvements have begun and will be ongoing.

- *Pedestrian Signal Improvements.* Install audible pedestrian push buttons for signals in the vicinity of transit facilities and countdown pedestrian signals at all City-controlled traffic signals. The installation of countdown pedestrian signals has begun.

Additional Recommended Improvements

In addition to the improvements planned or programmed in regional and local plans, additional capacity enhancements will be necessary to maintain established level of service policies on City roadways to accommodate expected future growth under this General Plan. These recommended roadway improvements are based on conditions in 2035 and are listed in Table TR-1 and shown in Figure TR-5.

Specific improvements should be identified and implemented on the basis of detailed traffic studies. Intersection improvements may include intersection approach lane expansions, related channelization⁵ improvements, traffic signal installations, and roundabouts. Roundabouts are a relatively new intersection concept in California that relies upon a circular traffic flow pattern and the use of yield control on each approach to the intersection. Other intersections not identified in Table TR-1 and Figure TR-5 may also need future improvements.

Recommended Right-of-Way Reservation

The Year 2035 transportation improvements discussed above and illustrated on Figure TR-5 are based on the amount of increased levels of traffic expected to occur within the 2035 horizon year of this General Plan. Additional roadway capacity will be necessary to accommodate growth expected to occur after the horizon year, and to maintain the City's established level of service policies. The full potential development of all land uses allowed under the General Plan beyond the 2035 horizon year (i.e. buildout) is anticipated to occur many decades in the future. Therefore, it would be premature to identify and design specific improvements to serve this development.

However, the City must prepare for future roadway improvements (i.e. new roads, roadway widenings, signalized intersections) necessary to support buildout of the General Plan. One way to do this is to preserve right-of-way (ROW). Using projected traffic generated from the development of all land uses allowed under the General Plan, the City can plan to preserve the additional ROW necessary to accommodate future development.

Recommendations for reservation of ROW for transportation improvements needed to support buildout of the General Plan are shown in Figure TR-6 and listed in Table TR-2. These recommendations would provide the roadway capacity and associated ROW that would be needed to maintain consistency with General Plan policies. These improve-

⁵ Channelization improvements include geometric changes at an intersection, such as raised islands that separate the right-turn lane from the through traffic lane, thereby "channelizing" traffic.

ments would be needed in addition to the improvements listed in Table TR-1 and shown in Figure TR-5.

Goals, Policies, and Actions

Well-Planned and Integrated Transportation Network

Goal TR-1	Work with other agencies to plan for an integrated transportation network that responds to regional and local transportation needs while maintaining Vacaville as a safe and pleasant place to live and work.
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Policies

Policy TR-P1.1 Coordinate, to the extent feasible, regional transportation system improvements, specifically those on the Congestion Management Program (CMP) network and Routes of Regional Significance, with neighboring jurisdictions.

Policy TR-P1.2 Provide frontage roads, or parallel roadway facilities adjoining the freeway, wherever possible in order to allow local traffic to avoid congested freeways.

TABLE TR-2 RECOMMENDED RIGHT-OF-WAY RESERVATION FOR GENERAL PLAN BUILDOUT

Roadway	Location	ROW Reservation
Alamo Drive	Between Marshall Rd and Leisure Town Rd	6 lanes
Byrnes Road	Between Kilkenny Rd and Weber Rd	4 lanes
Elmira Road	Between Allison Dr and Leisure Town Rd	6 lanes
Elmira Road	Between New N-S Arterial and Urban Growth Boundary	4 lanes
East Monte Vista Avenue	Between Depot St and Nut Tree Airport	6 lanes
Fry Road	Between New N-S Arterial and east Urban Growth Boundary	4 lanes
Hawkins Road	Between New N-S Arterial and Urban Growth Boundary	4 lanes
Kilkenny Road	Between Willow Rd and Lewis Rd	4 lanes
Leisure Town Road (Jepson Parkway)	Between Alamo Dr and I-80	6 lanes
Lewis Road	Between Kilkenny Rd and Midway Rd	4 lanes
Meridian Road	Between I-80 and Midway Rd	4 lanes
Midway Road	Between South Putah Canal and I-505	4 lanes
Midway Road	Between I-505 and Leisure Town Rd	6 lanes
Midway Road	Between Leisure Town Rd and I-80	4 lanes
Midway Road	Between I-80 and Lewis Rd	6 lanes
North-South Arterial	Between Leisure Town Rd and Hawkins Rd	2 lanes
Nut Tree Road	Between Alamo Dr and E. Monte Vista Ave	6 lanes
Orange Drive	Between Leisure Town Rd and Walnut Rd	6 lanes
Orange Drive	Between Walnut Rd and Weber Rd	4 lanes
Peabody Road	Between city limits and Elmira Rd	6 lanes
Vanden Road (Jepson Parkway)	Between Foxboro Pkwy and south city limit	4 lanes
Walnut Road	Between Orange Dr and Willow Rd	4 lanes
Weber Road	Between I-80 and Byrnes Rd	4 lanes
Willow Road	Between Walnut Rd and Kilkenny Rd	4 lanes

Policy TR-P1.3 Continue to coordinate and support regional efforts to construct Jepson Parkway in accordance with the *Jepson Parkway Concept Plan (2000)*, or subsequent updates to the Plan for Jepson Parkway.

Actions

Action TR-A1.1 Consider the impacts of regional development on the Vacaville Transportation Network by reviewing public notices for development in the vicinity of Vacaville and require development within Vacaville to establish its impact on the regional (CMP) transportation network. Create a loop street system around the city to avoid over-reliance on Interstate 80 for internal city travel. Construction of the Vaca Valley Parkway Extension, Foxboro Extension, California Drive Extension, and Interstate 80 Overcrossing projects would create the proposed loop street system.

Action TR-A1.2 Continue with the design and construction of Jepson Parkway in south Vacaville and within the county between Fairfield and Vacaville under the funding agreement administered by the Solano Transportation Authority (STA). To the extent possible, facilitate the design and construction of future segments of Jepson Parkway in Vacaville.

Action TR-A1.3 Continue to support STA updates of the Congestion Management Program (CMP) and other regional transportation planning efforts.

Goal TR-2	Work with Caltrans and other agencies to plan for freeway facilities that operate at the highest level possible.
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Policies

Policy TR-P2.1 Work with the California Department of Transportation (Caltrans) and Solano Transportation Authority (STA) to achieve timely construction of programmed freeway and interchange improvements.

Policy TR-P2.2 Work with Caltrans to consider how ramp metering is implemented to regulate access to State facilities, while also considering the impacts to local roadways and balancing the desire for a high level of operations on Interstate 80.

Policy TR-P2.3 Encourage Caltrans to widen and upgrade Interstate 80 through Vacaville. In new development areas adjoining Interstate 80 and Interstate 505, require major building setbacks and offers-of-dedication to permit the long-term planning and widening of the freeways.

Level of Service and Traffic Congestion

Goal TR-3	Provide roadway capacity for typical weekday peak hour (7:00 to 9:00 AM and 4:00 to 6:00 PM) traffic volumes without significant delay.
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Policies

- Policy TR-P3.1 Strive to maintain LOS C as the LOS goal at all intersections and interchanges to facilitate the safe and efficient movement of people, goods, and services. Design improvements to provide LOS C conditions based on the City's most recent 20+ year traffic forecast. At unsignalized intersections, maintain an overall LOS C standard with the worst approach to the intersection not exceeding LOS D.
- Policy TR-P3.2 At signalized and all-way stop control intersections, LOS mid-D shall be the LOS significance threshold. At two-way stop control intersections, LOS mid-E shall be the LOS significance threshold on the worst approach.
- Policy TR-P3.3 To allow for infill development and higher density development at transit centers, the LOS significance threshold shall be LOS D at signalized and all-way stop control intersections in the Downtown Urban High Density Residential Overlay District or other Priority Development Areas (PDA) designated by the City. At two-way stop controlled intersections in these areas, the overall LOS significance threshold shall be LOS mid-E with the worst approach not exceeding LOS E.
- Policy TR-P3.4 The City may allow LOS above the established LOS significance thresholds for a particular location as an interim level of service where improvements are programmed by the City that will improve the service to an acceptable level.
- Policy TR-P3.5 The City may allow LOS above the established LOS significance thresholds for a particular location on the basis of specific findings described in Chapter 14.13 of the Vacaville Land Use and Development Code, Traffic Impact Mitigation Ordinance.
- Policy TR-P3.6 Require all roads to comply with the City's Standard Specification for Public Improvements document for the City's roadway network.
- Policy TR-P3.7 Roadway improvements implemented by the City using the Development Impact Fee Program or other funding sources shall be

designed based on the level of service standards prescribed in Policies TR-P3.1 and TR-P3.3.

Policy TR-P3.8 Require roadway improvements implemented by development projects to be designed based on the level of service standards prescribed in Policies TR-P3.2 and TR-P3.3.

Policy TR-P3.9 Implement Transportation Element improvements summarized in Table TR-1 and illustrated in Figure TR-5 prior to deterioration in levels of service below the stated standard, with the exception of situations that are described in Policies TR-P3.4 and TR-P3.5.

Actions

Action TR-A3.1 Develop policies, procedures, and standards for roundabouts and rural roads as part of the update the City's roadway design specifications.

Action TR-A3.2 Continue to track and evaluate available traffic safety data, and establish a means to prioritize and improve circulation facilities as needed to maintain traffic safety (i.e. meet design standards) and levels of service on major arterials. Specific improvements should be identified and implemented on the basis of detailed traffic studies.

Action TR-A3.3 Update the Traffic Impact Fee program to reflect the adopted General Plan and existing land uses to ensure that the level of service standards stated in Policies TR-P3.1 through TR-P3.3 are met to the greatest extent possible.

Action TR-A3.4 Update Chapter 14.13 of the Land Use and Development Code (Traffic Impact Mitigation Ordinance) to be consistent with the level of service policies stated in Policies TR-P3.1 through TR-P3.5.

Goal TR-4	Mitigate traffic impacts from new development.
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Policies

Policy TR-P4.1 Evaluate development proposals based on the level of service standards prescribed in Policies TR-3.1 through TR-3.5.

Policy TR-P4.2 As part of development approvals, require reasonable demonstration that traffic improvements necessary to mitigate development in accordance with Policies TR-3.1 through TR-3.3 will be in place in time to accommodate trips generated by the project, or satisfy findings identified in Policies TR-3.4 and TR-3.5.

- Policy TR-P4.3 In order to ensure that adequate roadway capacity is provided for the buildout of the General Plan and that new development does not preclude the construction of adequate circulation facilities, require all new development to provide right-of-way dedications consistent with this Transportation Element (Figure TR-6).
- Policy TR-P4.4 When reviewing development proposals, consider Year 2035 projections for fair share contributions to transportation improvements (as shown in Figure TR-5) and full buildout projections (beyond Year 2035) for dedication of right of way for future road improvements (as shown in Figure TR-6).
- Policy TR-P4.5 For locations where the LOS would exceed thresholds described in Policies TR-P3.2 and TR-P3.3 without the addition of traffic from a proposed development, the City may establish impact and mitigation criteria based on the incremental traffic contribution from the proposed development as described in Chapter 14.13 of the Land Use and Development Code (Traffic Impact Mitigation Ordinance).
- Policy TR-P4.6 Where future roadway widening to serve urban development occurs on the Urban Growth Boundary along Kilkenny Road, roadway widening shall occur on the City side of the boundary. Roadways may be realigned to place urban-serving roadways within the adjacent growth areas where appropriate (e.g. Kilkenny Road).

Goal TR-5	Design and maintain arterial roadways that meet circulation and access needs.
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Policies

- Policy TR-P5.1 Design intersections on arterial roadways to meet level of service standards and to avoid traffic diversion to local roadways or the freeway.
- Policy TR-P5.2 Locate high traffic generating uses so that they have direct access or immediate secondary access to arterial roadways, while balancing the need to control the number of driveways that enter arterial roadways.
- Policy TR-P5.3 Maintain the City’s funding system to enable completion of arterial roadway and interchange capacity improvements in a timely manner (Action TR-A3.3) and give appropriate priority and consideration to budgets supporting maintenance of the roadway network.

- Policy TR-P5.4 Maximize the carrying capacity of arterial roadways by controlling the number of intersections and driveways, minimizing access, and prohibiting direct residential access whenever possible, and by requiring sufficient on-site parking to meet the needs of each project. This includes designing parking areas so that traffic turning into the parking areas does not impede through traffic on the arterial roadway, providing acceleration and deceleration lanes, combining driveways to serve several small parcels, limiting appropriate driveways to right-in and right-out movements only, and maintaining adequate distances between driveways and intersections to permit efficient traffic merges.
- Policy TR-P5.5 Control access to auto-oriented commercial areas by use of median strips and frontage roads to improve safety, maximize roadway capacity, and minimize traffic conflicts.

Actions

- Action TR-A5.1 As funding permits, improve traffic flows on major arterial streets and continue to implement the coordination of traffic signals at major intersections and along arterial streets during daily peak travel periods.
- Action TR-A5.2 To improve emergency vehicle response times and minimize transit system delays, continue to implement the emergency vehicle traffic signal preemption (EVP) and Transit Priority System Priority controls (Opticom or an approved equivalent) along major emergency response and transit routes. Require that the system be installed as part of any upgrades or signalizations triggered by new development along these routes.
- Action TR-A5.3 Establish policies and procedures for limiting full access along existing and proposed arterials based on the need to maintain roadway capacity, limit conflicts and improve traffic safety.
- Action TR-A5.4 Establish policies, procedures, and standards for implementing improvements that maximize carrying capacity of arterials.

Goal TR-6	Protect residential neighborhoods from through-traffic.
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Policies

- Policy TR-P6.1 Discourage unnecessary through-traffic in residential areas through circulation system design and planning.
- Policy TR-P6.2 Design new collector roadways and implement traffic-control measures where feasible and warranted to maintain level of service standards at intersections on collector roadways. Direct residential access on collectors shall be evaluated as part of subdivision design.
- Policy TR-P6.3 Consider traffic calming measures consistent with the City’s traffic calming policies and approved by the City as part of development proposals in an effort to lower vehicle speeds and enhance mobility for bicyclists and pedestrians.
- Policy TR-P6.4 Review phased developments for the potential for contributing to, or creating routes for, cut-through traffic, and establish conditions of approval as needed to limit the potential for cut-through traffic on residential roadways.
- Policy TR-P6.5 Provide support, through City actions and/or roadway improvements, to Solano County in implementing traffic calming measures that reduce through-traffic in unincorporated neighborhoods near Interstate 80, including the Locke Paddon Colony.

Actions

- Action TR-A6.1 Re-evaluate the City’s Traffic Calming Ordinance to slow traffic on existing local roads and redirect through traffic. Establish policies, procedures and standards for evaluating traffic calming measures with new development proposals, both on-site and off-site.

Complete Streets

Goal TR-7	Provide a balanced, multimodal transportation network that meets the needs of all users.
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Policies

- Policy TR-P7.1 Continue to implement a local Complete Streets Policy.

- Policy TR-P7.2 Require that new and existing on-street bicycle lanes be striped, signed, and maintained to encourage their use.
- Policy TR-P7.3 Require that new development applications include transit amenities, such as bus stops, bus bays, transit shelters, benches, and on-site drop-off locations, as appropriate, or explain why these features are infeasible or unnecessary.
- Policy TR-P7.4 Require that new development applications design roadway networks to accommodate transit vehicles and facilitate efficient transit routes.
- Policy TR-P7.5 Where existing street widths or traffic volumes do not support creation or maintenance of striped bicycle lanes or shoulders, but where cyclists can be safely accommodated and other conditions permit, consider use of mechanisms such as “sharrows” (i.e. markings painted on roadways indicating that auto traffic is expected to share the lane with cyclists), pavement markings, or “share the road” signage to indicate to both drivers and bicyclists that bicycle use is permitted and should be expected.
- Policy TR-P7.6 Require that new development applications design roadway networks to accommodate on-street bicycle lanes, and only allow bicycle routes with sharrows when on-street bicycle lanes are impractical or infeasible.
- Policy TR-P7.7 Require that new roadway networks be designed as a grid pattern to reduce circuitous travel patterns and improve access and circulation for all modes.
- Policy TR-P7.8 Prioritize transportation improvements that support and enhance travel by transit, bicycle, and pedestrian modes to and from designated Priority Development Areas (PDA).

Actions

- Action TR-A7.1 Continue to support the Solano Transportation Authority’s regional Bicycle, Pedestrian, and Safe Routes to School (SR2S) program as funding and staffing permit.
- Action TR-A7.2 Update the Land Use and Development Code to require new roadway networks to be designed to accommodate transit vehicles and facilitate efficient transit routes.

- Action TR-A7.3 Develop policies and procedures for evaluating transit demand anticipated from new development, and establish a means for new development to provide for this demand beyond what can be expected from other established funding sources. To the extent possible, develop a means to include anticipated transit demand from development in short- and long-range transit plans.
- Action TR-A7.4 Adopt roadway network standards to support a grid network design to establish consistency with Policy TR-P7.7. These standards shall be coordinated with standards for traffic calming measures evaluated as part of Action TR-A6.1.
- Action TR-A7.5 Construct off-site transit facilities to enhance citywide transit service and to offset new developments' impact on citywide congestion levels and greenhouse gas emissions.
- Action TR-A7.6 Support school districts as appropriate in the provision of school bus service, and consider a process to facilitate the development of Operations and Maintenance districts that would fund school bus service as a Transportation Demand Management (TDM) measure to offset morning peak hour and overall greenhouse gas impacts of new development and existing vehicle traffic to schools.
- Action TR-A7.7 Support the local school districts in efforts to reduce motor vehicle trips, reduce overall traffic congestion, improve school area safety, and promote student health as a TDM measure to offset the impact of new development on citywide congestion levels and greenhouse gas emissions.
- Action TR-A7.8 Consider including transportation improvements that will support and enhance travel by transit, bicycle, and pedestrian modes in updates to the Development Impact Fee program.

Goal TR-8	Increase bicycling by improving the network of bikeway and support facilities.
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Policies

- Policy TR-P8.1 Construct the comprehensive network of on- and off-roadway bike routes identified in Figure TR-2 to encourage the use of bikes for commute, recreational, and other trips as part of new development and as funding allows in existing developed areas.
- Policy TR-P8.2 Continue to designate bike lanes and cross-city bike paths to facilitate non-motorized trips.

- Policy TR-P8.3 Give priority to the development of bike routes that provide access to schools, historic sites, governmental services, major commercial centers, parks, and regional open space.
- Policy TR-P8.4 Require that new development applications include bike paths or bike lanes, when appropriate.
- Policy TR-P8.5 Enhance and improve bicycle connections between neighborhoods and between neighborhoods and significant destinations, such as parks, schools, transit stops and transit centers, shopping centers, and employment centers.
- Policy TR-P8.6 Use available rights-of-way and creek banks for public use as trails, bikeways, or walkways.
- Policy TR-P8.7 Encourage major employers to provide support facilities to encourage use of bikes for commute purposes.
- Policy TR-P8.8 Incorporate bike storage and other support facilities into transportation system management plans at employment sites and public facilities.
- Policy TR-P8.9 Require that new multi-family and non-residential developments provide adequate public and private bicycle parking and storage facilities.
- Policy TR-P8.10 Develop signage for bikeway connections between transit stops and significant destinations. Provide this signage as funding allows.

Actions

- Action TR-A8.1 Consider preparing and adopting a Citywide Bicycle Transportation Plan in accordance with the California Streets and Highways Code Section 891.2 to be eligible for Caltrans Bicycle Transportation Account funds as staffing and budget allow.
- Action TR-A8.2 Establish policies on bike storage and parking requirements
- Action TR-A8.3 As budget and staffing allow, establish a signing and marking plan to support the Bicycle Transportation Plan and clearly mark routes to transit stops and significant destinations. The signage plan should also establish priorities for the installation of bicycle route signage.

- Action TR-A8.4 Research how providing bicycle storage, parking, and other amenities that encourage bicycle trips affect auto trip generation rates as staffing and budget allow.
- Action TR-A8.5 Seek funding to construct bicycle infrastructure to enhance the citywide bike route network and to offset existing and new development's impacts on citywide congestion levels and greenhouse gas emissions.

Goal TR-9	Ensure safe, pleasant, and convenient pedestrian paths, sidewalks, and trails to accommodate all segments of the population.
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Policies

- Policy TR-P9.1 Develop a series of continuous pedestrian walkways within the Downtown and residential neighborhoods.
- Policy TR-P9.2 Design separated pedestrian paths and trails to be convenient, visible, and safe.
- Policy TR-P9.3 Continue to support programs to improve the mobility of the elderly and disabled, remove existing architectural barriers, and require that new development be accessible to those with physical impairments.

Actions

- Action TR-A9.1 Continue to support and facilitate the ADA Advisory Committee as a means to prioritize and address all barriers for people with disabilities on the City roadway network and at public facilities.
- Action TR-A9.2 Seek funding to construct pedestrian infrastructure to enhance the citywide pedestrian network (including improved access to transit) and to offset existing and new development's impact on citywide congestion levels and greenhouse gas emissions.

Public Transit and Transportation Demand Management

Goal TR-10	Reduce traffic impacts through transportation systems management (TSM) and transportation demand management (TDM).
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Policies

- Policy TR-P10.1 Cooperate with public agencies and other entities to promote local and regional public transit serving Vacaville.

- Policy TR-P10.2 Work cooperatively with the Solano Transportation Authority (STA) to promote transportation demand management programs to reduce peak-period trip generation.
- Policy TR-P10.3 Work with the Solano Transportation Authority (STA) to encourage major employers to adopt Transportation Systems Management (TSM) programs that will reduce peak-period trip generation by 20 percent or more from the vehicle trip generation currently observed at similar sites without a TSM program.
- Policy TR-P10.4 Encourage Transportation Demand Management (TDM) programs that limit vehicle use, such as ridesharing and public transit, over those that extend the commute hour, such as flex-time and staggered work hours, to provide greater benefits to regional air quality.

Actions

- Action TR-A10.1 Amend Chapter 10.60, Transportation System Management, of the Vacaville Municipal Code, to be in compliance with State law.

Goal TR-11	Support a comprehensive, convenient, and efficient transit system.
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Policies

- Policy TR-P11.1 Design transit routes to serve areas with the greatest need and meet the State-required farebox recovery rates so that State funding is not jeopardized.
- Policy TR-P11.2 Encourage the expansion of an inter-city public transit/bus system to link Vacaville with neighboring communities.
- Policy TR-P11.3 When financially feasible, support increased frequency and operational hours of public transit service consistent with current short- and long-range transit planning.
- Policy TR-P11.4 Continue to work with Caltrans and the Solano Transportation Authority (STA) to identify and evaluate sites for parking to connect with transit and support rideshare parking, and establish standards for the development of parking sites for rideshare and transit users.
- Policy TR-P11.5 Support and encourage Caltrans to preserve options for future transit use when designing improvements for Interstate and State highways.
- Policy TR-P11.6 Remove physical barriers to improve access to transit facilities for the elderly, disabled, and other transit-dependent groups.

Policy TR-P11.7 Require specific plans in new growth areas to include planning for future public transit service to these areas by considering the addition of future transit stops and route connections as part of the public transportation system.

Freight Movement

Goal TR-12 Maintain roads for goods movement.

Policies

Policy TR-P12.1 Maintain existing truck routes.

Actions

Action TR-A12.1 Continue to implement the Extra-Legal Permit Program to limit truck traffic on local roads.

Action TR-A12.2 Continue to enforce designated truck routes to support truck loads and operations and implement the Extra-Legal Permit Program to appropriately route trucks on the City's roadway network and prioritize roadway design that is needed to support truck loads and operations.

5 PARKS AND RECREATION ELEMENT

The provision of plentiful, well-designed, and well-maintained parks and recreation facilities significantly contributes to the quality of life in a community. Parks fulfill a number of important functions – they provide green “breathing” spaces within the city which promote healthy lifestyles; they provide children and families a place to play and explore; they provide areas for active sport uses and civic functions; and they provide areas for passive recreation and relaxation. Parks may also incorporate natural features and visual assets of the landscape, in addition to preserving habitat areas that are vital to the city's identity, history, and environmental health. Other recreational facilities such as special-purpose facilities, accessible open spaces, and trails fulfill specific community needs that formal developed parks typically cannot provide.

The Parks and Recreation Element is an optional element under State law. It contains goals and policies that strengthen the City’s commitment to providing a high level of parks and recreation facilities and services to Vacaville residents, and provides guidance for new development to incorporate additional recreational facilities as needed to maintain this level of service. These policies reflect the diversity of recreational needs historically desired by Vacaville residents, and attempt to provide flexibility in Vacaville’s parks and recreational services so as to appropriately respond when new recreational needs are desired by Vacaville’s changing population.

Background Information

Park Classifications

The City’s current inventory of parks and recreation facilities is classified into six basic categories:

- **Neighborhood Parks:** Smaller parks that are primarily intended to serve the recreation needs of residential areas within ½ mile (an approximate 10-minute walking distance) of the park. Park facilities are usually oriented towards the recreation needs of children and typically include a multipurpose playfield, a playground, and picnic facilities. When neighborhood parks are located adjacent to schools, they may also include a small recreation building, and be designed for joint use with the school-owned property. Existing neighborhood park sites generally range in size from 1 to 10 acres. However, new neighborhood parks should be designed within a 6- to 9-acre size range, depending upon the neighborhood park needs of the part of the city in which they are located.
- **Community Parks:** Mid-sized parks designed to provide major active-use recreational facilities such as lighted sports fields, sport courts, community buildings, swimming pools, spaces for community festivals, civic events, organized sports, and athletic

competitions. Community parks should ideally also include areas for passive recreation including walking paths with benches, shaded picnic areas, and preserved or created natural areas such as creeks, habitat areas, and unique landforms. Community parks often include appropriate support facilities such as parking areas, restroom buildings, and concession stands. Community parks generally range in size from 12 to 60 acres and are intended to serve the population living within a 1½-mile radius. A community park can also function as a neighborhood park for nearby residential areas.

- **Regional Park:** A large, nature-themed park that is focused on balancing the natural environment with related recreational activities. Lagoon Valley Park is the city's only regional park and is designed to serve the city's entire population and the greater Vacaville region. It includes a wide variety of passive recreation opportunities and amenities, including a 106-acre lake and open fields that are used for many large and regional events. The park is defined by its natural environment of hills, creeks, the lagoon, and the valley. It is intended to provide the public with access and use of these areas while sensitively preserving the habitat and natural environment for which the park is recognized. The historic Pena Adobe and its surrounding grounds are considered a sub-area of the park that provides additional space for group picnics and other events. The park provides trailheads and access to many acres of open space with miles of hiking, biking, and equestrian trails.
- **Accessible Open Space:** Land owned by the City of Vacaville (or other non-profit or public agency) that includes public access for limited recreational use and is maintained in a natural or non-intensive developed state. Publically accessible open space includes lands of geologic, agricultural, ecologic, and scenic significance, and includes certain lands that are used jointly as creekways, drainages, detention basins, and other specific dual purposes. Accessible open space areas are made available to the public for self-guided and low-impact activities that typically include hiking, biking, horseback riding, bird watching, sky gazing, and nature appreciation. Accessible open space often includes developed nature trails that provide the public with defined access and utility of the open space while minimizing negative impacts to the environment. The Land Use Element includes a designation called "Public Open Space," which includes both these accessible open space lands as well as undeveloped areas that are not made accessible to the public for reasons related to public safety or other special concerns. Open space related to biological resources, agricultural lands, cultural resources, and scenic resources is also addressed in the Conservation and Open Space Element. Open space related to public health and safety, including ridgelines and areas with steep slopes, is addressed in the Safety Element.
- **Special Purpose Facilities:** Buildings that house recreational programs and/or facilities targeted to meet the needs of a certain sector of the population or neighborhood. Most of these facilities are located within the boundaries of a park. However, others may be located on properties that are not owned by the City, but operated by the Community Services Department and/or under contract to the Department for its programs.

➤ **Bikeways, Multi-Use Trails, and Nature Trails**

Bikeways: Most of the city's paved, off-street bikeways are officially designated as off-street bike paths; however, they also function as multi-use trails and are appropriately shared with walkers, runners, skaters, and other non-motorized forms of transportation. Vacaville follows Caltrans definitions for its paved bikeways; therefore, these facilities are more completely defined and discussed in the Transportation Element. For both recreation and transportation purposes, it is important that bikeways provide logical connections to various destination points and make connections to regional bikeways that are outside of city limits. In some cases, a paved bikeway may be incorporated within a park (or accessible open space) as part of that individual facility's circulation plan.

Multi-Use Trails: In addition to the paved bike paths built to accommodate a broad range of recreational activities related to walking, running, and bicycle riding, there are a number of unpaved trails that do not qualify as formal bike paths, but they are used by bicyclists, pedestrians. Where appropriate, a multi-use path can include an adjacent but separate bridle path if the width of the right-of-way is sufficient to prevent conflict between bicyclists, pedestrians, and horseback riders. Some of these trails are not much more than informal dirt or gravel maintenance roads, but due to significant use by the public, they may be considered important recreational elements within a park or accessible open space.

Nature Trails: Nature trails are used by bicycle riders, hikers, and in many cases equestrians, but these unpaved trails tend to primarily serve recreational users who are interested in traversing challenging terrain. Because these trails are typically located in the steep and rugged environment of open space, they are discussed more thoroughly within the accessible open space component of this Element.

In addition, the local school districts own and operate a number of fields and specialized facilities that, in some cases, are made available for public use through policies set by the individual school district. The City recognizes the public ownership of these school facilities and has previously utilized a joint-use agreement with the Vacaville Unified School District to make a wider range of facilities available for the public's use. However, as of the publication of this General Plan, there is not currently an active joint-use agreement between the two agencies.

There are also many privately owned recreational facilities in Vacaville, such as golf courses; swim, tennis, and fitness clubs; ice skating and hockey rinks; bowling alleys; and equestrian centers. While recognizing the availability of the private recreational facilities, this Element focuses primarily on the City's provision of *public* park and recreation facilities.

Park Inventory

The locations of the city's parks are illustrated in Figure PR-1 (page 6), and a complete inventory of existing neighborhood, community, and regional parks are listed in Table PR-1 (page 7).

Accessible Open Space

The natural setting of the city is characterized by the ridges and hillsides west and south of the city, the agricultural valley lands to the north and east, and free-flowing creeks crossing through the city. As the city continues to grow, it is important to consider the impact urbanization can have on the accessible open space areas and to consider how to best preserve and enhance their character and uses. Policies in the Land Use Element express the City's vision for urban form and growth management. Policies in the Conservation and Open Space and Safety Elements help guide the protection of open spaces, particularly hillside and ridge areas.

Accessible open space includes natural landscapes that are essentially undeveloped, but suitable for passive recreational activities that do not require substantial facilities or improvements. This includes lands that are owned, leased, or otherwise controlled by the City of Vacaville, or by some other public or non-profit entity, and are made accessible to the public for recreation, nature preservation, education, viewshed, and other open space purposes.

Figure PR-2 (page 10) illustrates the locations of the publicly-accessible open space areas in Vacaville. Table PR-2 (page 11) lists their acreages.

Trails

Hiking, biking and walking are popular recreational activities for Vacaville residents. Trails provide an important recreational resource in-and-of themselves, but many trails also serve as a support facility in providing access between neighborhoods and important destinations, and in the case of paved trails, can also serve as part of the city's transportation network. Trail use is most often a self-directed recreational activity, but there is also a recognized trend toward increased use of trails by organized groups for special events.

As part of the effort to better serve the needs of Vacaville residents who choose to hike, bike, and walk for recreation, the City seeks to link the neighborhoods of the city to recreational resources in a comprehensive network of pedestrian facilities, bikeways, hiking trails, and multi-use trails, and to accommodate both bicycle and equestrian users wherever appropriate. Although it is a citywide system, each section of the trails system should relate to its immediate surroundings in design and function. Trails within the open spaces and hillsides are typically rustic and particularly conducive to hiking, mountain biking, and horseback riding; by their nature (rugged, steep, and unpaved), most cannot be made to accommodate Americans with Disability Act (ADA) access. By contrast, most of the multi-use trails along the creekways, trails that provide linkages to neighborhood facilities, and those within developed parks are hard surfaced and designed for easy access for all. Most of these paved trails are designed to accommodate maintenance and emergency vehicles, and some also serve a dual purpose of providing maintenance vehicle access to city utilities such as sewer, water, and drainage facilities.

Trail definitions, the trail system, and the various types of trails are further outlined in the Comprehensive Parks, Recreation, and Open Space Master Plan, and are summarized under the Park Classifications in the Background Information section above.

- **Trailhead:** The beginning of a hiking/biking/equestrian trail. Trailheads typically include orientation signs giving distance mileage, information on trail use including safety hazards, and perhaps a natural history of the area. Trailheads are sometimes referred to as staging areas when they also provide appropriate parking areas, restroom facilities, and drinking water, and particularly when they include facilities for horse trailers and equestrian users.

Special Purpose Facilities

With the exception of the Mariposa and Trower Neighborhood Centers as noted below, Vacaville owns and operates the following special purpose facilities, the locations of which are shown in Figure PR-3 (page 12):

- **Three Oaks Community Center.** Includes a large assembly hall with a stage and dressing rooms, an activity room, a multi-purpose room, an arts and crafts room, a computer training room, and ample off-street parking.
- **Walter V. Graham Aquatics Center.** Includes a full size pool with two 35-foot waterslides, a competition pool with 3 and 5 meter diving boards and diving blocks, a children's play pool, and an adjoining covered picnic area with barbeques and play area.
- **Georgie Duke Sports Facility.** Offers a gymnasium for basketball and badminton activities and a fully-equipped boxing room. Drop-in activities provided through the week include: 35+ basketball, adult/youth basketball, badminton, and adult boxing.
- **John A. McBride Center.** Provides flexible function spaces with a commercial kitchen and excellent accessibility. Programs for all ages, including programs for individual 50 years of age and older. It includes on-going classes, bingo, and "drop-in" activities such as cards, billiards, and exercise classes.
- **Ulati Community Center and Wedding Gardens.** A multi-purpose facility with dividable spaces, banquet seating capacity for 400 people, a commercial kitchen, patio areas, and a garden designed for weddings and other special occasions.
- **Vacaville Performing Arts Theater.** A state-of-the-art performing theater equipped with professional sound and lighting systems, a full orchestra pit with capacity for 32 musicians, a professional-height fly system capable of moving full-sized scenery, and two large dressing rooms.
- **Vacaville Recreation Center.** Equipped for gymnastics training and includes additional indoor space suitable for either a volleyball or basketball court. The facility is also available for rent and is used on occasion for community events such as the annual "Festival of Trees." The building is leased from the adjacent privately-owned Vacaville Ice-Sports Facility.

TABLE PR-1 **PARK INVENTORY**

ID	Name	Location	Developed Acres
Neighborhood Parks			
1	Alamo Creek Park	Alamo Dr. at Buck Ave.	9.5
2	Arbor Oaks Park	Arbor Oaks Dr. at Leeward Ct.	2.5
3	Browns Valley Park	Wrentham Dr.	4.4
4	Cambridge Park	Nut Tree Rd. at Cambridge Dr.	3.4
5	Cannon Station Park	Nut Tree Rd. at Opal Way	6.6
6	City Hall Park	Walnut Ave. at City Hall	1.6
7	Cooper School Park	Christine Dr. at Notre Dame Dr.	6.6
8	Fairmont-Beelard Park	Beelard Dr. at Matthews Ct.	5.2
9	Hawkins Park	Summerfield Dr. at Newport Cir.	3.1
10	Larsen Park (Irene)	Alamo Dr. at Rosewood Dr.	4.3
11	Little Oak Park	Turnbridge St. at Salisbury Ct.	1.1
12	Magnolia Park (Phase 1)	Vanden Rd. and Cogburn Cir.	5.9
13	Meadowlands Park	Vanden Rd. at Bluebird Dr.	8.1
14	Normandy Meadows Park	Meadowlark Dr. at Chateau Cir.	0.3
15	North Orchard Park	Orchard Ave. at Crestview Dr.	7.9
16	Padan Park	Padan School Rd. and Marshall Rd.	6.5
17	Patwin Park	Elmira Rd. west of Leisure Town Rd.	4.7
18	Pheasant Country Park	Madison Ave. at Nancy Cir.	7.0
19	Pocket Park	Elmira Rd. east of Ralph Ave.	0.9
20	Ridgeview Park	Tipperary Dr. at Bluewater Dr.	7.3
21	Sierra Vista Park	West of Bel Air Dr. on Greenwich Cir.	4.2
22	Southwood Park	Southwood Dr. at Sherwood Ct.	3.8
23	Stonegate Park	Stonegate Dr. at Stonewood Dr.	6.0
24	Trower Park	Markham Ave. at Holly Ln.	4.0

ID	Name	Location	Developed Acres
25	Willows Park	South of Catalina Ct. on Ogden Way	2.0
Community Parks			
26	Andrews Park	Monte Vista Ave. at School Rd.	17.9
27	Arlington Park (John)	505 Foxboro Pkwy. (at Peabody Rd.)	17.8
28	Centennial Park	501 Browns Valley Rd.	35.7
29	Keating Park (William)	California Dr. at Alamo Dr.	24.6
30	Nelson Park (Eleanor)	1800 Marshall Rd. (at Nut Tree Rd.)	13.0
31	Patch Park (Al)	1750 California Dr. at Peabody Rd.	19.0
32	Three Oaks Park	1100 Alamo Dr.	11.9
Regional Parks			
33	Lagoon Valley Regional Park	4627 Peña Adobe Rd.	314.0

Note: ID refers to the park's label in Figure PR-1.
Source: City of Vacaville Community Services Department, 2012.

- **Mariposa and Trower Neighborhood Centers.** The “Vacaville Neighborhood Boys and Girls Club” operates these city-owned facilities providing afterschool programming for kindergarten through twelfth grades, and drop-in recreation.

Recreational Programs

The City of Vacaville Community Services Department offers recreational programming for a wide range of ages and interests. Recreational programming is scheduled throughout the year and is advertised in the Events Guide, which is published quarterly. The Events Guide lists a variety of classes offered and upcoming community events. The following are some of the major programs offered by the Vacaville Community Services Department:

- **TGIF** – The Thank Goodness It’s Fun (TGIF) program is run by the Community Services Department and offers before and after school enrichment activities for children ages six to twelve. Several TGIF facilities (temporary buildings) are located adjacent to elementary schools for family convenience.
- **Gymnastics** – The Community Services Department provides a wide array of gymnastics programs at the Vacaville Recreation Center located at 551 Davis Street.

- **Aquatics** – Various aquatic programs, such as swim lessons, water polo, and water aerobics, take place at the Graham Aquatic Center.
- **Early Childhood Enrichment** – This program offers activities and classes for children ages 18 months to 5 years.
- **Youth Sports** – These sports programs are designed to introduce participants to a variety of traditional sports and focus on health and fitness. Camps, classes, and leagues are available.
- **Adult Sports and Fitness** – Instructional classes such as tennis, yoga, and martial arts are offered, as well as league volleyball, flag football, basketball, and softball.
- **Cultural Arts** – Music, dance, drama, painting, and drawing classes are offered, as well as a variety of camps.
- **Adult Services/Active Aging** – A variety of classes ranging from computer training to driver safety and foot care to Tai Chi are offered to adults at the McBride Center. A multitude of free services are also available, including legal consultation and health insurance counseling.

Comprehensive Parks, Recreation, and Open Space Master Plan

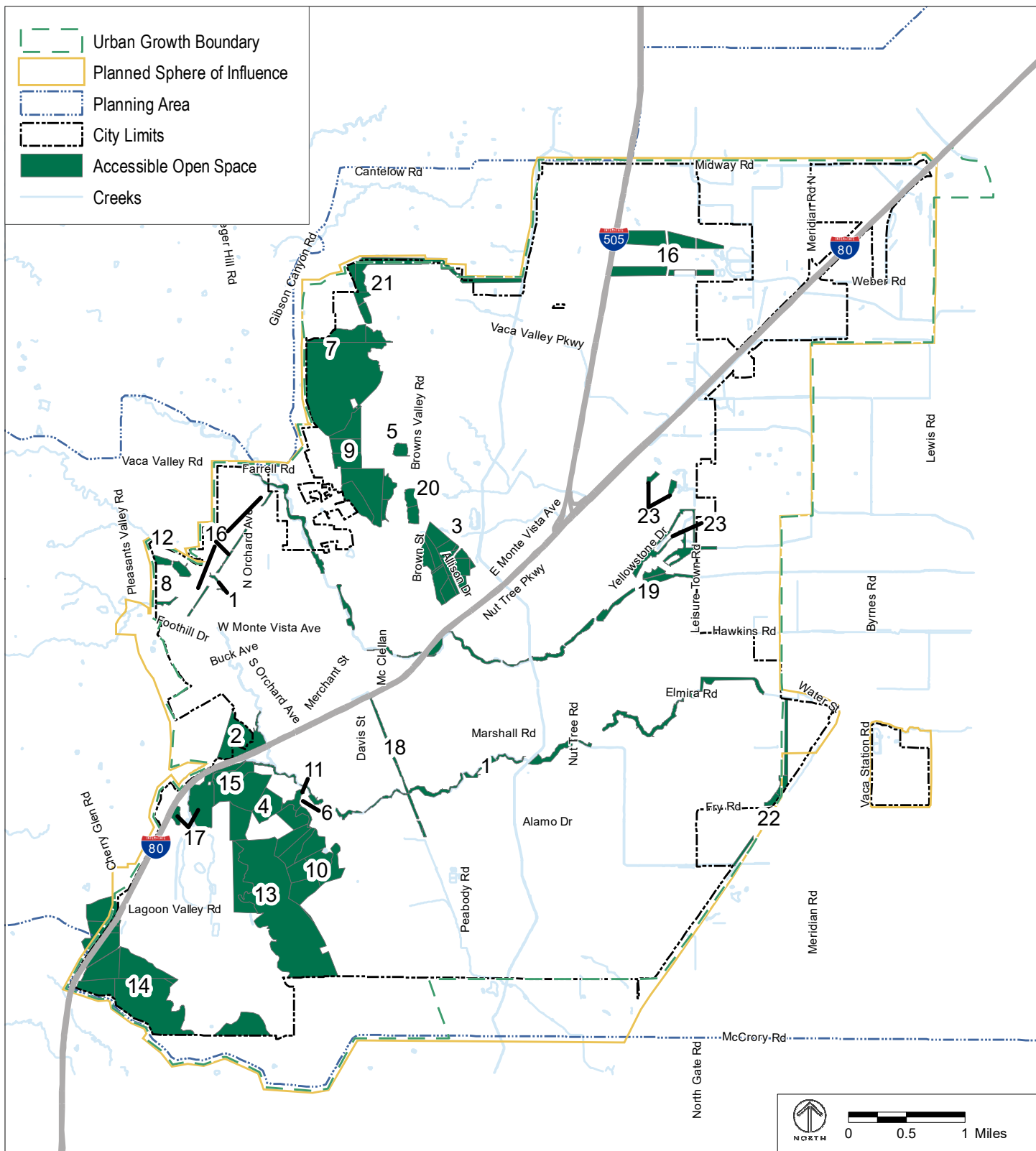
Vacaville’s “Comprehensive Parks, Recreation, and Open Space Master Plan” was developed in 1992 to guide the development of parks, recreation, and open space facilities throughout the city. The Master Plan describes the condition of parks and recreation facilities as they existed in 1992, proposes new facilities, and includes policies to implement the Plan. The Plan establishes service standards for parks, recreation, and open space facilities and includes policies for the development of new facilities, and for distributing these amenities throughout the city.

Planned Parks and Open Space

The City of Vacaville has identified locations for future parks in areas that are underserved and areas where future development is anticipated, as well as future open space. Table PR-3 (page 15) and Figure PR-4 (page 14) identify the planned parks and open space in Vacaville.

Park Funding

Funding for the acquisition and development of parks is derived primarily from park development impact fees as authorized under the Mitigation Fee Act (Govt. code 66000), and in some cases by Mello Roos Community Facilities Districts, and grants. However, Action PR-A1.3 directs the City to adopt a Quimby Ordinance, which will also provide funding for park acquisition. Operation of the City’s parks, including programs, staff, and other operations, is provided by the Community Services Department and funded through the City’s General Fund and user fees. Maintenance of all City parks and recreation facilities is provided by the Public Works Department and funded primarily through the General Fund and numerous maintenance districts as authorized by the Lighting and Landscaping Act of 1972.



Note: Open space numbers on the map correspond to ID numbers in Table PR-2

Source: City of Vacaville, 2010, 2015, and 2022.

FIGURE PR-2
 ACCESSIBLE OPEN SPACE LOCATION MAP

TABLE PR-2 ACCESSIBLE OPEN SPACE INVENTORY

ID	Name	Approximate Acreage
1	Alamo Creek Open Space & Bike Trail	84
2	Alamo Terrace Open Space	47
3	Allison Open Space	74
4	Alpine Open Space	30
5	Browns Valley Open Space	25
6	California Drive Open Space	4
7	Caliguiri Park & Preserve Open Space	238
8	Foothill Open Space	60
9	Glen Eagle Open Space	264
10	Gonzales Open Space	172
11	Hidden Oaks Open Space	9
12	Hidden Valley Open Space	14
13	Lagoon Valley Eastern Hills Open Space	422
14	Lagoon Valley Southern Hills Open Space	310
15	Laguna Hills Open Space	100
16	PG&E Open Space	102
17	Pena Adobe Open Space	50
18	Southside Bike Trail Open Space	15
19	Ulatis Creek Open Space	83
20	Woodcrest Open Space	7
21	Cheyenne Open Space	70
22	East of Leisure Town Road Agricultural Buffer/Open Space	24
<u>23</u>	<u>Greentree Specific Plan</u>	<u>42</u>

Note: ID refers to the open space label in Figure PR-2.
 Source: City of Vacaville Community Services Department, 2012.

The maintenance of the newer neighborhood parks is funded partially by individual Lighting and Landscaping Maintenance Assessment Districts (LLMADs) and augmented by the General Fund. Maintenance of the remaining neighborhood parks, as well as the community parks and Lagoon Valley Regional Park, is provided primarily from the General Fund.

Park Standards

Park standards provide a means to measure how much park land should be set aside for recreational use as the city develops. This section establishes the acreage, size, and service area standards for neighborhood, community, and regional parks. No standards are established for the provision of trails and open space. However, the Comprehensive Parks, Recreation, and Open Space Master Plan includes standards for certain special purpose facilities and individual recreation facilities.

Park Acreage per Population

The City's park acreage standards are simple ratios of the City's total desired number of developed park acres, divided by the total population of the city (less those living in the prisons' group housing facilities). The overall standard of providing 4.5 acres of developed parkland per thousand people reflects a minimum goal to maintain this important quality of life component as the city's population increases through the years.

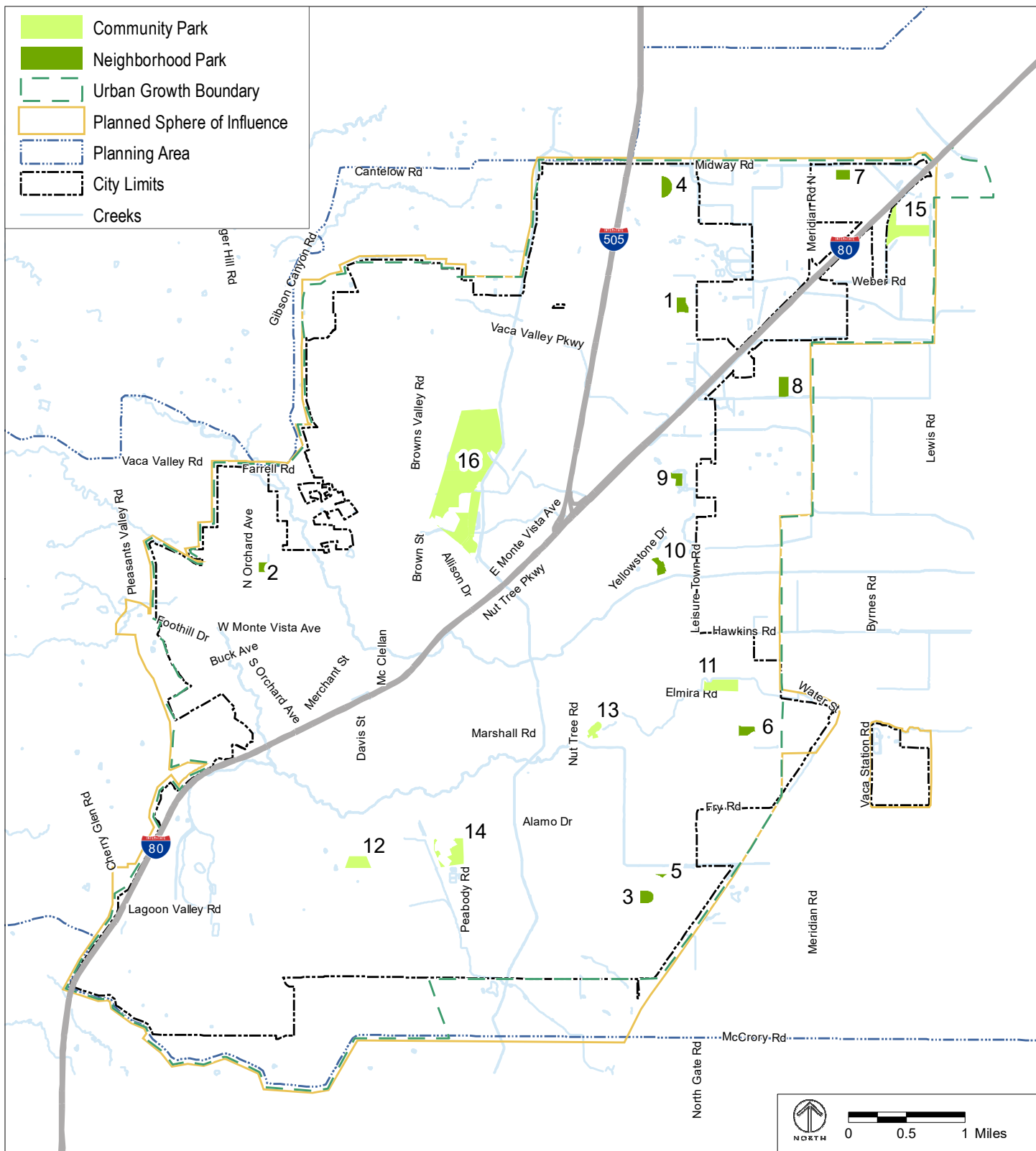
The City's standard of 4.5 acres of developed parkland per thousand residents was established in 1992. As indicated below, this park acreage standard is further divided into the park categories of neighborhood, community, and regional parklands, which are described earlier in this Element:

- Neighborhood Park: 1.8 acres per 1,000 people
- Community Park: 1.7 acres per 1,000 people
- Regional Park: 1.0 acre per 1,000 people
- Total: 4.5 acres per 1,000 people

Park Size

The following park size standards provide efficiencies in programming and maintenance:

- New neighborhood parks must be a minimum of 6 acres in size, and can be as large as 9 acres as needed to serve the local service area. New neighborhood parks less than 6 acres may be approved in infill areas where there is a documented shortfall of parkland.
- New community parks must be a minimum of 10 acres in size, and may be up to 40 acres as needed to serve the planned service area. Centennial Park is a notable exception to this size standard in that it is intended to ultimately include all 265 acres and serve the entire city.
- Lagoon Valley Regional Park is the city's only regional park at slightly over 300 acres. The City does not anticipate adding any new regional parks within the planning period of this General Plan.



Note: Open space numbers on the map correspond to ID numbers in Table PR-3

Source: City of Vacaville, 2010, 2015, and 2022.

FIGURE PR-4
 ACCESSIBLE OPEN SPACE LOCATION MAP

TABLE PR-3 PLANNED PARKS

ID	Name	Location	Acres
Neighborhood Parks			
1	Corderos Park	1100 Parkside Dr. (North Village)	7.2
2	Fruitvale Park	South of Fruitvale Rd.	6.0
3	Magnolia Park (Phase 2) (Southtown)	Vanden Rd. and Cogburn Cir.	6.9
4	North Village AP-2	East of North Village Pkwy.	TBD
5	Redbud Park (Southtown)	Northeast of Magnolia Park	1.3
6	East of Leisure Town Road Park	East of Leisure Town Road Growth Area	6.0
7	Northeast Area Park - North	Northeast Growth Area	6.0
8	Northeast Area Park – South	Northeast Growth Area	9.0
<u>9</u>	<u>Greentree North</u>	<u>Greentree Specific Plan</u>	<u>6</u>
<u>10</u>	<u>Greentree South</u>	<u>Greentree Specific Plan</u>	<u>4.5</u>
Community Parks			
<u>11.9</u>	Elmira Park	Elmira Rd. east of Leisure Town Rd.	17.0
<u>12.0</u>	Keating Park (expansion)	California Dr. and Alamo Dr.	21.0
<u>13.4</u>	Nelson Park (Eleanor) (expansion)	Nut Tree Rd. and Marshall Rd.	6.0
<u>14.2</u>	Patch Park (AI) (expansion)	1750 California Dr. (west of Peabody Rd).	15.0
<u>15.3</u>	Northeast Area Park	Northeast Growth Area	36.0
<u>16.4</u>	Centennial Park	501 Brown's Valley Rd.	265.1

Notes: ID refers to the park or open space label in Figure PR-4. Since these parks are not yet built, final names may be different.
Source: City of Vacaville Community Services Department, 2012.

Park Service Areas

For analysis purposes, the service area standard is represented as a radius drawn around a neighborhood or community park, rather than as travel time; although significant barriers to transportation, such as freeways and canals, should be taken into consideration. All residential areas of the city should be served by a neighborhood and a community park within the service area standards provided below; although, a community park may serve the residents within ½ mile as their neighborhood park. There is no service area standard for regional parks because Lagoon Valley Regional Park serves the greater Vacaville region and it is expected that most users will need to travel a distance to access the park.

- Neighborhood Park: ½ mile maximum (approximately a 10-minute walk)
- Community Park: 1½ miles maximum

Recreational Facilities

The Comprehensive Parks, Recreation, and Open Space Master Plan specifies long-range facility standards and programming recommendations for all the listed parks. Service ratios are provided for a variety of specific recreation facilities, including gymnasias, tennis courts, baseball/softball fields, golf courses, and community centers, among others. Additionally, the Master Plan makes general recommendations for the provision of programming based on education, demographic, and recreation trends. Since the Master Plan was approved in 1992, many of the listed recommendations have been accomplished, a number of planned facilities have been constructed, and trends and other changes in recreational activities suggest that this document should be updated to better reflect the current recreational needs of the city’s residents.

Goals, Policies, and Actions

Goal PR-1	Develop and maintain a high-quality public park system that provides varied recreational opportunities for city residents, workers, and visitors.
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Policies

- Policy PR-P1.1 Provide new parks according to the standards established in this Element to ensure adequate distribution, size, and access.
- Policy PR-P1.2 Provide neighborhood parks to serve the unique recreational, cultural, and educational needs of Vacaville’s diverse neighborhoods. Design new neighborhood parks to have a unique character, appeal to children, and avoid standardized, programmatic designs.
- Policy PR-P1.3 Provide community parks to encompass a range of uses, including active high-investment (e.g. gymnasiums and swimming pools), active low-investment (e.g. playfields and picnic facilities), and passive recreational facilities (e.g. natural areas suitable for quiet reflection). Community parks shall serve large portions of the city by providing facilities suitable for recreational and cultural activities beyond those supplied by neighborhood parks.
- Policy PR-P1.4 Maintain, improve, and preserve Vacaville’s Lagoon Valley Regional Park to serve the region with a variety of nature-oriented and passive recreational opportunities.

- Policy PR-P1.5 Support and encourage the location of special use recreation facilities, such as community gardens, dog parks, and skate parks, on available park or other public lands, where compatible with the existing and planned uses of surrounding properties.
- Policy PR-P1.6 Make provisions for elderly and disabled individuals to freely access and utilize parks and recreational facilities, according to local, State, and federal codes.
- Policy PR-P1.7 Encourage the development of private and commercial recreational facilities at appropriate locations. However, private recreational facilities shall not count towards the park standards established in this Element.
- Policy PR-P1.8 Make designated open spaces more accessible to the public with a linked park and trail system that takes advantage of surrounding open space.
- Policy PR-P1.9 Maintain recreational fishing at Lagoon Valley Regional Park.

Actions

- Action PR-A1.1 Update the Comprehensive Parks, Recreation, and Open Space Master Plan to include a broader description of desired park facilities and allow staff the flexibility to include the facilities desired by the public, and continue to implement this Master Plan.
- Action PR-A1.2 Develop the Trails and Trailhead system as outlined in the Comprehensive Parks, Recreation and Open Space Master Plan. Provide additional trails and facilities where they are feasible and appropriate. Connect the trails system to the bikeways system wherever feasible and appropriate.
- Action PR-A1.3 Implement a Quimby Ordinance requiring that park provision be considered and incorporated in the subdivision process.

Goal PR-2 Ensure that new development is responsible for providing new parks and recreation facilities in accordance with the City’s park and recreation standards and for providing its fair share of neighborhood park maintenance costs.

Policies

- Policy PR-P2.1 All parks and recreation facilities required by the park standards in this Element shall be publicly owned, operated, and maintained, except as otherwise allowed by the Quimby Act.

- Policy PR-P2.2 New parks and recreation facilities shall be funded, at least in part, by fees paid by new development, or as turn-key facilities with new development, as described in Policy PR-P2.5.
- Policy PR-P2.3 Require that proponents of large projects subject to Specific Plans and/or Development Agreements work with City staff early in the planning process to ensure that the project includes an adequate amount of developed parkland to satisfy the City's standards.
- Policy PR-P2.4 Require all residential developers, including apartment builders, to provide sufficient parks and other recreational facilities to meet the standards established by the Comprehensive Parks, Recreation, and Open Space Facilities Master Plan by dedicating land and/or paying in-lieu fees for land acquisition, and by paying Park Development Impact Fees for the construction of new facilities.
- Policy PR-P2.5 Encourage development of turn-key neighborhood parks, which are completed in conjunction with development of a new subdivision, rather than payment of impact fees.
- Policy PR-P2.6 Work with residential developers to ensure that parks and recreational facilities planned to serve new development will be available concurrently with need.
- Policy PR-P2.7 Encourage new non-residential development that would bring workers to Vacaville to incorporate park and recreation facilities into the project design.
- Policy PR-P2.8 Ensure that all new residential development will either annex into or set up a new park maintenance district in accordance with the Landscaping and Lighting Act of 1972.

Actions

- Action PR-A2.1 Adjust park impact fees to reflect a more accurate cost of developing parkland based on real development costs. Include an adjustment factor for the cost of responding to changing requirements, such as the Americans with Disabilities Act, playground safety standards, CEQA requirements, and new building technology that combats vandalism (e.g. concrete tables and video surveillance systems).

Goal PR-3	Locate new parks to maximize safety, site efficiency, public safety, and convenient public access.
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Policies

- Policy PR-P3.1 Locate new neighborhood parks adjacent to new elementary schools where possible. Whenever possible, work with the school district to design both the park and school to maximize the benefits for the public.
- Policy PR-P3.2 Prohibit new neighborhood parks adjacent to arterial streets.
- Policy PR-P3.3 Wherever possible, site new parks and recreation facilities to promote pedestrian and bicycle access and prevent the need to cross major roadways.
- Policy PR-P3.4 Locate parks and recreation facilities to take advantage of natural features, adjoining open space, trail access, lands that may be jointly-used for recreation purposes, *land use buffers* (i.e. areas of open space or low-intensity uses between potentially conflicting land uses), urban separators, and easements.

Actions

- Action PR-A3.1 Coordinate with public safety staff in the design of parks and in the development of standards for park design. Incorporate these standards into the Update to the City's Comprehensive Parks, Recreation, and Open Space Master Plan.

Goal PR-4	Provide and maintain parks that reflect, preserve, and respect Vacaville's natural setting and the public's investment in each facility.
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Policies

- Policy PR-P4.1 Provide the public with clear signage regarding appropriate usage of parks, open space, trails, and other recreational facilities. Ensure that park regulations and local laws are appropriate and enforceable.
- Policy PR-P4.2 Promote the environmental and recreational qualities of Lagoon Valley Regional Park through outreach to Vacaville residents and employees, as well as to the greater Vacaville region.
- Policy PR-P4.3 Develop and follow operations policies to prevent the degradation or despoilment of the City's parklands through inappropriate uses.

Policy PR-P4.4 Preserve and enhance the natural areas and biotic resources within parks, such as riparian corridors, wildlife habitat, and oak woodlands. Integrate these resources into the recreational experience in ways that emphasize their importance and enjoyment to park users, such as providing trails, viewing platforms, and interpretive signage.

Goal PR-5 Engage in coordinated and cooperative park planning efforts.

Policies

Policy PR-P5.1 Involve interested members of the public, other public agencies, and private organizations in park and recreational facility planning.

Policy PR-P5.2 Work with the local school district to design parks located adjacent to schools to maximize the public benefits of both the park and school.

Policy PR-P5.3 Cooperate with special districts, Solano County, the State, and other agencies that provide recreational facilities to ensure that Vacaville residents have access to recreational facilities outside of those that can be provided by the City.

Policy PR-P5.4 In the event that local school districts decide to sell surplus property, the City shall consider acquiring the land for use as a public park or other recreational facility, subject to available funding, local park needs and the suitability of the site.

Goal PR-6 Provide parks and recreational programs that promote and support a healthy lifestyle in Vacaville.

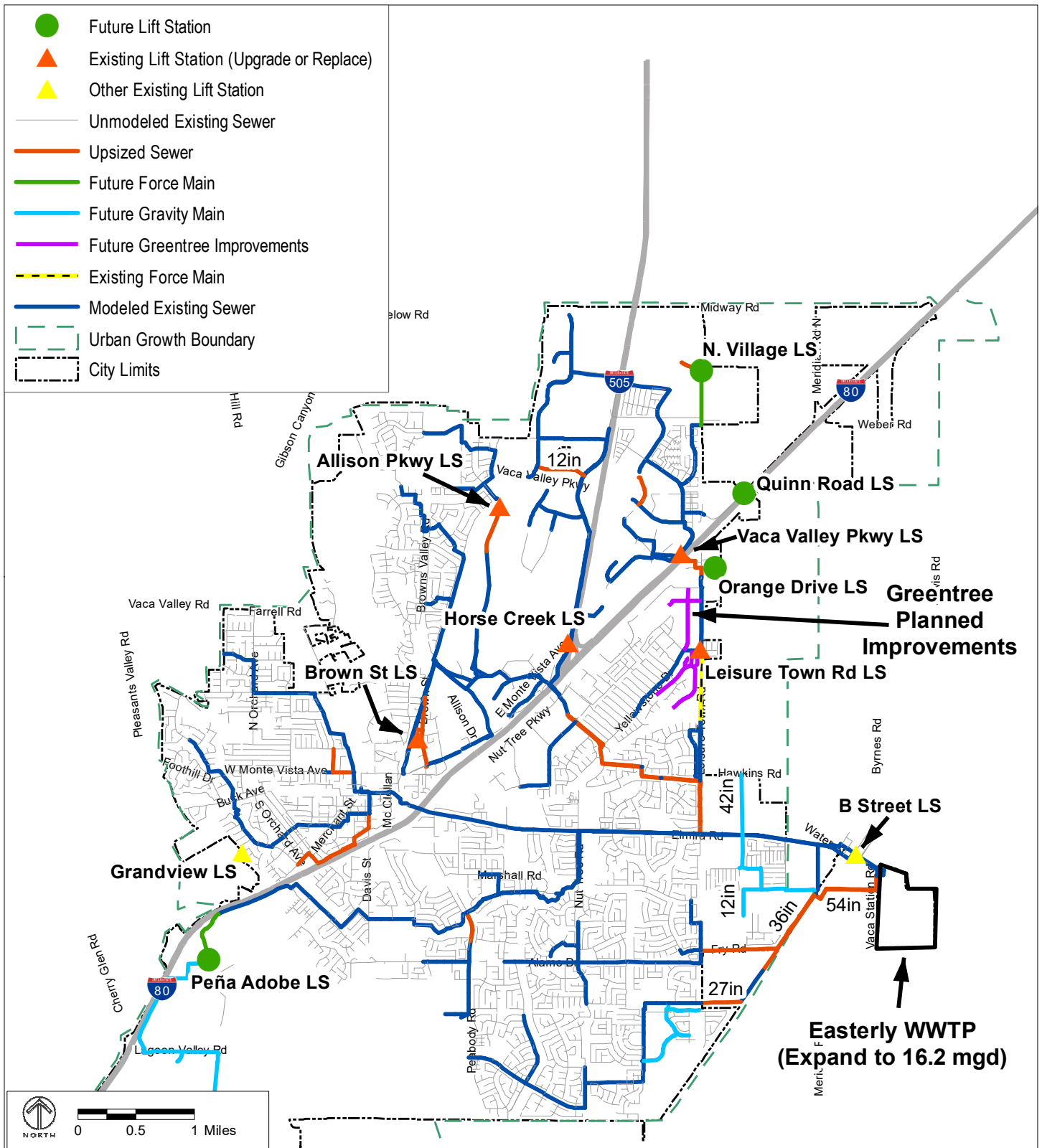
Policies

Policy PR-P6.1 Encourage public and private providers of recreational activities in Vacaville to collaborate with Solano County Public Health and other public health agencies to design healthy recreation programs that incorporate physical activity and healthy eating.

Policy PR-P6.2 Design parks to ensure that Vacaville continues to provide a combination of both active and passive recreational opportunities for all age levels, including walking, jogging, organized team sports, and informal group sports.

Actions

Action PR-A6.1 Conduct a review of park and recreation facilities to identify ways that they could be utilized to promote healthy lifestyles and activities for all age levels, including diet, exercise, and mental well-being.



Source: West Yost Associates, 2012.

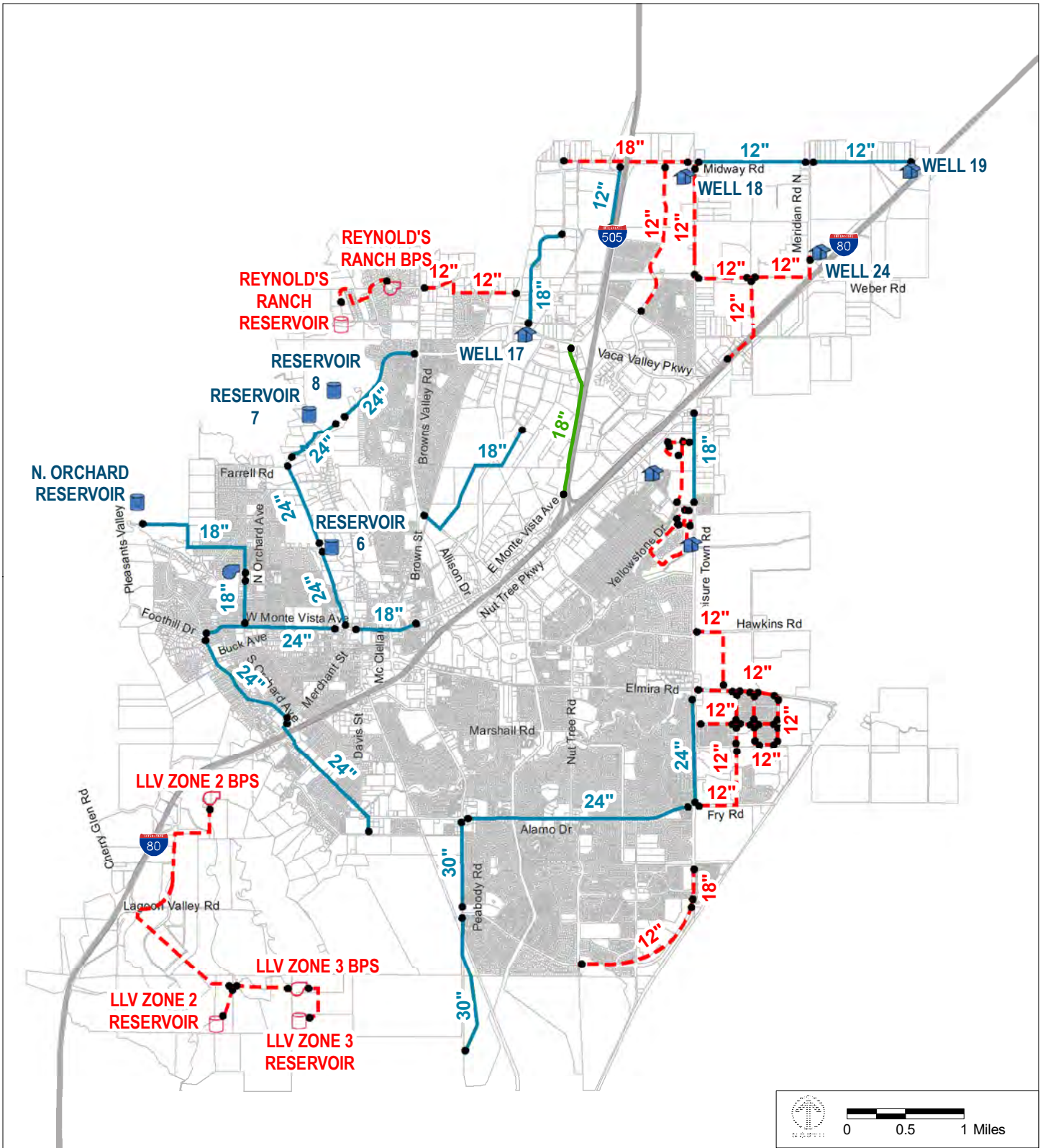
Notes: 1. WWTP = Wastewater Treatment Plant

2. LS = Lift Station

3. The modeled gravity sewer lines consist of all trunk sewers 12 inches in diameter and greater, plus selected smaller diameter sewers in key areas.

4. Alignment, identification, and sizing of improvements subject to change through periodic Master Planning activities.

FIGURE PUB-5
 MAJOR WASTEWATER FACILITIES UPGRADES IN 2035



- PLANNED WATER LINES (CITY)
- - -● PLANNED WATER LINES (DEVELOPER)
- WATER LINES UNDER DESIGN/CONSTRUCTION
- 🏠 PLANNED BOOSTER PUMP STATIONS (CITY)
- 🏠 PLANNED BOOSTER PUMP STATIONS (DEVELOPER)
- 🏠 PLANNED RESERVOIRS (CITY)
- 🏠 PLANNED RESERVOIRS (DEVELOPER)
- 🏠 PLANNED WELLS/PLANTS (CITY)

Source: NV5, 2012.

FIGURE PUB-4
 YEAR 2035 PLANNED WATER SYSTEM IMPROVEMENTS

Existing Detention Basins

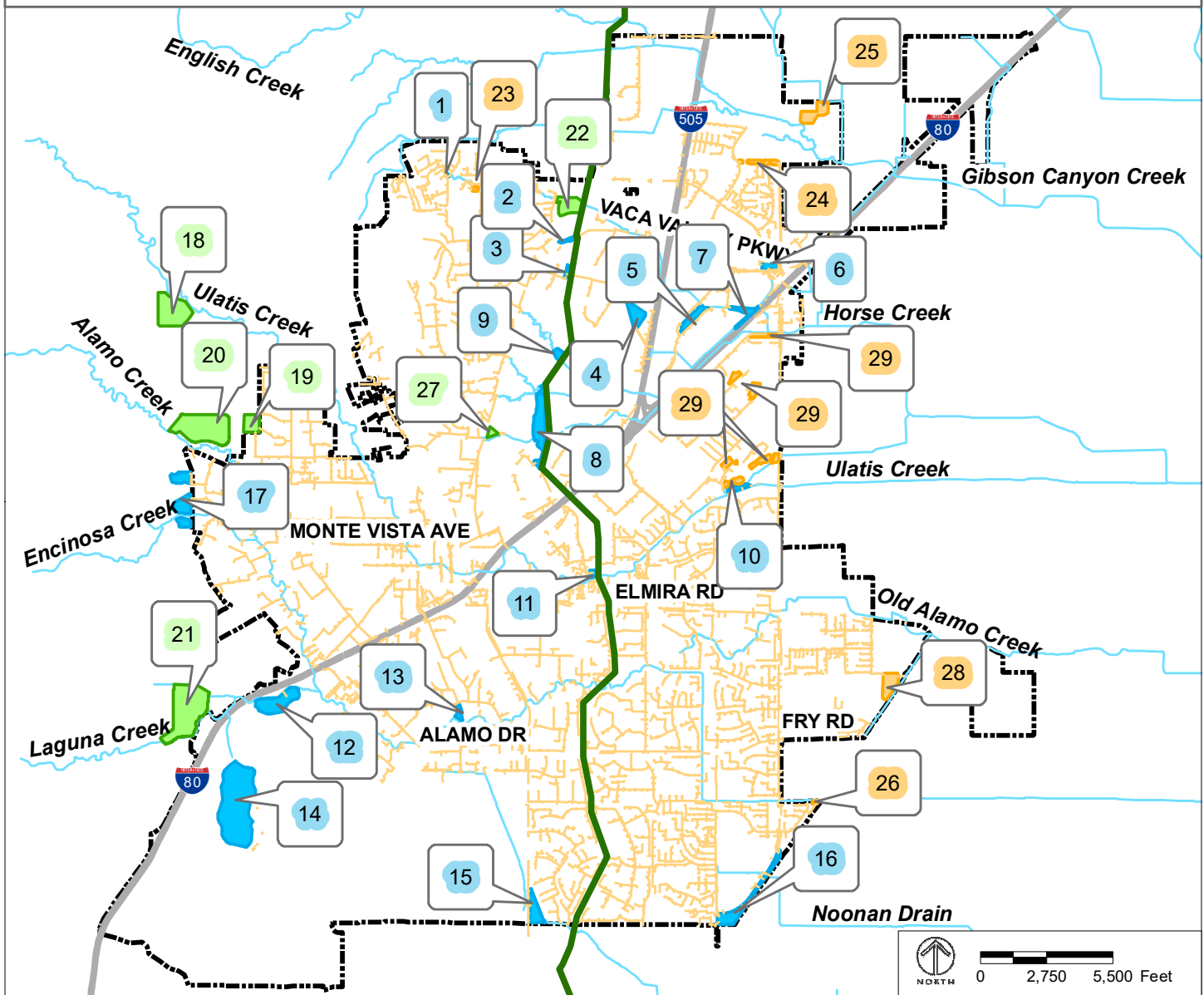
- | | |
|----------------------------|-------------------------------------|
| 1 Temporary Cheyenne Basin | 10 Stonegate Basin |
| 2 North Horse Basin #1 | 11 Ulatis Basin #2 |
| 3 Middle Horse Basin #1 | 12 Lagunitas Basin |
| 4 Middle Horse Basin #2 | 13 Alamo Basin #2 |
| 5 Vaca Valley Basin | 14 Lagoon Lake |
| 6 North Village Basin #1 | 15 Union Basin |
| 7 I-80 Basin | 16 Southtown Basin |
| 8 South Horse Basin #1 | 17 Pleasants Valley Detention Basin |
| 9 South Horse Basin #2 | |

Proposed Detention Basins City Projects

- 18 Ulatis Basin
- 19 Ulatis/Florence Basin
- 20 Alamo Basin
- 21 Laguna Basin
- 22 North Horse Basin #2
- 27 Pine Tree Basin #1

Proposed Detention Basins Development Projects

- 23 Rancho Rogelio Project
- 24 North Village Basin #2
- 25 North Village Basin #3 (Gibson Canyon Creek Basin)
- 26 Alamo Basin #3
- 28 Brighton Landing
- 29 Greentree



- | | |
|-------------------|----------------------------------------|
| Storm Drains | Existing Detention Storage |
| Creeks | Proposed City Detention Storage |
| Putah South Canal | Proposed Development Detention Storage |
| | City Limits |

FIGURE SAF-5
 EXISTING AND PROPOSED DRAINAGE FACILITIES

EXHIBIT B TO RESOLUTION NO. 2022-105

GREENTREE DEVELOPMENT PROJECT

Findings of Fact

Former Green Tree Golf Club

Leisure Town Road to the east; Orange Drive to the north and northwest; Sequoia Drive, and Yellowstone Drive to the west; and Green Tree Drive to the southwest

(APNs: 0133-120-190, 0133-120-340, 0134-020-180, 0134-020-240, 0134-020-290, 0134-020-300, 0134-020-310, 0134-020-320, 0134-020-330, 0134-020-340, 0134-020-350, 0134-020-360, 0134-020-380, 0134-020-450, 0134-020-460, 0134-033-010, 0134-033-370, 0134-033-380, 0134-033-400, 0134-180-030, 0134-180-040, 0134-181-130, 0134-181-140, 0134-183-140, 0134-183-150, 0134-310-010, 0134-332-100, 0134-332-180, 0134-480-110)

General Plan Amendment, Specific Plan, Rezoning, Development Standard Exception, Development Agreement, Planned Development Permit, and Vesting Tentative Map
File No. 16-289

Code sections referenced below are from Vacaville Land Use and Development Code (LUDC), unless otherwise specified.

SUMMARY OF EVIDENCE

The decision-maker bases its decision on the following information: (1) the project application, including attachments and related studies; (2) the staff reports, City files, records and other documents prepared for and/or submitted to the City relating to the environmental review and the project itself; (3) the evidence, facts, findings and other determinations set forth in this resolution; (4) the Vacaville General Plan, the Vacaville Land Use and Development Code and other applicable plans, codes and resolutions of the City of Vacaville; (5) all documentary and oral evidence received at public workshops, meetings, and hearings or submitted to the City during the comment period relating to the project or the environmental review; (6) the minutes and recordings of the Planning Commission and City Council hearings; and (7) all other matters of common knowledge to the to the City, including, but not limited to, City, state, and federal laws, policies, rules, regulations, reports, records and projections related to development within the City and its surrounding areas.

GENERAL PLAN AMENDMENTS

LUDC 14.04.034.040 Findings Required for Approval

A. In order to approve a General Plan amendment, the City Council shall find that:

1. The proposed amendment is internally consistent with the goals, objectives, and policies of the General Plan;

Finding: The project meets this finding as noted below:

- A. *GOALS – The proposed General Plan Amendments will comply with the following goals:*

Land Use Element

- *Goal LU-1 – The amendments will preserve, promote, and protect the existing character and quality of life within Vacaville, because the amendments will not change existing land uses;*
- *Goal LU-2 – The amendments allow for the careful planning of new development by changing the location of previously approved land uses to different locations that comply with current policies;*
- *Goal LU-5 – The amendments will maintain the City’s Urban Growth Boundary because the changes will not change the existing boundary;*
- *Goal LU-6 – The proposed amendments will continue to ensure future development will pay its own way and not result in a financial burden to existing development or services;*
- *Goal LU-7 – The City has promoted public participation in the City’s planning processes by facilitating two community meetings with affected property owners and other interested parties;*
- *Goal LU-8 – The City has coordinated with surrounding jurisdictions and other local and regional agencies that may affect Vacaville’s future development patterns and character, including the Solano Airport Land Use Commission, Solano County, PG&E and Solano Irrigation District;*
- *Goal LU-11 – The amendments will preserve and enhance the existing character and sense of place in residential neighborhoods, because the amendments will not change existing land uses in Area Plan 1;*
- *Goal LU-12 – The amendments will ensure that future development will provide high-quality housing in a range of residential densities and types;*
- *Goal LU-25 – The amendments provide for orderly and well-planned growth in the Greentree Specific Plan area; and*
- *Goal LU-27 – The amendments will be compatible with airport uses at the Nut Tree Airport and Travis Air Force Base, and the amendments conform to safety requirements.*

Housing Element

- *Goal H.1-G1 – The project will provide different housing types including single-family senior age restricted homes, and workforce higher density housing.*

Transportation Element

- *Goal TR-3 – The amendments will ensure the project provides roadway capacity for typical weekday peak hour traffic volumes without significant delay;*
- *Goal TR-4 – The amendments will ensure the project mitigates traffic impacts by paying Development Impact Fees for traffic improvements, and by constructing project-specific level improvements needed for the project;*
- *Goal TR-5 – The amendments will ensure that Leisure Town Road is designed to meet circulation and access needs consistent with City Standards;*
- *Goal TR-7 – The amendments will ensure the project provides a balanced, multimodal transportation network that meets the needs of all users because the project will include a network of circulation for vehicles, pedestrians and bicycles; and*

- *Goal TR-9 – The amendments will ensure the project provides safe, pleasant, and convenient pedestrian paths, sidewalks, and trails to accommodate all segments of the population.*

Conservation and Open Space Element

- *Goal COS-1 – The amendments will continue to implement policies in the Greentree Specific Plan that will protect and enhance the habitat and natural community of the area;*
- *Goal COS-9 – The amendment will change land use patterns that will reduce greenhouse gas emissions and improve the sustainability of residents by reducing travel time; and*
- *Goal COS-10 – The project will provide solar-ready homes for future residents, which promotes sustainable energy.*

Parks and Recreation Element

- *Goal PR-1 – The project will develop two high-quality parks that provide varied recreational opportunities for residents;*
- *Goal PR-2 – The project will provide new parks and recreation facilities and will provide funding for maintenance costs;*
- *Goal PR-3 – The proposed North Park has been located to maximize safety, site efficiency, public safety, and convenient public access; and the South Park will provide a park to serve existing and future residents with easy access and parking.*
- *Goal PR-5 – The City and Applicant coordinated with Park Planning staff and the Vacaville Unified School District during the park planning process.*

Public Facilities and Services Element

- *Goal PUB-10 – The project will provide land for a future well site to help ensure that reliable water supply can be provided for future residents;*
- *Goal PUB-11 – As confirmed by the Utilities Department, the project will provide adequate water infrastructure facilities to meet current and future populations;*
- *Goal PUB-12 – The Community Development Department coordinated with the Utilities Department to ensure land use layouts will be served with public water facilities; and*
- *Goal PUB-14 – The Community Development Department coordinated with the Utilities Department to ensure the project provides the necessary wastewater conveyance for future residents by providing additional land for a sewer lift station in the project boundary.*

Safety Element

- *Goal SAF-1 – The project will be required to perform grading improvements to the project site to stabilize soil conditions for future roadways and residents;*
- *Goal SAF-2 – The project will provide on-site stormwater retention basins for collecting, conveying, storing and disposing of stormwater to protect future development from flooding;*

- Goal SAF-3 – As determined by the Public Works Department, the project will provide effective storm drainage facilities for future residents;
- Goal SAF-4 – As determined by the Public Works Department, the project will perform grading and infrastructure improvements consistent with City standards to ensure future residents and property are protected from flood risk; and
- Goal SAF-5 – As determined by the Fire Department, the project will provide sufficient measures to protect lives and property from wildfire hazards, such as fire breaks and buffers from open space areas, sprinklers for all future homes, and fire access roads to access any open space areas.

Noise Element

- Goal NOI-1 & NOI-2– The project will be designed to maintain an acceptable noise environment in all areas of the development; and
 - Goal NOI-4 – The project will be required to comply with construction noise control measures to help minimize noise from stationary sources.
- B. POLICIES – The proposed General Plan Amendments will comply with the following policies:

Land Use Element

- The change will preserve the predominant single-family residential character in Vacaville, including the South of Sequoia neighborhood, and will provide other housing opportunities, such as higher density workforce housing in the North of Sequoia Neighborhood (Policy LU-P1.3);
- The change will continue to implement design standards which will ensure aesthetically pleasing roadways using parkway strips, trees and other appropriate landscaping along major arterial and collector streets (Policy LU-P1.8);
- The change will incorporate design considerations for transit, pedestrian, and bicycle circulation for future residents (Policy LU-P3.5);
- The project will pay its fair share to construct the public roadways, sidewalks, sound walls, and public landscaping improvements throughout the subdivision (Policy LU-P6.1);
- The change will provide development that broadens the choice of type, size, and affordability of housing in Vacaville (Policy LU-P12.1);
- The change will ensure the project provides a compatible transition between proposed land uses and existing land uses in the County (Policy LU-P12.3); and

Housing Element

- The project will provide a mix of housing types (Policy H.1-115); and
- The project provides land use patterns that conserve energy by providing pedestrian and bicycle-oriented circulation to reduce automobile trips (Policy H.1-119).

Transportation Element

- *The change will provide additional right-of-way along Leisure Town Road to ensure that adequate roadway capacity is provided for the building of the General Plan (Policy TR-P4.3);*
- *The change will help implement the City's Complete Streets Policy by providing on-street bicycle lanes and provide roadway networks for transit vehicles (Policies TR-P7.4 and TR-P7.6);*
- *The change will provide a roadway network designed as a grid pattern to reduce circuitous travel patterns and improve access and circulation (Policy TR-7.7); and*
- *The change will provide separated pedestrian paths and trails for convenient, visible, and safe access (Policy TR-P9.2).*

Conservation and Open Space Element

- *The change promotes land use patterns that reduce the number and length of motor vehicle trips (Policy COS-P9.2);*

Parks and Recreation Element

- *The change will provide two new turn-key parks for the enjoyment of both existing and future residents (Policy PR-P1.1, Policy PR-P2.5);*
- *The change will provide special use recreation facilities including a amphitheater and dog park (Policy PR-P1.5);*
- *The change will make open space more accessible by providing a pedestrian trail network between the park, neighborhoods and open space (Policy PR-P1.8);*
- *The project will be required to annex into a Lighting and Landscaping District to fund the future maintenance of the parking and landscape setbacks (Policy PR-P2.8);*
- *The parks will not be located along an arterial street (Policy PR-P3.2); and*
- *The parks will provide a combination of both active and passive recreational opportunities for all age levels, including walking, jogging, organized team sports, and informal group sports (Policy PR-P6.2).*

Public Facilities and Services Element

- *The project has designated water service corridor easements on the vesting tentative map and will provide land for a future well site (Policy PUB-12.4); and*
- *The project will dedicate land toward an existing lift station and will ensure that new homes provide adequate funding for all wastewater infrastructure and facilities (Policy PUB-14.3).*

Safety Element

- *The change will ensure the development of a comprehensive system of drainage improvements to minimize flood hazards (Policy SAF-P2.1);*

- *The change will ensure the areas around new detention basins provide dual purpose for pedestrian or bike paths (SAF-P2.4);*
- *The project will dedicate storm drain easements on the vesting tentative map (Policy SAF-3.4);*
- *The project will ensure new homes are located one foot above the 200-year flood elevation (Policy SAF-4.2);*
- *The project will provide fire breaks adjoining open space areas with adequate access for emergency vehicles, and the project will provide fire-resistant ground cover in the sound berm, and fire-resistant roofing materials for new homes (Policy SAF-P5.2); and*
- *The project has been reviewed by the Fire Department (Policy SAF-P5.6).*

2. The proposed amendment would not be detrimental to the public health, safety, or welfare of the community;

Finding: The project meets this finding, because: (1) the amendments will not conflict with existing compatibility plans for the Nut Tree Airport and Travis Air Force Base; (2) the project will comply with the Greentree Specific Plan Development Standards and Design Guidelines which establish design criteria and standards to which all development will adhere; and (3) the project promotes public convenience, general welfare, good land use practices, and is in the best interest of the community.

3. The proposed amendment would maintain the appropriate balance of land uses within the City;

Finding: The project meets this finding, because: (1) the project will change land use designations to increase the variety of residential land uses by providing 199 senior single-family homes and 950 medium, medium-high, and high density work force housing homes; (2) the project will provide park and open space land to provide recreational opportunities for future residents; and (3) the project will provide 299,345 square feet of additional commercial opportunities to serve both existing and future residents.

4. The proposed amendment is consistent with the provisions of Division 1 of Title 7 of the California Government Code pertaining to the amendment, update, or adoption of General Plan; and

Finding: The project meets this finding, because: (1) the City facilitated ongoing Leisure Town Liaison meetings over the duration of processing the Project, two Parks and Recreation Commission meetings to review preliminary parks plans, an EIR Scoping Meeting, and three public hearings to provide public agencies, utility companies, and other community groups an opportunity to be involved with the project; (2) the application request was filed and processed in accordance with the Vacaville Land Use and Development Code; (3) the project does not expand development beyond existing land uses that were previously identified in the adoption of the 1990 and 2015 General Plans; (4) the City conducted tribal consultation, and the changes are consistent with the 2015 General Plan, as amended; and (5) the Parks and Recreation Commission, Planning Commission and City Council held multiple hearings.

5. In the case of an amendment affecting the General Plan Diagram, which designates land uses, the proposed use of the subject site is compatible with adjoining land uses.

Finding: The project meets this finding as noted below:

- *The project has been designed to include a 50-foot buffer between existing Leisure Town residents and the proposed development. In addition, fencing is being designed to include low masonry topped with wrought iron in order for existing residents to maintain views.*
- *The eastern boundary of the site is bound by Leisure Town Road, beyond which lies residential uses within unincorporated Solano County designated Urban Residential and Public/Quasi-Public. The proposed amendment would place land uses along Leisure Town Road including a detention basin, residential, commercial and open space.*
- *All surrounding uses are compatible with the project. The northern boundary of the site is bounded by an existing stormwater detention basin. The southern boundary includes a church and residential. The western boundary includes the Vacaville Automall and Highway 80.*

General Plan Amendment Conclusion

Based on the facts and findings above, the project meets the General Plan amendment findings.

ZONING MAP AMENDMENTS

LUDC 14.09.071.120 Findings Required for Approval

The City Council, when approving a zoning map amendment, shall adopt findings of fact.

A. These findings shall include, but not be limited to, the following:

1. That the proposed amendment is internally consistent with the goals, objectives, and policies of the General Plan, the Zoning Ordinance, and the Development Code;

Finding: The project will comply with the following General Plan goals:

Land Use Element

- *Goal LU-2 – The amendments allow for the careful planning of new development by changing the location of previously approved land uses to different locations that comply with current policies;*
- *Goal LU-5 – The amendments will maintain the City’s Urban Growth Boundary because the changes will not change the existing boundary;*
- *Goal LU-7 – The City has promoted public participation in the City’s planning processes by facilitating numerous meetings with affected property owners and other interested parties;*
- *Goal LU-8 – The City has coordinated with surrounding jurisdictions and other local and regional agencies that may affect Vacaville’s future development patterns and character, including the Solano Airport Land Use Commission, Solano County, PG&E and Solano Irrigation District;*
- *Goal LU-12 – The amendments will ensure that future development will provide high-quality housing in a range of residential densities and types;*

Housing Element

- *Goal H.1-G1 – The project will provide different housing types including age restricted senior single-family homes, and higher density workforce housing.*

Transportation Element

- *Goal TR-5 – The amendments will ensure that Leisure Town Road and internal roadways are designed to meet circulation and access needs consistent with City Standards;*
- *Goal TR-7 – The amendments will ensure the project provides a balanced, multimodal transportation network that meets the needs of all users because the project will include a network of circulation for vehicles, pedestrians and bicycles; and*
- *Goal TR-9 – The amendments will ensure the project provides safe, pleasant, and convenient pedestrian paths, sidewalks, and trails to accommodate all segments of the population.*

Conservation and Open Space Element

- *Goal COS-9 – The amendment will change land use patterns that will reduce greenhouse gas emissions and improve the sustainability of residents by reducing travel time; and*
- *Goal COS-10 – The project will provide solar-ready homes for future residents, which promotes sustainable energy.*

Parks and Recreation Element

- *Goal PR-1 – The project will develop high-quality neighborhood parks that provides varied recreational opportunities for residents;*
- *Goal PR-2 – The project will provide new parks and recreation facilities and will providing funding for maintenance costs;*
- *Goal PR-3 – The parks have been located to maximize safety, site efficiency, public safety, and convenient public access; and*
- *Goal PR-5 – The City and Applicant coordinated with Park Planning staff and the Vacaville Unified School District during the park planning process.*

Public Facilities and Services Element

- *Goal PUB-10 – The project will provide land for a future well site to help ensure that reliable water supply can be provided for future residents;*
- *Goal PUB-11 – As confirmed by the Utilities Department, the project will provide adequate water infrastructure facilities to meet current and future populations;*
- *Goal PUB-12 – The Community Development Department coordinated with the Utilities Department to ensure land use layouts will be served with public water facilities; and*
- *Goal PUB-14 – The Community Development Department coordinated with the Utilities Department to ensure the project provides the necessary wastewater conveyance for future residents by providing additional land for an existing sewer lift station in the project boundary.*

Safety Element

- *Goal SAF-1 – The project will be required to perform grading improvements to the project site to stabilize soil conditions for future roadways and residents;*
- *Goal SAF-2 – The project will provide on-site stormwater retention basins for collecting, conveying, storing and disposing of stormwater to protect future development from flooding;*
- *Goal SAF-3 – As determined by the Public Works Department, the project will provide effective storm drainage facilities for future residents;*
- *Goal SAF-4 – As determined by the Public Works Department, the project will perform grading and infrastructure improvements consistent with City standards to ensure future residents and property are protected from flood risk; and*
- *Goal SAF-5 – As determined by the Fire Department, the project will provide sufficient measured to protect lives and property from wildfire hazards, such as fire breaks and buffers from open space areas, sprinklers for all future homes, and fire access roads to access any open space areas.*

Noise Element

- *Goal NOI-4 – The project will be required to comply with construction noise control measures to help minimize noise from stationary sources.*

Finding: The project will comply with the following General Plan policies:

Land Use Element

- *The change will preserve the predominant single-family residential character in Vacaville, and will provide other higher density workforce housing opportunities, (Policy LU-P1.3);*
- *The change will continue to implement design standards with will ensure aesthetically pleasing roadways using parkway strips, trees and other appropriate landscaping along major arterial and collector streets (Policy LU-P1.8);*
- *The change will incorporate design considerations for transit, pedestrian, and bicycle circulation for future residents (Policy LU-P3.5);*
- *The project will pay its fair share to construct the public roadways, sidewalks, walls, and public landscaping improvements throughout the subdivision (Policy LU-P6.1);*
- *The change will provide development that broadens the choice of type, size, and affordability of housing in Vacaville (Policy LU-P12.1);*
- *The change will ensure the project provides a compatible transition between proposed land uses and existing land uses in the County (Policy LU-P12.3); and*

Housing Element

- *The apartment project will provide a high-density housing site with a minimum 20 units per acre (Policy H.1-115); and*
- *The project provides land use patterns that conserve energy by providing pedestrian and bicycle-oriented circulation to reduce automobile trips (Policy H.1-119).*

Transportation Element

- *The change will provide additional right-of-way along Leisure Town Road to ensure that adequate roadway capacity is provided for the building of the General Plan (Policy TR-P4.3);*
- *The change will help implement the City's Complete Streets Policy by providing on-street bicycle lanes and provide roadway networks for transit vehicles (Policies TR-P7.4 and TR-P7.6);*
- *The change will provide a roadway network designed as a grid pattern to reduce circuitous travel patterns and improve access and circulation (Policy TR-7.7); and*
- *The change will provide separated pedestrian paths and trails for convenient, visible, and safe access (Policy TR-P9.2).*

Conservation and Open Space Element

- *The change promotes land use patterns that reduce the number and length of motor vehicle trips (Policy COS-P9.2);*
- *The change provides a design with streets oriented east-west to facilitate the maximization of south-facing roofs that best accommodate solar panels (Policy COS-P10.2); and*

Parks and Recreation Element

- *The change will continue to provide new park areas for existing and future residents (Policy PR-P1.1);*
- *The change will provide special use recreation facilities including an amphitheater and dog park (Policy PR-P1.5);*
- *The change will make open space more accessible by providing a pedestrian trail network between the park, neighborhoods and open space (Policy PR-1.8);*
- *The change will provide turn-key parks in conjunction with development in exchange for the payment of impact fees (Policy PR-P2.5);*
- *The project will be required to annex into a Lighting and Landscaping District to fund a portion of the future maintenance of the parks and landscape setbacks (Policy PR-2.8);*
- *The parks will not be located along an arterial street (Policy PR-3.2); and*
- *The neighborhood park will provide a combination of both active and passive recreational opportunities for all age levels, including walking, jogging, organized team sports, and informal group sports (Policy PR-6.2).*

Public Facilities and Services Element

- *The changes have been designed to prevent crime by locating walkways, open spaces, landscaping, parks, play areas, and other public spaces in areas that are visible from buildings and streets (Policy PUB-2.5);*
- *The project has designated water service corridor easements on the vesting tentative map and will provide land for a future well site as required by Figure PUB-4 of the General Plan (Policy PUB-12.4); and*
- *The project will dedicate and for an existing lift station and will ensure that new homes provide adequate funding for all wastewater infrastructure and facilities (Policy PUB-14.3).*

Safety Element

- The change will ensure the development of a comprehensive system of drainage improvements to minimize flood hazards (Policy SAF-P2.1);
- The change will ensure the areas around new detention basins provide dual purpose for pedestrian or bike paths (SAF-P2.4);
- The change will maintain open space to prevent flooding of agricultural land (Policy SAF-2.5);
- The project will dedicate storm drain easements on the vesting tentative map (Policy SAF-3.4);
- The project will ensure new homes are located one foot above the 200-year flood elevation (Policy SAF-4.2);
- and
- The project has been reviewed by the Fire Department (Policy SAF-P5.6).

Noise Element

- The project will be required to implement noise control measures during construction (Policy NOI-P4.2).

Finding: The project will comply with the Zoning Ordinance, because: (1) the applicant obtained a merit hearing approval from City Council prior to submittal a formal development application; (2) the applicant submitted a formal development application concurrently with other entitlements for the project; (3) the revised development standards provided in the Greentree Specific Plan will comply with the City's standards; and (4) the project provided notification for the amendment in accordance with the Zoning Ordinance.

2. That the proposed amendment would not be detrimental to the public health, safety, or welfare of the community;

Finding: The project meets this finding, because: (1) the amendments will change land use designations for land that was underutilized; (2) the amendment will improve the roadway alignment and width along Leisure Town Road to ensure future traffic lanes comply with City Standards; (3) the amendments will orient the parks along local streets to provide additional visibility for residents and public safety; (4) the amendments provide stormwater improvements to benefit of existing and future uses in the area; and (5) the amendments will not conflict with existing compatibility plans for the Nut Tree Airport and Travis Air Force Base.

3. That the proposed amendment would maintain the appropriate balance of land uses within the City;

Finding: The project meets this finding, because: (1) the project will change land use designations to increase the variety of residential land uses by providing 199 senior single-family homes and 950 medium, medium-high, and high density work force housing homes; (2) the project will provide park and open space land to provide recreational opportunities for future residents; and (3) the project will provide 299,345 square feet of additional commercial opportunities to serve both existing and future residents.

4. That the anticipated land uses on the subject site would be compatible with existing and future surrounding uses;

Finding: The project meets this finding as noted below:

- *The project has been designed to include a 50-foot buffer between existing Leisure Town residents and the proposed development. In addition, fencing is being designed to include low masonry topped with wrought iron in order for existing residents to maintain views.*
- *The eastern boundary of the site is bound by Leisure Town Road, beyond which lies residential uses within unincorporated Solano County designated Urban Residential and Public/Quasi-Public. The proposed amendment would place land uses along Leisure Town Road including a detention basin, residential, commercial and open space.*
- *All surrounding uses are compatible with the project. The northern boundary of the site is bounded by an existing stormwater detention basin. The southern boundary includes a church and residential. The western boundary includes the Vacaville Automall and Highway 80.*

5. That the potential impacts to the City's inventory of residential lands have been considered; and

Finding: The project meets this criterion. The project is consistent with the City's General Plan. Any impacts to the City's inventory of residential lands have been analyzed by the Greentree Environmental Impact Report (FEIR) (SCH #2019049003).

6. That the proposed amendment is consistent with any development related application that is processed and approved concurrently with the amendment application.

Finding: The project meets this criterion, because the Zoning Map Amendments are consistent with the proposed changes to the General Plan Map and Greentree Specific Plan.

Zoning Map Amendment Conclusion

Based on the facts and findings above, the project meets the Zoning amendment findings.

SPECIFIC PLAN

LUDC 14.09.112.130.A Findings Required for Approval

The City Council, when approving a Specific Plan, shall adopt findings of fact.

A. These findings shall include, but not be limited to, the following:

1. The Specific Plan is consistent with the goals, objectives and policies of the General Plan, the Zoning Ordinance and the Development Code;

Finding: The project will comply with the following General Plan goals:

Land Use Element

- *Goal LU-2 – The amendments allow for the careful planning of new development in Area Plan 2 by changing the location of previously approved land uses to different locations that comply with current policies;*
- *Goal LU-5 – The amendments will maintain the City’s Urban Growth Boundary because the changes will not change the existing boundary;*
- *Goal LU-7 – The City has promoted public participation in the City’s planning processes by facilitating meetings with affected property owners and other interested parties;*
- *Goal LU-8 – The City has coordinated with surrounding jurisdictions and other local and regional agencies that may affect Vacaville’s future development patterns and character, including the Solano Airport Land Use Commission, Solano County, PG&E and Solano Irrigation District;*
- *Goal LU-12 – The amendments will ensure that future development will provide high-quality housing in a range of residential densities and types;*

Housing Element

- *Goal H.1-G1 – The project will provide different housing types including 199 age restricted senior single-family homes, and 950 medium, medium-high, and high density workforce housing units.*

Transportation Element

- *Goal TR-5 – The amendments will ensure that the planned roadways are designed to meet circulation and access needs consistent with City Standards;*
- *Goal TR-7 – The amendments will ensure the project provides a balanced, multimodal transportation network that meets the needs of all users because the project will include a network of circulation for vehicles, pedestrians and bicycles; and*
- *Goal TR-9 – The amendments will ensure the project provides safe, pleasant, and convenient pedestrian paths, sidewalks, and trails to accommodate all segments of the population.*

Conservation and Open Space Element

- *Goal COS-9 – The amendment will change land use patterns that will reduce greenhouse gas emissions and improve the sustainability of residents by reducing travel time; and*
- *Goal COS-10 – The project will provide solar-ready homes for future residents, which promotes sustainable energy.*

Parks and Recreation Element

- *Goal PR-1 – The project will develop a high-quality parks that provide varied recreational opportunities for residents;*
- *Goal PR-2 – The project will provide new parks and recreation facilities and will providing funding for maintenance costs;*
- *Goal PR-3 – The proposed parks have been located to maximize safety, site efficiency, public safety, and convenient public access by providing three frontage streets for public parking and access; and*

- Goal PR-5 – The City and Applicant coordinated with Park Planning staff and the Vacaville Unified School District during the park planning process.

Public Facilities and Services Element

- Goal PUB-10 – The project will provide land for a future well site to help ensure that reliable water supply can be provided for future residents;
- Goal PUB-11 – As confirmed by the Utilities Department, the project will provide adequate water infrastructure facilities to meet current and future populations;
- Goal PUB-12 – The Community Development Department coordinated with the Utilities Department to ensure land use layouts in Area Plan 2 will be served with public water facilities; and
- Goal PUB-14 – The Community Development Department coordinated with the Utilities Department to ensure the project provides the necessary wastewater conveyance for future residents by dedicating additional land for an existing sewer lift Station in the project boundary.

Safety Element

- Goal SAF-1 – The project will be required to perform grading improvements to the project site to stabilize soil conditions for future roadways and residents;
- Goal SAF-2 – The project will provide on-site stormwater retention basins for collecting, conveying, storing and disposing of stormwater to protect future development from flooding;
- Goal SAF-3 – As determined by the Public Works Department, the project will provide effective storm drainage facilities for future residents;
- Goal SAF-4 – As determined by the Public Works Department, the project will perform grading and infrastructure improvements consistent with City standards to ensure future residents and property are protected from flood risk; and
- Goal SAF-5 – As determined by the Fire Department, the project will provide sufficient measured to protect lives and property from wildfire hazards, such as fire breaks and buffers from open space areas, sprinklers for all future homes, and fire access roads to access any open space areas.

Noise Element

- Goal NOI-4 – The project will be required to comply with construction noise control measures to help minimize noise from stationary sources.

Finding: The project will comply with the following General Plan policies:

Land Use Element

- The change will preserve the predominant single-family residential character in Vacaville, and will provide other housing opportunities, such as age restricted housing, and medium, medium-high, and high density workforce housing (Policy LU-P1.3);
- The change will continue to implement design standards that will ensure aesthetically pleasing roadways using parkway strips, trees and other appropriate landscaping along major arterial and collector streets (Policy LU-P1.8);

- *The change will incorporate design considerations for transit, pedestrian, and bicycle circulation for future residents (Policy LU-P3.5);*
- *The project will pay its fair share to construct the public roadways, sidewalks, sound walls, and public landscaping improvements throughout the subdivision (Policy LU-P6.1);*
- *The change will provide development that broadens the choice of type, size, and affordability of housing in Vacaville (Policy LU-P12.1); and*
- *The change will ensure the project provides a compatible transition between proposed land uses and existing land uses in the County (Policy LU-P12.3);*

Housing Element

- *The apartment project will provide a high-density housing site with a minimum 20 units per acre (Policy H.1-I15); and*
- *The project provides land use patterns that conserve energy by providing pedestrian and bicycle-oriented circulation to reduce automobile trips (Policy H.1-I19).*

Transportation Element

- *The change will help implement the City's Complete Streets Policy by providing on-street bicycle lanes and provide roadway networks for transit vehicles (Policies TR-P7.4 and TR-P7.6); and*
- *The change will provide separated pedestrian paths and trails for convenient, visible, and safe access (Policy TR-P9.2).*

Conservation and Open Space Element

- *The change promotes land use patterns that reduce the number and length of motor vehicle trips (Policy COS-P9.2);*
- *The change provides a design with streets oriented east-west to facilitate the maximization of south-facing roofs that best accommodate solar panels (Policy COS-P10.2); and*

Parks and Recreation Element

- *The change will continue to provide new park areas for existing and future residents (Policy PR-P1.1);*
- *The change will provide special use recreation facilities including an amphitheater and dog park (Policy PR-P1.5);*
- *The change will make open space more accessible by providing a pedestrian trail network between the park, neighborhoods and open space (Policy PR-1.8);*
- *The change will provide a turn-key neighborhood park in conjunction with development in exchange for the payment of impact fees (Policy PR-P2.5);*
- *The project will be required to annex into a Lighting and Landscaping District to fund for the future maintenance of the parks and landscaping (Policy PR-2.8);*
- *The neighborhood park will not be located along an arterial street (Policy PR-3.2); and*
- *The neighborhood park will provide a combination of both active and passive recreational opportunities for all age levels, including walking, jogging, organized team sports, and informal group sports (Policy PR-6.2).*

Public Facilities and Services Element

The changes have been designed to prevent crime by locating walkways, open spaces, landscaping, parks, play areas, and other public spaces in areas that are visible from buildings and streets (Policy PUB-2.5);

Safety Element

- *The change will ensure the development of a comprehensive system of drainage improvements to minimize flood hazards (Policy SAF-P2.1);*
- *The change will ensure the areas around new detention basins provide dual purpose for pedestrian or bike paths (SAF-P2.4);*
- *The project will dedicate storm drain easements on the vesting tentative map (Policy SAF-3.4);*
- *The project will ensure new homes are located one foot above the 200-year flood elevation (Policy SAF-4.2); and*
- *The project has been reviewed by the Fire Department (Policy SAF-P5.6).*

Noise Element

- *The project will be required to implement noise control measures during construction (Policy NOI-P4.2).*

Finding: The project will comply with the requirements of the Specific Plan, because: (1) the applicant obtained a merit hearing approval from City Council prior to submittal a formal development application; (2) the applicant submitted a formal development application concurrently with other entitlements for the project; (3) the revised development standards provided in the Greentree Specific Plan will comply with the City's standards; and (4) the project provided notification for the amendment in accordance with the Zoning Ordinance.

2. That the proposed amendment would not be detrimental to the public health, safety, or welfare of the community;

Finding: The project meets this finding, because: (1) the amendments will change land use designations for land that was underutilized; (2) the amendment will improve the roadway alignment and width along Leisure Town Road to ensure future traffic lanes comply with City Standards; (3) the amendments will orient the parks along local streets to provide additional visibility for residents and public safety; (4) the amendments provide stormwater improvements to benefit of existing and future uses in the area; and (5) the amendments will not conflict with existing compatibility plans for the Nut Tree Airport and Travis Air Force Base.

3. The amendment includes provisions which ensure that adequate public facilities will be available to serve the range of development described in the plan;

Finding: The Greentree Specific Plan was designed to provide infrastructure facilities including water distribution (potable and non-potable), sanitary sewer collection system, storm drainage system and storm water detention, gas, electric, telephone, cable television and roads. For this project, the applicant is proposing to construct sewer, water and stormwater facilities within the public right-of-way. Other utilities such as gas, electricity, telephone and cable will be provided within Public Utility Easements located

along each property frontage. The project will provide a series of large seasonal detention basins to protect future residents from potential flooding. As proposed and conditioned, the project will provide adequate public facilities to serve the range of development by the project.

4. The amendment would maintain an appropriate balance of land uses within the City; and

Finding: The project meets this finding, because: (1) the project will change land use designations to increase the variety of residential land uses by providing 199 senior single-family homes and 950 medium, medium-high, and high density work force housing homes; (2) the project will provide park and open space land to provide recreational opportunities for future residents; and (3) the project will provide 299,345 square feet of additional commercial opportunities to serve both existing and future residents.

5. That the anticipated land uses on the subject site are compatible with existing and future surrounding uses.

Finding: The project meets this finding as noted below:

- *The project has been designed to include a 50-foot buffer between existing Leisure Town residents and the proposed development. In addition, fencing is being designed to include low masonry topped with wrought iron in order for existing residents to maintain views.*
- *The eastern boundary of the site is bound by Leisure Town Road, beyond which lies residential uses within unincorporated Solano County designated Urban Residential and Public/Quasi-Public. The proposed amendment would place land uses along Leisure Town Road including a detention basin, residential, commercial and open space.*
- *All surrounding uses are compatible with the project. The northern boundary of the site is bounded by an existing stormwater detention basin. The southern boundary includes a church and residential. The western boundary includes the Vacaville Automall and Highway 80.*

Specific Plan Conclusion

Based on the facts and findings above, the project meets the Specific Plan findings.

DEVELOPMENT AGREEMENT FINDINGS

LUDC Section 14.17.210.020 (Development Agreement)

The decisionmaker has found that the Greentree Development Agreement meets the following findings:

- A. When adopting a development agreement, the City Council shall make findings, including, but not limited to, the following:
1. The Development Agreement is consistent with the provisions of Division 14.17 of the Vacaville Land Use and Development Code.

Finding: The requested Development Agreement meets this finding, because: (1) the applicant has submitted an application in accordance with Division 14.17 of the Code; and (2) the requested amendment will follow the same procedures for public review and hearings as the project.

2. The Development Agreement would not be detrimental to the public health, safety, or welfare of the community.

Finding: The requested Development Agreement meets this finding, because: (1) the amendment outlines the applicant and city obligations; (2) the development agreement was found to not be detrimental to the public health, safety, or welfare of the community; (3) the project provides a diversity of age restricted single family lot sizes and medium, medium-high, and high density workforce housing; and (4) the project fulfills pressing land use needs in the City, namely the provision of additional housing and additionally the provision of appropriate environments for moderate- and above-moderate-income housing and including workforce housing designed to attract business professionals.

Development Agreement Conclusion

Based on the findings of fact above, the project meets the criteria for adopting the requested Development Agreement.

VESTING TENTATIVE MAP

LUDC 14.11.152.050 Findings Required for Approval

The City Council, when approving a Vesting Tentative Map, shall adopt findings of fact.

A. These findings shall include, but not be limited to, the following:

1. That the design of the proposed tentative subdivision map is consistent with the goals, objectives and policies of the General Plan and the Development Code;

Finding: The project will comply with the following General Plan goals:

Land Use Element

- *Goal LU-7 – The City has promoted public participation in the City’s planning processes by facilitating numerous meetings with affected property owners and other interested parties;*
- *Goal LU-12 – The amendments will ensure that future development will provide high-quality housing in a range of residential densities and types;*

Housing Element

- *Goal H.1-G1 – The project will provide different housing types including single-family homes, duets, and multi-family apartments.*

Transportation Element

- *Goal TR-5 – The amendments will ensure that Greentree roadways are designed to meet circulation and access needs consistent with City Standards;*

- *Goal TR-7 – The amendments will ensure the project provides a balanced, multimodal transportation network that meets the needs of all users because the project will include a network of circulation for vehicles, pedestrians and bicycles; and*
- *Goal TR-9 – The amendments will ensure the project provides safe, pleasant, and convenient pedestrian paths, sidewalks, and trails to accommodate all segments of the population.*

Conservation and Open Space Element

- *Goal COS-9 – The amendment will change land use patterns that will reduce greenhouse gas emissions and improve the sustainability of residents by reducing travel time; and*
- *Goal COS-10 – The project will provide solar-ready homes for future residents, which promotes sustainable energy.*

Parks and Recreation Element

- *Goal PR-1 – The project will develop a high-quality neighborhood park that provides varied recreational opportunities for residents;*
- *Goal PR-2 – The project will provide new parks and recreation facilities and will providing funding for maintenance costs;*
- *Goal PR-3 – The proposed parks have been located to maximize safety, site efficiency, public safety, and convenient public access; and*
- *Goal PR-5 – The City and Applicant coordinated with Park Planning staff and the Vacaville Unified School District during the park planning process.*

Public Facilities and Services Element

- *Goal PUB-10 – The project will provide land for a future well site to help ensure that reliable water supply can be provided for future residents;*
- *Goal PUB-11 – As confirmed by the Utilities Department, the project will provide adequate water infrastructure facilities to meet current and future populations;*
- *Goal PUB-12 – The Community Development Department coordinated with the Utilities Department to ensure land use layouts will be served with public water facilities; and*

Safety Element

- *Goal SAF-1 – The project will be required to perform grading improvements to the project site to stabilize soil conditions for future roadways and residents;*
- *Goal SAF-2 – The project will provide on-site stormwater retention basins for collecting, conveying, storing and disposing of stormwater to protect future development from flooding;*
- *Goal SAF-3 – As determined by the Public Works Department, the project will provide effective storm drainage facilities for future residents;*
- *Goal SAF-4 – As determined by the Public Works Department, the project will perform grading and infrastructure improvements consistent with City standards to ensure future residents and property are protected from flood risk; and*
- *Goal SAF-5 – As determined by the Fire Department, the project will provide sufficient measured to protect lives and property from wildfire hazards, such as*

fire breaks and buffers from open space areas, sprinklers for all future homes, and fire access roads to access any open space areas.

Noise Element

- *Goal NOI-4 – The project will be required to comply with construction noise control measures to help minimize noise from stationary sources.*

Finding: The project will comply with the following General Plan policies:

Land Use Element

- *The change will provide other housing opportunities, such as medium, medium-high, and high density workforce housing (Policy LU-P1.3);*
- *The change will continue to implement design standards with will ensure aesthetically pleasing roadways using parkway strips, trees and other appropriate landscaping along major arterial and collector streets (Policy LU-P1.8);*

Housing Element

- *The apartment project will provide a high-density housing site with a minimum 20 units per acre (Policy H.1-115); and*
- *The project provides land use patterns that conserve energy by providing pedestrian and bicycle-oriented circulation to reduce automobile trips (Policy H.1-119).*

Transportation Element

- *The change will help implement the City's Complete Streets Policy by providing on-street bicycle lanes and provide roadway networks for transit vehicles (Policies TR-P7.4 and TR-P7.6);*
- *The change will provide separated pedestrian paths and trails for convenient, visible, and safe access (Policy TR-P9.2).*

Parks and Recreation Element

- *The change will continue to provide new park areas for existing and future residents (Policy PR-P1.1);*
- *The change will provide special use recreation facilities including an amphitheater and dog park (Policy PR-P1.5);*
- *The project will be required to annex into a Lighting and Landscaping District to fund for the future maintenance of the parks and landscaping (Policy PR-2.8);*
- *The parks will provide a combination of both active and passive recreational opportunities for all age levels, including walking, jogging, and informal group sports (Policy PR-6.2).*

Public Facilities and Services Element

- *The changes have been designed to prevent crime by locating walkways, open spaces, landscaping, parks, play areas, and other public spaces in areas that are visible from buildings and streets (Policy PUB-2.5);*

Safety Element

- The change will ensure the development of a comprehensive system of drainage improvements to minimize flood hazards (Policy SAF-P2.1);
- The project will dedicate storm drain easements on the vesting tentative map (Policy SAF-3.4);
- The project will ensure new homes are located one foot above the 200-year flood elevation (Policy SAF-4.2);
- The project has been reviewed by the Fire Department (Policy SAF-P5.6).

Noise Element

- The project will be required to implement noise control measures during construction (Policy NOI-P4.2).

Finding: The Vesting Tentative Map will comply with the goals, objectives and policies of the Land Use and Development Code, because the project was submitted in accordance with the requirements specified in Division 14.11 (Subdivisions) of the Land Use and Development Code. In addition, the project is consistent with the standards imposed by the Greentree Specific Plan; promotes the conservation of natural open space; provides improvements for adequate traffic circulation, utilities and public services; and promotes orderly growth and development.

2. That the proposed site is physically suitable for the type and density of development;

Finding: The project site is physically suitable for the type and density of the proposed development because the project will introduce new single-family & multi-family residential, commercial services, open space, trails, public parks, in accordance with the standards specified in the Greentree Specific Plan.

3. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;

Finding: The project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory; beyond that has already been accepted as significant and unavoidable impacts of the adopted Findings and Statement of Overriding Consideration adopted with the Final Environmental Impact Report for Greentree Development (SCH No. 2019049003).

4. That the design of the subdivision or the type of improvements will not be detrimental to the public health, safety, or welfare;

Finding: The project meets this finding, because: (1) the amendments will change land use designations for land that was underutilized; (2) the amendment will improve the roadway alignment and width along Leisure Town Road to ensure future traffic lanes comply with City Standards; (3) the amendments will orient the parks along local streets to provide additional visibility for residents and public safety; (4) the amendments provide stormwater improvements to benefit of existing and future

uses in the area; and (5) the amendments will not conflict with existing compatibility plans for the Nut Tree Airport and Travis Air Force Base.

5. That the design or the type of improvements of the proposed subdivision will not conflict with easements, acquired by the public at large, for access through or use of, property within the boundary of the proposed subdivision;

Finding: The proposed subdivision design and improvements will not conflict with easements for access through the subdivision, because the project provides adequate public right-of-way for pedestrian and vehicular circulation throughout the site; preserves existing open space to the south; maintains existing right-of-way boundaries and PG&E rights-of-way; and provide necessary easements for Solano Irrigation District and public utilities such as cable, gas and electricity.

6. That dedications and improvements associated with the proposed subdivision are consistent with the General Plan, Zoning Ordinance, and the Development Code;

Finding: The project will include dedications and improvements that are consistent with the General Plan, Zoning Ordinance and Development Code, because the project provides improvements that are consistent with the Greentree Specific Plan, which was found to be consistent with the Vacaville General Plan; provides necessary public improvements to accommodate the demands of the subdivision; dedicates appropriate land for public facilities and utilities needed to serve the subdivision; complies with the minimum standards specified in the Dedication and Improvement Requirements Ordinance specified in Division 14.12 (Dedication and Improvement Requirements) of the Land Use and Development Code.

7. That adequate public facilities, including water, sewer, parks, schools, and other facilities are available to serve the proposed subdivision or will be made available as a condition of approval to serve the proposed subdivision, without adversely affecting the existing public facilities serving the surrounding neighborhoods; and

Finding: The proposed improvements will be consistent with the Greentree Specific Plan and Vacaville General Plan, as amended by the project, which has been designed to ensure adequate public facilities are provided for the proposed development. As shown on the project plans and verified by the Public Works and Utilities Departments, the project will provide adequate public facilities to serve the proposed subdivision, which will not impact existing neighborhoods.

8. That projected traffic levels and levels of service are, or as a result of conditions of approval, will be consistent with the policies of the Transportation Element of the General Plan.

Finding: Adequate roadways are planned as part of the project that will ensure provides improvements for adequate traffic circulation consistent with the General Plan Transportation Element.

Vesting Tentative Map Conclusion

Based on the facts and findings above, the project meets the Vesting Tentative Map findings.

Development Standard Exception

LUDC 14.12.040.170. Findings Required for Approval.

The City Council, when approving a Development Standard Exception, shall adopt findings of fact.

A. These findings shall include, but not be limited to, the following:

1. Waive or reduce all or part of the improvements for the ultimate geometric street section if an exception from all or part of the improvements would not be detrimental to public health, safety and welfare;

Finding: As proposed and conditioned, the project meets this finding, because: (1) adequate roadways have been designed in the Specific Plan to meet the circulation needs of the project, (2) the construction and certain maintenance of the units will be required to comply with the California Building Code and Fire Code; (3) the project location will be served by Public Safety services provided by the City of Vacaville; (4) the project will not impede any existing operations on adjoining properties; (5) as configured the streets have been designed to reduce through traffic in existing neighborhoods, and (6) the project will provide adequate emergency access with the provision of an emergency vehicle access point, and an emergency vehicle access roadway connection.

2. Minor private improvements are proposed to a site that is partially or wholly developed and existing public improvements would adequately serve the proposed development; or

Finding: As proposed and conditioned, the project meets this finding, because: (1) adequate roadways have been designed in the Specific Plan to meet the circulation needs of the project, (2) the construction and certain maintenance of the units will be required to comply with the California Building Code and Fire Code; (3) the project will not impede any existing operations on adjoining properties; and (4) the project will provide adequate emergency access.

3. The Design Standard Exception action is not inconsistent with the City's General Plan, or any adopted plan line, specific plan, policy plan.

Finding: The project is consistent with the Greentree Specific Plan and will comply with the following General Plan policies:

Land Use Element

- *Policy LU-P1.4 – The project provides senior age-restricted units south of Sequoia Drive which will provide needed housing.*
- *Policy LU-P20-1 – The project provides senior housing options.*

Housing Element

- *Policy H.1-G1 – The project ensures a supply of housing of differing type, size, and styles to meet Vacaville's housing needs for the current and future residents and works within the community.*

Noise Element

- *Policy NOI-P1.2 – All noise created by transportation and non-transportation sources will be mitigated to comply with the noise level standards of Table NOI-3 (Land Use Compatibility Standards for Community Noise Environments) in the Vacaville General Plan.*

As requested through the submittal of a Rezoning application, the project would be consistent with the Zoning Ordinance, because: (1) the new zones would allow the proposed development; (2) the City provided adequate notification and engaged the public about the project in accordance with Section 14.09.072.060 (Public Hearing and Notice) and Section 14.03.023.020 (Public Notice and Review) of the Code; (3) the applicant has applied for a Planned Development land use permit in accordance with Section 14.09.111.040 (Planned Development Required) of the Code; and (4) the Final EIR evaluated the potential environmental impacts and appropriate mitigation measures were prepared to address potential concerns.

Finding: As proposed and conditioned, the project meets this finding, because: (1) the construction and certain maintenance of the units will be required to comply with the California Building Code and Fire Code; (2) the project location will be served by Public Safety services provided by the City of Vacaville; (3) the project will not impede any existing operations on adjoining properties; and (4) the project will provide adequate emergency access.

4. That the combination of different dwelling types or the variety of land uses in the development will complement each other and will be compatible with surrounding uses;

Finding: The project will include 199 age restricted dwelling units that are compatible with existing adjacent senior residential development, and 950 medium, medium-high, and high density work force housing homes in close proximity to retail uses and the biotechnology manufacturing center across I-80.

5. That projected traffic levels and levels of service are, or as a result of conditions of approval, will be consistent with the policies of the Transportation Element of the General Plan;

Finding: Through the preparation of the EIR which included a Traffic Study, in addition to conditions of approval which include traffic calming elements, it is anticipated that the project will be consistent with the City's Transportation policies.

Development Standard Exception Conclusion

Based on the facts and findings above, the project meets the Development Standard Exception Waiver findings.

PLANNED DEVELOPMENT FINDINGS

LUDC 14.09.111.070 Findings Required for Approval.

The City Council, when approving a Planned Development, shall adopt findings of fact.

A. These findings shall include, but not be limited to, the following:

1. That the proposed location of the planned development is in accordance with the goals, objectives, and policies of the General Plan, the Zoning Ordinance, and the Land Use and Development Code;

Finding: The project will comply with the following General Plan goals, and policies:

Land Use Element

- *Policy LU-P1.4 – The project provides age-restricted homes in the areas south of Sequoia Drive to protect the existing age-restricted homes from incompatible uses.*
- *Policy LU-P11.3 – The applicant has applied for a Planned Development permit for the 240-unit apartment complex.*
- *Goal LU-12 – The project will provide high-quality housing in a range of residential densities and types.*
- *Policy LU-P20-1 – The project provides a variety of housing options with proximity to the City’s biotechnology core.*

Parks and Recreation Element

- *Policy PR-P2.4 – The project includes parks and trails, open space and other recreational amenities and would pay applicable Park Development Impact Fees.*
- *Policy PR-P2.6 – In addition to 10.5-acres of new parks, trails within and outside the project, existing parks and recreational facilities will be available to serve the project site, including Stonegate Park.*
- *Policy PR-P3.3 the locations of the parks encourage pedestrian and bicycle access.*
- *Policy PR-P2.5 Two turnkey parks of 6.0 acres and 4.5 acres in addition to trails and other recreational amenities are proposed.*
- *Policy PR-P2.7 The project includes an approximately 299,000 commercial center within walking distance of homes.*
- *Policy PR-P2.8 The project will be annexed to a Lighting Landscaping and Maintenance District.*

Housing Element

- *Policy H.1-G1 – The project ensures a supply of housing of differing type, size, and styles to meet Vacaville’s housing needs for the current and future residents and works within the community.*

Noise Element

- *Policy NOI-P1.2 – All noise created by transportation and non-transportation sources will be mitigated to comply with the noise level standards of Table NOI-3 (Land Use Compatibility Standards for Community Noise Environments) in the Vacaville General Plan.*

Conservation and Open Space Element

- *Action COS-A1.9 – The project will be subject to the tree mitigation ratios as set forth in the Vacaville Land Use and Development Code.*
 - *Policy COS-P9.4 – The project provides high density residential development within walking distance of a proposed commercial center.*
 - *Goal COS-10 – The project promotes sustainable energy because solar arrays will be included with some of the buildings.*
- *As requested through the submittal of a Rezoning application, the project would be consistent with the Zoning Ordinance, because: (1) the new zones would allow the proposed development; (2) the City provided adequate notification and engaged the public about the project in accordance with Section 14.09.072.060 (Public Hearing and Notice) and Section 14.03.023.020 (Public Notice and Review) of the Code; (3) the applicant has applied for a Planned Development land use permit in accordance with Section 14.09.111.040 (Planned Development Required) of the Code; and (4) the Final EIR evaluated the potential environmental impacts and appropriate mitigation measures were prepared to address potential concerns.*

2. That the proposed location of the planned development and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare;

Finding: As proposed and conditioned, the project meets this finding, because: (1) the construction and certain maintenance of the units will be required to comply with the California Building Code and Fire Code; (2) the project location will be served by Public Safety services provided by the City of Vacaville; (3) the project will not impede any existing operations on adjoining properties; and (4) the project will provide adequate emergency access.

3. That the combination of different dwelling types or the variety of land uses in the development will complement each other and will be compatible with surrounding uses;

Finding: The project will include 1,149 units consisting of the following densities and land uses: Residential Low Density (3.1-5 dwelling units/acre (du/ac)).; Residential Low Medium Density (5.1-8.0 du/ac); Residential Medium Density (8.1-14 du/ac); Residential Medium High Density (14.1-20 du/ac); Residential High Density (20.1-24 du/ac); Public Park; Open Space; Public / Institutional; General Commercial; and Mixed-Use Overlay.

4. That the standards of density, site area and dimensions, site coverage, yard area, setbacks, height of structures, distances between structures, off-street parking, off-street loading facilities, and landscaping are generally compatible with surrounding neighborhoods;

Finding: The Greentree is master-planned development which includes a Specific Plan with a variety of development standards. The Specific Plan was prepared with the goal of creating and maintaining compatibility within the new development area and the existing land uses surrounding the project site.

5. That adequate public facilities, including water, sewer, parks, schools, and other facilities are available to serve the site or will be made available as a condition of

approval to serve the proposed development, without adversely affecting the existing public facilities serving surrounding neighborhoods;

Finding: The Greentree project has been designed in consultation with various City staff and local agencies such as the Solano Irrigation District, the Solano County water Agency, and the Vacaville Unified School District. Changes to the project have been made and conditions of approval from City and outside agency staff have been included to ensure negative impacts to public facilities serving existing and surrounding neighborhoods do not occur.

6. That projected traffic levels and levels of service are, or as a result of conditions of approval, will be consistent with the policies of the Transportation Element of the General Plan;

Finding: Through the preparation of the EIR which included a Traffic Study, in addition to conditions of approval which include traffic calming elements, the project will be consistent with the City's Transportation policies.

7. That the potential impacts to the City's inventory of residential lands has been considered.

Finding: The proposal is to redevelop a former gold course which did not include any residential units. The project includes 1,149 new housing units of varying types and sizes. The project will not negatively impact the City's inventory of residential lands.

Planned Development Conclusion

Based on the facts and findings above, the project meets the Planned Development findings.