

State of California )  
County of Solano ) ss  
City of Vacaville )



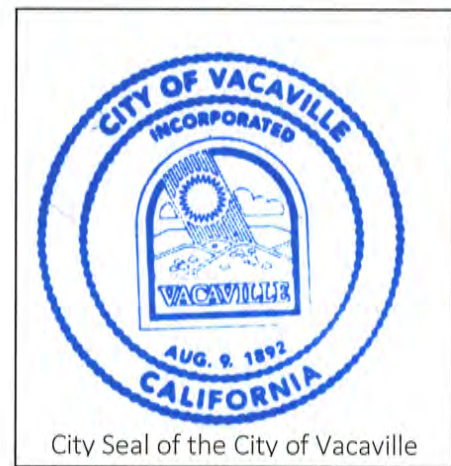
I, Michelle A. Thornbrugh, City Clerk of the City of Vacaville, State of California, hereby certify that the foregoing Ordinance No. 1995 was published in accordance with the provisions of Government Code Section 36933 and **INTRODUCED** at a meeting of the City Council of the City of Vacaville, held on the 25th day of June 2024 by the following vote:

AYES: Councilmembers Ritchie, Silva, Chapman, Roberts, Vice Mayor Ritchie, and Mayor Carli  
NOES: Councilmembers Stockton and Wylie  
ABSENT: None

and **ADOPTED** and **PASSED** at a regular meeting of the City Council of the City of Vacaville held on the 23rd day of July 2024, by the following vote:

AYES: Councilmembers Stockton, Ritchie, Silva, Chapman, Roberts, Wylie, Vice Mayor Ritchie, and Mayor Carli  
NOES: None  
ABSENT: None

  
Michelle A. Thornbrugh, City Clerk





**ORDINANCE NO.**  
(First Reading)

**ORDINANCE OF THE CITY OF VACAVILLE CITY COUNCIL AMENDING TITLE 14 OF THE VACAVILLE MUNICIPAL CODE BY REVISING CHAPTER 14.09.260 ENTITLED SIGNS TO INCLUDE NEW POLICIES, PROCEDURES, AND STANDARDS FOR REGULATING DIGITAL FREEWAY BILLBOARDS AND AMENDING THE VACAVILLE GATEWAYS MASTER PLAN BY REVISING POLICIES REGULATING BILLBOARD DEVELOPMENT**

**WHEREAS**, on October 26, 1999, the City Council of the City of Vacaville adopted the City Gateways Plan, which included policies that prohibit new billboard development; and

**WHEREAS**, on August 13, 2002, the City Council adopted an amendment to the City Gateways Plan to rename it to City Gateways Design Master Plan and to include design sheets identifying specific landscaping improvements along Interstate 80 and Interstate 505; and

**WHEREAS**, on August 15, 2015, the City Council adopted Ordinance No. 1888 to amend the Vacaville Sign Ordinance to prohibit the erection or conversion of new digital freeway billboards or message centers; and

**WHEREAS**, on March 13, 2023, Clear Channel Outdoor submitted an application to initiate a Zoning Text Amendment to remove the prohibition on digital freeway billboards to convert an existing static billboard to a digital billboard Assessor's Parcel Number 0133-060-060; and

**WHEREAS**, on August 22, 2023, the City Council held a study session to discuss removing the prohibition on digital freeway billboards and directed staff to explore potential options for a digital freeway billboard ordinance; and

**WHEREAS**, on December 12, 2023, the City Council voted 7-0 to approve Resolution No. 2023-145, initiating a Zoning Text Amendment and directing staff to create standards, regulations, and procedures for digital freeway billboards;

**WHEREAS**, pursuant to Section 15063 (Initial Study) and Section 15070 (Decision to Prepare a Negative or Mitigated Negative Declaration) of the California Environmental Quality Act (CEQA) Guidelines, the City of Vacaville Community Development Department prepared an Initial Study/Mitigated Negative Declaration (IS/MND) to analyze the anticipated environmental impacts of the proposed zoning text amendments and digital billboard conversion; and

**WHEREAS**, the Planning Commission held a duly noticed public hearing on May 21, 2024, to consider the proposed IS/MND and Zoning Text Amendments where they received testimony from City staff, the Applicant, and all interested persons regarding the proposed project; and

**WHEREAS**, the Planning Commission voted 6-1 to recommend that the City Council adopt the IS/MND and adopt the Zoning Text Amendments, based on the substantial evidence in the IS/MND as shown in Exhibit B and the Findings of Fact as shown in Exhibit A; and

**WHEREAS**, the City Council held a duly noticed public hearing on June 25, 2024, to consider the proposed IS/MND and Zoning Text Amendments where they received testimony

from City staff and all interested persons regarding the proposed project, and also considered testimony and evidence submitted at the Planning Commission hearing; and

**WHEREAS**, the City Council adopted the Digital Freeway Billboards and Clear Channel Outdoor Digital Billboard Conversion Zoning Text Amendments IS/MND, which is hereby referenced as City Council Resolution 2024-056; and

**WHEREAS**, on June 25, 2024, the Vacaville City Council voted -\_ to adopt the Zoning Text Amendments to include new policies, procedures, and standards for regulating digital freeway billboards and amend the Vacaville Gateways Master Plan by revising policies regulating billboard development, in accordance with the findings as shown in Exhibit A.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF VACAVILLE DOES ORDAIN AS FOLLOWS:**

**Section 1:** The City Council hereby finds the facts set forth in the recitals to this Ordinance are true and correct and established the factual basis for the City Council's adoption of this Ordinance.

**Section 2:** The City Council has reviewed the Zoning Text Amendment request for the Digital Freeway Billboards Zoning Text Amendments as shown in Exhibit B and Exhibit C, and adopts findings of fact shown in Exhibit A.

**Section 3:** The City Council hereby adopts the Zoning Text Amendments to Title 14 under Division 14.09 of the Vacaville Municipal Code to create procedures, policies, and standards for digital freeway billboards, as shown in Exhibit B attached hereto, which is hereby incorporated by reference into this Ordinance.

**Section 4:** The City Council hereby adopts the Zoning Text Amendments to the City Gateways Design Master Plan to rename it to Vacaville Gateways Master Plan and to revise policies regarding billboard development, as shown in Exhibit C attached hereto, which is hereby incorporated by reference into this Ordinance.

**Section 5:** The City Council hereby authorizes the Director of Community Development to make minor administrative amendments to the Vacaville Gateways Master Plan from time to time, including formatting, spelling, and grammar corrections.

**Section 6:** If any section, subsection, phrase, or clause of this ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, phrase, or clause thereof irrespective of the fact that any one or more section, subsection, phrases, or clauses be declared unconstitutional.

**Section 7:** Effective Date.

This ordinance shall take effect thirty (30) days after passage thereof.

**Section 8:** Publication.

This ordinance shall be published in accordance with the provisions of California Government Code Section 36933.

**I HEREBY CERTIFY** that this ordinance was **INTRODUCED** at a regular meeting of the City Council of the City of Vacaville on the 25th day of June 2024 by the following vote:

AYES: Councilmembers Silva, Chapman, Roberts, Vice Mayor Ritchie, and Mayor Carli

NOES: Councilmembers Stockton and Wylie

ABSENT: None

ATTEST:

  
Michelle A. Thornbrugh, City Clerk

List of Exhibits

- Exhibit A – Findings of Fact
- Exhibit B – Zoning Text Amendments
- Exhibit C – Vacaville Gateways Master Plan

**ORDINANCE NO. 1995**

**ORDINANCE OF THE CITY OF VACAVILLE CITY COUNCIL AMENDING TITLE 14 OF THE VACAVILLE MUNICIPAL CODE BY REVISING CHAPTER 14.09.260 ENTITLED SIGNS TO INCLUDE NEW POLICIES, PROCEDURES, AND STANDARDS FOR REGULATING DIGITAL FREEWAY BILLBOARDS AND AMENDING THE VACAVILLE GATEWAYS MASTER PLAN BY REVISING POLICIES REGULATING BILLBOARD DEVELOPMENT**

**WHEREAS**, on October 26, 1999, the City Council of the City of Vacaville adopted the City Gateways Plan, which included policies that prohibit new billboard development; and

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**WHEREAS**, on August 15, 2015, the City Council adopted Ordinance No. 1888 to amend the Vacaville Sign Ordinance to prohibit the erection or conversion of new digital freeway billboards or message centers; and

**WHEREAS**, on March 13, 2023, Clear Channel Outdoor submitted an application to initiate a Zoning Text Amendment to remove the prohibition on digital freeway billboards to convert an existing static billboard to a digital billboard Assessor's Parcel Number 0133-060-060; and

**WHEREAS**, on August 22, 2023, the City Council held a study session to discuss removing the prohibition on digital freeway billboards and directed staff to explore potential options for a digital freeway billboard ordinance; and

**WHEREAS**, on December 12, 2023, the City Council voted 7-0 to approve Resolution No. 2023-145, initiating a Zoning Text Amendment and directing staff to create standards, regulations, and procedures for digital freeway billboards;

**WHEREAS**, pursuant to Section 15063 (Initial Study) and Section 15070 (Decision to Prepare a Negative or Mitigated Negative Declaration) of the California Environmental Quality Act (CEQA) Guidelines, the City of Vacaville Community Development Department prepared an Initial Study/Mitigated Negative Declaration (IS/MND) to analyze the anticipated environmental impacts of the proposed zoning text amendments and digital billboard conversion; and

**WHEREAS**, the Planning Commission held a duly noticed public hearing on May 21, 2024, to consider the proposed IS/MND and Zoning Text Amendments where they received testimony from City staff, the Applicant, and all interested persons regarding the proposed project; and

**WHEREAS**, the Planning Commission voted 6-1 to recommend that the City Council adopt the IS/MND and adopt the Zoning Text Amendments, based on the substantial evidence in the IS/MND as shown in Exhibit B and the Findings of Fact as shown in Exhibit A; and

**WHEREAS**, the City Council held a duly noticed public hearing on June 25, 2024, to consider the proposed IS/MND and Zoning Text Amendments where they received testimony from City staff and all interested persons regarding the proposed project, and also considered testimony and evidence submitted at the Planning Commission hearing; and

**WHEREAS**, on June 25, 2024, the Vacaville City Council adopted the Digital Freeway Billboards Zoning Text Amendments and Clear Channel Outdoor Digital Billboard Conversion IS/MND, which is hereby referenced as City Council Resolution 2024-056; and

**WHEREAS**, on June 25, 2024, the Vacaville City Council voted 5-2 to adopt the Zoning Text Amendments to include new policies, procedures, and standards for regulating digital freeway billboards and amend the Vacaville Gateways Master Plan by revising policies regulating billboard development, in accordance with the findings as shown in Exhibit A.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF VACAVILLE DOES ORDAIN AS FOLLOWS:**

**Section 1:** The City Council hereby finds the facts set forth in the recitals to this Ordinance are true and correct and established the factual basis for the City Council's adoption of this Ordinance.

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AYES: Councilmembers Stockton, Silva, Chapman, Roberts, Wylie, and Vice Mayor Ritchie, and Mayor Carli


NOES: None

ABSENT: None

APPROVED:

  
\_\_\_\_\_  
John Carli, Mayor

ATTEST:

  
\_\_\_\_\_  
Michelle A. Thornbrugh, City Clerk

List of Exhibits

- Exhibit A – Findings of Fact
- Exhibit B – Zoning Text Amendments
- Exhibit C – Vacaville Gateways Master Plan



## EXHIBIT A TO ORDINANCE NO. 1995

### DIGITAL FREEWAY BILLBOARDS ZONING TEXT AMENDMENT Findings of Fact Citywide Initial Study/Mitigated Negative Declaration and Zoning Text Amendment File No. 23-079

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Code sections referenced below are from the Vacaville Municipal Code (VMC), Title 14, Land Use and Development Code (LUDC), unless otherwise specified.

#### SUMMARY OF EVIDENCE

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The City Council bases its decisions on the following information: (1) the project application, including attachments and related studies; (2) 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, and findings and other determinations set forth in this resolution; (4) the Vacaville General Plan, the LUDC, and other applicable plans, codes, and resolutions of the City of Vacaville; (5) all documentary and oral evidence submitted to the City during the comment period relating to the project or the environmental review; (6) the minutes and/or recordings of the Planning Commission hearing; and (7) all other matters of common knowledge 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.

#### ZONING TEXT AMENDMENT FINDINGS

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##### LUDC Section 14.09.020.070 Amendments to Zoning Ordinance and Zoning Map – Required Findings

The City Council hereby approves the Zoning Text Amendment, based on the following findings:

- A. That the proposed amendments are internally consistent with the goals, objectives, and policies of the General Plan, the Zoning Ordinance, and the Land Use and Development Code;

*Finding: The project meets this finding as described below:*

- i. *GENERAL PLAN – As proposed, the project is consistent with the following goals and policies of the Vacaville General Plan:*
- *Protect established neighborhoods from incompatible uses (Policy LU-P1.4);*
  - *Design aesthetically pleasing roadways using trees or other appropriate landscaping (Policy LU-P1.8);*
  - *Promote and acknowledge outstanding community design (Policy LU-P1.10);*
  - *Carefully plan for new development in undeveloped portions of Vacaville (Goal LU-2);*
  - *Coordinate with surrounding jurisdictions and other local and regional agencies that may affect Vacaville's future development patterns and character (Goal LU-8);*

- *Provide for orderly, well-planned, and balanced growth in the Northeast Growth Area (Goal LU-20);*
- *Work with Caltrans and other agencies to plan for freeway facilities that meet their stated operating objectives (Goal TR-2);*
- *Encourage new development to incorporate native vegetation into landscape plans (Policy COS-P1.7);*
- *Maintain and enhance the quality of Vacaville' scenic and visual resources (Goal COS-8);*
- *Preserve scenic features and the feel of a city surrounded by open space, and preserve view corridors to the hills and other significant natural areas (Policy COS-P8.1);*
- *Reduce greenhouse gas emissions and improve the sustainability of actions by businesses in Vacaville (Goal COS-9);*
- *Promote green building practices in new development (Policy COS-P9.8);*
- *Conserve energy and fuel resources by increasing energy efficiency (Goal COS-11);*
- *Require that new development incorporate energy-efficient design features for HVAC, lighting systems, and insulation that exceed Title 24 (Policy COS-P11.2);*
- *Promote the development of state-of-the-art technology and telecommunications facilities that benefit the public (Goal PUB-7); and*
- *Reduce the volume of solid waste generated in Vacaville through recycling and resource conservation (Goal PUB-9).*

ii. *ZONING ORDINANCE – The project is consistent with the Zoning Ordinance because: (1) the Applicant submitted the required application materials and fee; and (2) the City provided adequate notification about the project in accordance with Section 14.09.030.070 (Public Notice) of the Code.*

iii. *DEVELOPMENT CODE – The Applicant is requesting approval of a Zoning Text Amendment to create standards, regulations, and procedures for digital freeway billboards. The project, as proposed, will be internally consistent with the Vacaville Land Use and Development Code.*

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

*Finding: The project meets this finding because: (1) the amendment establishes development and performance standards regulating the construction and operation of digital billboards along the freeway in Vacaville; (2) any digital billboard application received under the proposed amendments would be required to demonstrate compliance with City and State performance standards, including those regarding illumination; (3) any digital billboard proposal would be required to comply with the California Building Code, the California Fire Code, and the California Outdoor Advertising Act; and (4) the amendment will not conflict with the existing land use compatibility plans for the Nut Tree Airport and Travis Air Force Base.*

- C. That the proposed amendments would maintain the appropriate balance of land uses within the City;

*Finding: The project meets this finding because: (1) the project establishes location requirements and development standards that would prevent the proliferation of billboards throughout Vacaville; and (2) the project would require digital billboard operators to remove existing static billboards or provide in-lieu community benefits.*

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

*Finding: The project meets this finding because: (1) the project would create standards and regulations that identify digital freeway billboards as a conditionally-permitted use within Commercial and Employment zoning districts along certain segments of the freeway; (2) the project would require that new digital freeway billboards be located at least 300 ft. away from nearby sensitive receptors, including residences, hotels, schools, and other public facilities; and (3) the project would establish performance standards restricting the use of lights, movements, and other messaging effects that could create a nuisance for surrounding land uses and motorists traveling on the freeway.*

- E. That the potential impacts to the City's inventory of residential lands has been considered; and

*Finding: Not applicable. The project proposal is to amend the Vacaville Land Use and Development Code to create standards, regulations, and procedures for digital freeway billboards. The project would only allow digital billboards within Commercial and Employment zoning districts. There would be no impact to the City's inventory of residential lands.*

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

*Finding: Not applicable. There are no development-related applications that are being approved concurrently with the amendment application.*

### Zoning Map Amendment Conclusion

The project meets all of the required findings for approving the Zoning Map Amendment request.

## EXHIBIT B TO ORDINANCE NO. 1995

### Chapter 14.09.260 Signs

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#### Sections:

- 14.09.260.010 Purpose
- 14.09.260.020 Applicability
- 14.09.260.030 Exempt Signs
- 14.09.260.040 Prohibited Signs
- 14.09.260.050 Sign Procedures
- 14.09.260.060 Sign Measurement
- 14.09.260.070 General Provisions
- 14.09.260.080 Permanent Signs
- 14.09.260.090 Temporary Signs
- 14.09.260.100 Sign Standards for Specific Land Uses and Development Types
- 14.09.260.110 Nonconforming Signs
- 14.09.260.120 Illegal Signs
- 14.09.260.130 Enforcement
- 14.09.260.140 Severability

#### 14.09.260.010 Purpose

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[No Change]

#### 14.09.260.020 Applicability

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[No Change]

#### 14.09.260.030 Exempt Signs

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[No Change]

#### 14.09.260.040 Prohibited Signs

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The following signs are prohibited.

A. **Location Restrictions.**

1. ***Signs Located in the Public Right-of-Way or on Public Property.*** Other than official government signs or warning signs required by law, any sign placed in or projecting

into the public right-of-way or on public property, unless expressly authorized by this Chapter or an encroachment permit.

2. **Signs Affixed to Trees or Terrain.** Signs affixed to or cut into trees or other living vegetation, or cut, burned, marked, or displayed on a street, sidewalk, cliff, hillside, or other terrain feature.
3. **Signs Creating Traffic or Pedestrian Safety Hazards.** Signs placed or located in such a manner as to constitute a traffic or pedestrian safety hazard.

#### B. Display Restrictions.

1. **Animated or Motion Signs.** Animated, flashing, blinking, reflecting, revolving, or other similar sign with visibly moving or rotating parts or visible mechanical movement of any kind, unless expressly permitted by another Section of this Chapter.
2. **Balloons, Inflatable Signs, Streamers, and Other Attention-Getting Devices.** Balloons, inflatable signs, streamers, pennants, and other attention-getting devices, made of lightweight fabric or similar material, designed to rotate or move with the wind, that direct and promote, or are otherwise designed to attract attention.
3. **Billboards.** The new construction, erection, or use of billboards is prohibited, except for as follows:
  - a. Digital freeway billboards approved under Section 14.09.260.100.B, Digital Freeway Billboards; or
  - b. Those approved under a relocation agreement as provided in this Section 14.09.260.110, Nonconforming Signs.
4. **Message Center Signs.** All message center signs used for any use, except for those approved under Section 14.09.260.100.B of this code, Digital Freeway Billboards.
5. **Search Lights and Klieg Lights.** Search and arc lights when used as attention-attracting devices for commercial uses.
6. **Signs Producing Noise or Emissions.** Signs producing visible smoke, vapor, particles, odor, noise, or sounds that can be heard at the property line.
7. **Signs for Prohibited Uses.** A sign displaying a commercial message promoting a business that is a prohibited use and that has not been established as a legal nonconforming use.
8. **Unauthorized Signs.** Signs that have been placed on private or public property without the consent of the property owner or as authorized in this Chapter.

#### 14.09.260.050 Sign Procedures

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[No Change]

#### 14.09.260.060 Sign Measurement

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[No Change]

### 14.09.260.070 General Provisions

[No Change]

### 14.09.260.080 Permanent Signs

[No Change]

### 14.09.260.090 Temporary Signs

[No Change]

### 14.09.260.100 Sign Standards for Specific Land Uses and Development Types

- A. **Drive-Through Facility.** Drive-through facilities may have additional signs located in the drive-through area, subject to the following requirements:
  - 1. **Location.** Drive-through area signs shall be located a minimum of 15 feet from the public right-of-way.
  - 2. **Height.** Drive-through area signs shall be a maximum of 10 feet tall.
  - 3. **Letter Size.** All letters, logotypes, pictures, or symbols shall be a maximum of six inches in height.
- B. **Digital Freeway Billboards.** Digital freeway billboards may be allowed in Commercial and Employment zoning districts, subject to the following requirements:
  - 1. **Applicability.** The provisions of this subsection apply to all digital freeway billboards located within the City of Vacaville, including, but not limited to, the construction of new digital freeway billboards and the conversion of existing static (standard) billboards into digital billboards.
  - 2. **Development Standards.** All digital freeway billboard proposals shall comply with the development regulations identified in Table 14.09.260.B, Digital Freeway Billboard Development Regulations.

<b>TABLE 14.09.260.B. DIGITAL FREEWAY BILLBOARD DEVELOPMENT REGULATIONS</b>		
	<u>Standard</u>	<u>Notes</u>
<u>Development Standards</u>		
<u>Permitted Zoning Districts</u>	<u>Commercial and Employment zoning districts</u>	<u>See Table 14.90.040.A of this code.</u>
<u>Permitted Locations</u>		
<u>Interstate 80</u>	<u>Parcels east of Leisure Town Road and west of Midway Road</u>	<u>Only on parcels abutting Interstate 80.</u> <u>See Note (a)</u>
<u>Interstate 505</u>	<u>Parcels north of Vaca Valley Parkway, south of Midway Road, and west of Interstate 505</u>	<u>Only on parcels abutting Interstate 505.</u>

<b>TABLE 14.09.260.B. DIGITAL FREEWAY BILLBOARD DEVELOPMENT REGULATIONS</b>		
	<u>Standard</u>	<u>Notes</u>
		<u>Not allowed within Nut Tree Airport Area of Influence.</u>
<u>Maximum Sign Width</u>	<u>60 feet</u>	<u>See California Business and Professions Code Section 5408(a)</u>
<u>Maximum Sign Height</u>	<u>25 feet</u>	
<u>Maximum Sign Area</u>	<u>1,200 square feet</u>	
<u>Maximum Number of Sign Faces</u>	<u>2 sign faces (one in each direction)</u>	
<u>Maximum Height</u>	<u>65 feet</u>	
<u>Minimum Separation between Billboard Structures</u>	<u>3,000 feet</u>	<u>Measured as a radius between digital billboards</u>
<u>Minimum Distance from Sensitive Receptors</u>	<u>300 feet</u>	<u>See Note (b)</u>
<u>Angle to the Freeway</u>	<u>To the extent possible, the billboard shall be located and oriented in a manner that avoids or minimizes the direct exposure of the display to view from adjacent or nearby residential or hotel uses. Lighting shall be designed to direct light and glare away from adjoining lots, residential areas, and public streets.</u>	
<u>Landscaping</u>	<u>All areas not being used for the billboard structure or for maintenance access shall be landscaped.</u>	
<u>Design Standards</u>		
<u>City Identification</u>	<u>At least one of the following shall be included on the structure in a location visible from the freeway:</u> <ul style="list-style-type: none"> <li>• <u>“Vacaville”</u></li> <li>• <u>“City of Vacaville”</u></li> <li>• <u>The City logo</u></li> </ul>	<u>Subject to Major Design Review approval, as established by Chapter 14.09.290 of this Code.</u> <u>See Note (c)</u>
<u>Theming</u>	<u>The billboard structure shall incorporate Vacaville-specific designs and themes, such as, but not limited to, golden hills, biotechnology, and agriculture, subject to approval by the City Council.</u>	<u>Subject to Major Design Review approval, as established by Chapter 14.09.290 of this Code.</u>

- a. *Airport Land Use Commission Consistency Determination.* A proposal for a digital billboard located along Interstate 80 within the Nut Tree Airport Area of Influence shall be referred to the Solano County Airport Land Use Commission for a determination of consistency with the Nut Tree Airport Land Use Compatibility Plan.
- b. *Sensitive Receptors.* For the purposes of this subsection, a sensitive receptor includes the following uses:
  - i. All residential uses, as identified under section 14.02.060.010 of this code, Residential Uses; and
  - ii. Lodging.

- c. City Identification Standards. All city identification shall be internally illuminated or halo-lit with an individual letter design. No cabinet signs or exposed raceways are permitted.
3. **Static (Standard) Billboard Reduction.**
  - a. Removal Ratio. Proposals to establish new digital billboards or convert existing billboards must include the removal of at least three billboard structures or four sign faces, whichever is greater.
  - b. In-Lieu Option. If a digital billboard applicant does not have sufficient existing billboard structures or sign faces, as specified in subsection a, the applicant may enter into a Development Agreement which shall set forth the terms and conditions under which the billboard installation will be allowed to operate in-lieu of removal of existing billboard(s) to satisfy the removal ratio requirement. In-lieu options may include, but are not limited to, the following:
    - i. The payment of fees, charges, and contributions as mutually agreed;
    - ii. Community benefits, such as additional funding for parks, city beautification, or infrastructure; and
    - iii. Any such other terms that promote public health, safety, and welfare.
4. **Performance Standards.**
  - a. Messaging.
    - i. Static Messaging. All messaging shall be static, meaning that messaging shall not have movement, or the appearance or optical illusion of movement, of any part of the sign structure, design, or pictorial segment of the sign, including the movement or appearance of movement of any illumination or flashing or scintillating light.
    - ii. Emergency Information. Digital billboard operators must be capable of displaying, when appropriate, regional emergency information important to the traveling public, including, but not limited to, Amber Alerts, Alert Solano, or emergency management information.
  - b. Minimum Message Display Time. Picture display shall be static for a minimum of eight seconds.
  - c. Lighting.
    - i. Photometric Plan. All development applications for a digital freeway billboard shall include a photometric plan identifying the anticipated light pollution from the billboard, which shall be measured 250 feet away from the face of the billboard.
    - ii. Intensity. The intensity of each lighting element or lamp in the message center portion of the off-site advertising structure shall not impair the vision of travelers on any adjacent freeway. Illumination shall be considered vision impairing when its brilliance exceeds the values set forth in section 21466 of the California Vehicle Code, or any



- successor statute or California Department of Transportation regulations.
- iii. Recessed Illumination. The actual lamps/light sources shall be recessed back into the cabinet or enclosure so that no part of the lamp/light source protrudes out past the face of the display so that the angle of the light towards the display might be altered.
  - iv. Automatic Dimming Device. Dimming circuitry shall be incorporated in the electronic portion of the off-site advertising display automatically dimming the off-site advertising display to reduce halo effects and glare as ambient light conditions change.
  - v. Illumination Orientation. The off-site advertising display shall aim, focus, and shield any illumination sufficiently to prevent glare or overcast of illumination into adjacent residential development or hotel vantage points.
  - vi. Digital freeway billboards shall not operate at a brightness level of more than 0.3 foot candles above ambient light, as measured using a foot candle meter at a pre-set distance consistent with acceptable practices.
- d. Malfunction. Digital freeway billboards shall be operated with systems and monitoring in place to either turn the display off or show a “full black” image on the display in the event of a malfunction. Examples of a malfunction include, but are not limited to:
- i. Defective pixels that cover more than 5% of the screen area;
  - ii. Error messages; and/or
  - iii. Images or messaging other than the one intended by the billboard operator.
5. **Compliance with State and Federal Law.**
- a. Compliance with the Outdoor Advertising Act. In addition to complying with the other requirements of this section, a digital freeway billboard must also comply with the requirements of the Outdoor Advertising Act, Chapter 2 in Division 3 of the California Business and Professions Code, including, but not limited to restrictions on size, height, intermittent flashing lights, and proximity to freeways.
  - b. Caltrans Preliminary Determination. All development applications for a digital freeway billboard shall include a preliminary determination from the California Department of Transportation prior to submittal to the City of Vacaville.
6. **Review.**
- a. Development Agreement. The operator of an off-site advertising display or billboard proposed under this section shall enter into a Development Agreement with the City, whereby the operator provides performance, one-

- time fee, and ongoing revenue provisions that allow the City to undertake projects, programs, or other activities for the benefit of the City that offset or mitigate the impacts of the proposed advertising displays.
- i. Billboard Relocations. All Development Agreements approved under this Section shall include provisions for the relocation of existing static billboards, as required under Section 14.09.260.100.B.3.a of this code.
  - b. Conditional Use Permit. A digital freeway billboard shall not be allowed to operate without approval of a conditional use permit, pursuant to Chapter 14.09.300 of this code, Use Permits.
  - c. Major Design Review. The design of a proposed digital freeway billboard structure shall be subject to major design review, pursuant to Chapter 14.09.290 of this code, Design Review.
7. **Decision Maker.** The Planning Commission shall make recommendations to the City Council, which shall have final authority to approve, approve with modifications, or deny a proposed Development Agreement for digital freeway billboard.
8. **Required Findings.** In addition to findings for Conditional Use Permit and Design Review, any digital freeway billboard shall meet the following findings:
- a. The proposed off-site advertising display will not create a hazard to vehicular or pedestrian traffic, and measures have been taken to reduce potential impacts upon the existing visual character of the site and its surroundings.
  - b. All advertising on the off-site advertising display will conform with the Outdoor Advertising Act, the California Business and Professions Code, and all other applicable state and federal rules and regulations.
  - c. The development of the off-site advertising display will result in a public benefit to the City that outweighs any adverse impacts that might be caused by the advertising display.
  - d. The design of the proposed off-site advertising display is reflective of Vacaville's identity and character.

#### 14.09.260.110 Nonconforming Signs

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Any sign that was lawfully installed in compliance with the laws in effect at the time of installation, and which does not conform to the provisions of this Chapter, shall be deemed to be nonconforming.

- A. **Continuance.** A nonconforming sign may continue in use indefinitely, subject to the provisions set forth in this Section.
- B. **Maintenance.** Reasonable and routine maintenance and repairs may be performed on signs that are nonconforming, provided there is no expansion of any nonconformity. Maintenance and repair may include structural alterations but shall not include any change that would increase nonconformity with respect to the provisions of this Chapter.
- C. **Abandonment of Nonconforming Sign.** Whenever a nonconforming sign has been abandoned, or the use of the property has been discontinued for a continuous period of 60 calendar days, the nonconforming sign shall be removed.

- D. **Restoration of a Damaged Sign.** A nonconforming sign may be restored if it meets either of the following criteria:
1. A sign with damage that does not exceed 50 percent of the total sign area, including hardware and attachments, provided that the repairs start within 60 calendar days of the date of damage and are diligently pursued to completion.
  2. A sign that is a danger to the public or is unsafe as determined by the Building Official.
- E. **Relocation and Replacement of Nonconforming Static (Standard) Billboards.** City Council may approve an agreement to permit the relocation or replacement of a nonconforming static (standard) billboard sign within the City limits along a freeway, subject to the provisions below:
1. **Application.** The applicant shall submit an application in accordance with the provisions of Chapter 14.09.030, Common Procedures. The application may include a proposal to construct a digital freeway billboard, as provided under Section 14.09.260.100.B, Digital Freeway Billboards.
  2. **Planning Commission Recommendation.** The Planning Commission shall hold a public hearing to consider the application for a relocation/replacement application. Following the public hearing, the Planning Commission shall recommend with approval, approval with modifications, or denial of the application.
  3. **City Council Decision.** City Council shall hold a public hearing to consider the application and Planning Commission recommendation. Following the public hearing, City Council shall approve, approve with modifications, or deny the application.
  4. **Required Findings.** The City Council shall make the following findings to approve a relocation/replacement application.
    - ~~a. The application will result in a decrease in the number of freeway billboard signs and sign faces within the City;~~
    - ~~b. The application will result in a decrease in the total sign area dedicated to freeway billboards within the City. For purposes of this Subsection, billboard sign area shall include both faces of a billboard with two faces oriented toward the freeway; and~~
    - ~~c. The relocated freeway billboard signs will be located within the Industrial Park Zoning District adjoining Interstate 80 between a line that is the prolongation of the Willow Road alignment and the Midway Road overcrossing.~~
    - d. The application is consistent with the goals, objectives, purposes and provisions of the Vacaville General Plan and the Vacaville Municipal Code;
    - e. The proposed relocation site is compatible with the uses and structures on the site and in the surrounding area;
    - f. The proposed relocation contributes to the reduction of visual clutter in the City by proposing a net decrease in existing billboards and promotes activities of City-wide benefit and interest;
    - g. The proposed billboard would not create a traffic or safety problem with regard to onsite access circulation or visibility;



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## Chapter 14.09.270 Design Review

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### Sections:

- 14.09.290.010 Purpose
- 14.09.290.020 Applicability
- 14.09.290.030 Decision Maker
- 14.09.290.040 Procedures
- 14.09.290.050 Design Review Findings

### 14.09.270.010 Purpose

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[No Change]

### 14.09.270.020 Applicability

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Design Review is required for plans submitted for land use approval or a building permit, including new and revisions to uses, structures, site improvements, or expansions to existing uses, structures or site improvements. The level of Design Review is classified as either Minor or Major Design Review, depending on the scope of the project, as follows:

A. **Minor Design Review.**

1. Change of use or exterior building or site alterations.
2. Nonresidential uses up to 5,000 square feet for new or expanded floor area in commercial, industrial and business park districts adjacent to residential zones, and up to 25,000 square feet in commercial districts not abutting a residential zone, and up to 100,000 square feet in industrial or business park districts not abutting a residential zone.
3. Residential uses for multi-family projects, or single-family attached units up to 10 units, and custom single-family homes.
4. New house plans within a previously approved specific plan or tentative subdivision map that complies with all residential design requirements.

**B. Major Design Review.**

1. Nonresidential uses over 5,000 square feet for new or expanded floor area in commercial, industrial and business park districts adjacent to residential zones, and over 25,000 square feet in commercial districts not abutting a residential zone, and over 100,000 square feet in industrial or business park districts not abutting a residential zone.
2. Nonresidential uses over 5,000 square feet in all other zoning districts.
3. Residential uses for multi-family projects, or single-family attached units (either on one site, or new subdivision) over 10 units, and single-family developments that include request for design exceptions.
4. Development projects that require Planning Commission approval.
5. New house plans within a previously approved specific plan or tentative subdivision map that require exceptions to residential design requirements including plotting mixture, setbacks, building height, and lot coverage as permitted by Chapter 14.09.310 of this code (Adjustments).
6. [Digital freeway billboards, as regulated by Section 14.09.260.100.B of this code, Digital Freeway Billboards.](#)

**14.09.270.030 Decision Maker**

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[No Change]

**14.09.270.040 Procedures**

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[No Change]

**14.09.270.050 Design Review Findings**

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[No Change]

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**TABLE 14.09.070.A, LAND USE REGULATIONS – COMMERCIAL AND MIXED-USE ZONING DISTRICTS**

“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed

Land Use Classification	CN	CG	CO	CH	MX <sup>1</sup>	DCSP	DRSP	Additional Regulations
<b>Residential Uses<sup>2</sup></b>								
Residential Housing Types								See subclassifications below
<i>Single-Unit Dwelling, Attached</i>	C	C	C	-	P			See Section 14.09.270.160, Residential Uses in Commercial and Employment Districts
<i>Multi-Unit Dwelling</i>	C	C	C	-	P			See Section 14.09.270.160, Residential Uses in Commercial and Employment Districts
Residential Facility, Assisted Living	C	C	C	-	C			See Section 14.09.270.160, Residential Uses in Commercial and Employment Districts
Small Residential Care Facilities								Small residential care facilities and transitional and supportive housing constitute a residential use and are subject only to those restrictions that apply to other residential uses of the same type in the same district.
Supportive Housing								
Transitional Housing								
<b>Public/Semi-Public Uses</b>								
Colleges and Trade Schools	-	M	P	M	P			
Commercial Parking Lots and Structures	-	M	M	P	M			
Community Assembly	P	P	P	P	P			
Cultural Institutions	P	P	P	P	P			
Day Care Centers	P	P	P	M	P			
Emergency Shelter		C	-	C				
Government Offices	P	P	P	P	P			
Hospitals and Clinics								See subclassifications below
<i>Clinic</i>	P	P	P	-	P			
Instructional Services	P	P	P	-	P			
Park and Recreation Facilities	P	P	P	P	P			
Public Safety Facilities	C	C	-	C	C			
Schools	C	-	-	-	-			
Social Service Facilities	C	C	-	-	C			
<b>Commercial Uses</b>								
Adult-Oriented Business	-	P	-	-	-			See Section 14.09.270.050, Adult-Oriented Businesses

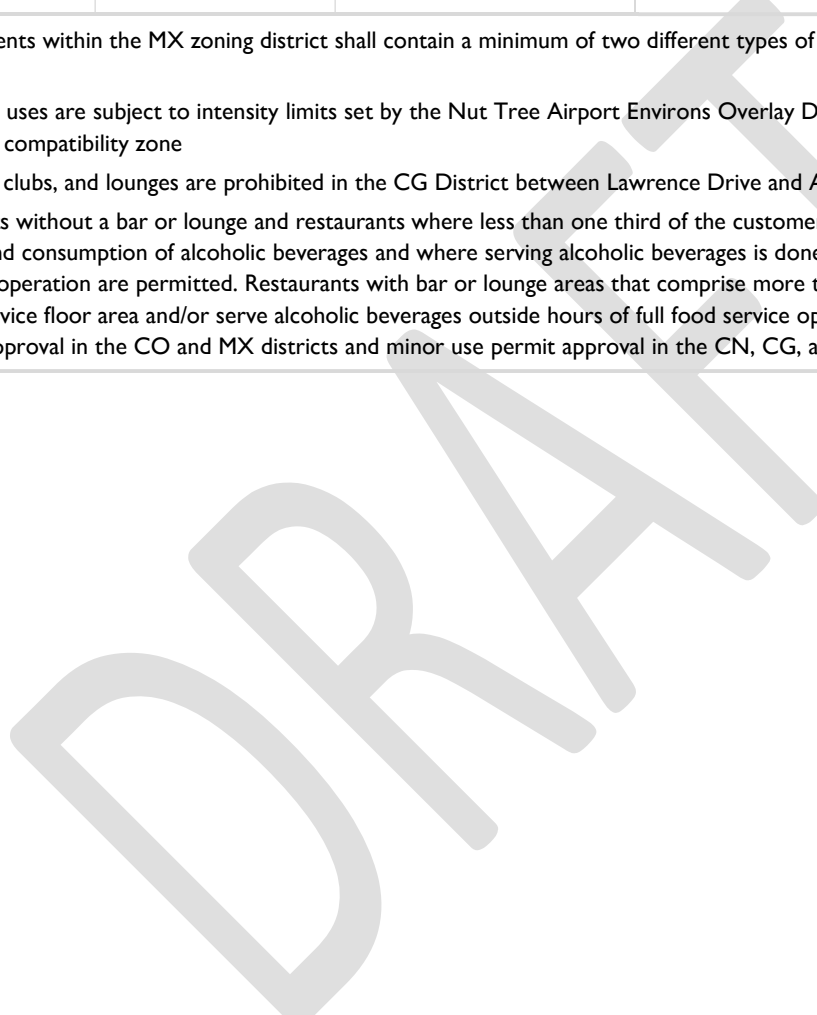
TABLE 14.09.070.A, LAND USE REGULATIONS – COMMERCIAL AND MIXED-USE ZONING DISTRICTS								
“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed								
Land Use Classification	CN	CG	CO	CH	MX <sup>1</sup>	DCSP	DRSP	Additional Regulations
Animal Care and Boarding								See subclassifications below
<i>Pet Day Care</i>	P	P	-	P	P			
<i>Veterinary Services</i>	P	P	P	P	P			
Automobile/Vehicle Sales and Services								See subclassifications below
<i>Automobile Brokerage</i>	P	P	P	P	P			
<i>Automobile Rental</i>	-	P	-	P	-			
<i>Automobile/Vehicle Sales and Leasing, new vehicles</i>	-	P	-	P	-			
<i>Automobile/Vehicle Sales and Leasing, used vehicles</i>	-	C	-	C	-			
<i>Automobile/Vehicle Service and Repair, Minor</i>	-	P	-	P	-			
<i>Automobile/Vehicle Repair, Major</i>	-	C	-	P	-			
<i>Large Vehicle and Equipment Sales, Service, and Rental</i>	-	M	-	P	-			
Service Stations	C	M	-	P	-			
<i>Washing</i>	-	M	-	P	-			
Banks and Financial Services	P	P	P	P	P			
Business Services	P	P	P	P	P			
Commercial Entertainment and Recreation								See subclassifications below
<i>Cinema/Theater</i>	C	P	-	-	P			
Indoor Sports and Recreation		P	P	P	P			
<i>Outdoor Entertainment</i>	-	C	-	C	-			
<i>Outdoor Sports and Recreation</i>	-	C	-	-	-			

<b>TABLE 14.09.070.A, LAND USE REGULATIONS – COMMERCIAL AND MIXED-USE ZONING DISTRICTS</b>								
<i>“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed</i>								
<i>Land Use Classification</i>	<i>CN</i>	<i>CG</i>	<i>CO</i>	<i>CH</i>	<i>MX</i> <sup>1</sup>	<i>DCSP</i>	<i>DRSP</i>	<i>Additional Regulations</i>
Eating and Drinking Establishments								See subclassifications below
<i>Bars/Night Clubs/Lounges</i>	C	M <sup>3</sup>	-	M	M			See Section 14.09.270.060, Alcoholic Beverage Sales
<i>Restaurant</i>	P/M <sup>4</sup>	P/M <sup>4</sup>	P/C <sup>4</sup>	P/M <sup>4</sup>	P/C <sup>4</sup>			See Section 14.09.270.060, Alcoholic Beverage Sales
<i>Tasting Room</i>	-	P	P	P	P			See Section 14.09.270.060, Alcoholic Beverage Sales
Farmer’s Markets	P	P	P	-	P			See Section 14.09.270.100 Farmer’s Markets
Food Preparation	P	P	P	P	P			
Funeral Parlors and Interment Services	-	P	P	P	-			
Hookah Lounge	M	M	-	M	C			
Lodging	-	P	-	P	P			
Offices								See subclassifications below
<i>Business, Professional, and Technology</i>	P	P	P	-	P			
<i>Medical and Dental</i>	P	P	P	-	P			
Personal Services	P	P	P	-	P			See Chapter 9.07, Massage Therapy Regulations, of the Municipal Code
Repair and Maintenance Services	P	P	P	-	P			
Retail Sales								See subclassifications below
<i>Building Materials and Supply Stores</i>	-	P	-	P	-			
<i>Food and Beverage Sales</i>	P	P	P	P	P			
<i>General Retail and Merchandise</i>	P	P	P	P	P			
<i>Nurseries</i>	P	P	-	P	C			
<b>Industrial Uses</b>								
Custom and Artisan Manufacturing	P	P	-	P	P			Must contain a minimum 100 square feet of retail floor area
Food and Beverage Manufacturing								See subclassification below
<i>Small Scale</i>	M	P	-	P	P			Must review utilities capacity prior to approval

<b>TABLE 14.09.070.A, LAND USE REGULATIONS – COMMERCIAL AND MIXED-USE ZONING DISTRICTS</b>								
<i>“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed</i>								
<i>Land Use Classification</i>	<i>CN</i>	<i>CG</i>	<i>CO</i>	<i>CH</i>	<i>MX</i> <sup>1</sup>	<i>DCSP</i>	<i>DRSP</i>	<i>Additional Regulations</i>
<b>Transportation, Communication, and Utility Uses</b>								
Communication Facilities								See subclassifications below
<i>Facilities Within Buildings</i>	P	C	-	C	C			
<i>Telecommunication</i>								See Section 14.09.270.170, Telecommunication Facilities
Light Fleet-Based Services	P	P	P	P	-			
Recycling Facility								See subclassifications below
<i>Reverse Vending Machine</i>	P	P	-	P	-			See Section 14.09.270.150, Recycling Facilities
<i>Small Collection Facility</i>	M	M	M	M	M			
Public Works and Utilities	C	C	C	C	C			
Transit Stations and Terminals	-	C	-	C	C			
<b>Agricultural Uses</b>								
Urban Agriculture								See subclassifications below
<i>Community Garden</i>	P	P	-	-	P			See Section 14.09.270.190, Urban Agriculture
<i>Market Garden, less than 1 acre in size</i>	P	P	-	-	P			See Section 14.09.270.190, Urban Agriculture
<i>Market Garden, 1 acre or more in size</i>	M	M	-	-	M			See Section 14.09.270.190, Urban Agriculture
<b>Other Uses</b>								
Accessory Uses and Structures								See Section 14.09.270.030, Accessory Uses; and Section 14.09.200.020, Accessory Buildings and Structures
<i>Animal Keeping</i>								See Section 14.09.270.070, Animal Keeping
<u><i>Digital Freeway Billboards</i></u>								<u>See Section 14.09.260.100.B, Digital Freeway Billboards</u>
<i>Drive-Through Facility</i>								See Section 14.09.270.090, Drive-Through Facility
<i>Family Day Care</i>								See Section 14.02.060.020, Residential Uses
<i>Home Occupations</i>								See Section 14.09.270.120 Home Occupations

TABLE 14.09.070.A, LAND USE REGULATIONS – COMMERCIAL AND MIXED-USE ZONING DISTRICTS								
“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-“ = Use Not Allowed								
Land Use Classification	CN	CG	CO	CH	MX <sup>1</sup>	DCSP	DRSP	Additional Regulations
Outdoor Dining and Seating								See Section 14.09.270.130, Outdoor Dining and Seating
Outdoor Display and Sales								See Section 14.09.270.140, Outdoor Display and Sales
Nonconforming Uses								See Chapter 14.09.220, Nonconforming Uses, Sites, and Structures
Temporary Uses								See Section 14.09.270.180, Temporary Uses

1. Developments within the MX zoning district shall contain a minimum of two different types of uses, one of which shall be residential.
2. Residential uses are subject to intensity limits set by the Nut Tree Airport Environs Overlay District if located in the Nut Tree Airport compatibility zone
3. Bars, night clubs, and lounges are prohibited in the CG District between Lawrence Drive and Auto Center Drive.
4. Restaurants without a bar or lounge and restaurants where less than one third of the customer service floor area is devoted to the sale and consumption of alcoholic beverages and where serving alcoholic beverages is done only during hours of full food service operation are permitted. Restaurants with bar or lounge areas that comprise more than one third of the customer service floor area and/or serve alcoholic beverages outside hours of full food service operation require conditional use permit approval in the CO and MX districts and minor use permit approval in the CN, CG, and CH districts.



<b>TABLE 14.09.080.A, LAND USE REGULATIONS – EMPLOYMENT ZONING DISTRICTS</b>				
<i>“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed</i>				
<i>Land Use Classification</i>	<i>IS</i>	<i>IP</i>	<i>BP</i>	<i>Additional Regulations</i>
<b>Residential Uses<sup>2</sup></b>				
Residential Housing Types	See subclassifications below			
<i>Multi-Unit Dwelling</i>	-	-	C	See Section 14.09.270.160, Residential Uses in Commercial and Employment Districts
<b>Public and Semi-Public Uses</b>				
Colleges and Trade Schools	P	P	P	
Commercial Parking Lots and Structures	P	P	P	
Community Assembly	C	C	C	
Day Care Centers	-	-	M	
Emergency Shelter	-	-	C	
Government Offices	P	P	P	
Hospitals and Clinics	See subclassification below			
<i>Clinic</i>	-	P	P	
Instructional Services	P	P	P	
Park and Recreation Facilities	-	C	C	
Public Safety Facilities	C	C	C	
<b>Commercial Uses</b>				
Adult-Oriented Business	-	P	-	See Section 14.09.270.050, Adult-Oriented Businesses
Animal Care and Boarding	See subclassifications below			
<i>Animal Shelter and Boarding</i>	P	-	C	
<i>Pet Day Care</i>	P	P	C	
<i>Veterinary Services</i>	P	P	C	
Automobile/Vehicle Sales and Services	See subclassifications below			
<i>Automobile Rental</i>	P	-	-	
<i>Automobile/Vehicle Sales and Leasing, new vehicles</i>	P	-	-	
<i>Automobile/Vehicle Sales and Leasing, used vehicles</i>	C	-	-	
<i>Automobile/Vehicle Service and Repair, Minor</i>	P	P	-	

<b>TABLE 14.09.080.A, LAND USE REGULATIONS – EMPLOYMENT ZONING DISTRICTS</b>				
<i>“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed</i>				
<i>Land Use Classification</i>	<i>IS</i>	<i>IP</i>	<i>BP</i>	<i>Additional Regulations</i>
<i>Automobile/Vehicle Repair, Major</i>	P	P	-	
<i>Large Vehicle and Equipment Sales, Service, and Rental</i>	P	P	-	
<i>Service Stations</i>	P	P	C	
<i>Towing and Impound</i>	C	C	-	
<i>Washing</i>	M	C	C	
<i>Banks and Financial Services</i>	-	P	P	
<i>Business Services</i>	P	P	P	
<i>Commercial Entertainment and Recreation</i>	See subclassifications below			
<i>Indoor Sports and Recreation</i>	M	M	M	
<i>Eating and Drinking Establishments</i>	See subclassifications below			
<i>Bars/Night Clubs/Lounges</i>	-	C	C	See Section 14.09.270.060, Alcoholic Beverage Sales
<i>Restaurant</i>	-	P/C(1)	P/C(1)	See Section 14.09.270.060, Alcoholic Beverage Sales
<i>Tasting Room</i>	M	M	M	See Section 14.09.270.060, Alcoholic Beverage Sales
<i>Food Preparation</i>	P	P	P	
<i>Funeral Parlors and Interment Services</i>	P	P	C	
<i>Offices</i>	See subclassifications below			
<i>Business, Professional, and Technology</i>	P	P	P	
<i>Medical and Dental</i>	-	P	P	
<i>Personal Services</i>	P	-	P	See Chapter 9.07, Massage Therapy Regulations, of the Municipal Code
<i>Repair and Maintenance Services</i>	P	P	P	
<i>Retail Sales</i>	See subclassifications below			
<i>Food and Beverage Sales</i>	P	P	P	



<b>TABLE 14.09.080.A, LAND USE REGULATIONS – EMPLOYMENT ZONING DISTRICTS</b>				
<i>“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-“ = Use Not Allowed</i>				
<i>Land Use Classification</i>	<i>IS</i>	<i>IP</i>	<i>BP</i>	<i>Additional Regulations</i>
<i>General Retail and Merchandise</i>	P	P	-	
<i>Nurseries</i>	P	P	-	
<b>Industrial Uses</b>				
Construction and Material Yards	P	P	-	
Contractor Shops	P	P	-	
Custom and Artisan Manufacturing	P	P	P	
Food and Beverage Manufacturing	See subclassifications below			
<i>Small Scale</i>	P	P	P	
<i>Large Scale</i>	P	P	P	
General Industrial	C	P	C	
Light Industrial	P	P	P	
Research and Development	P	P	P	
Salvage and Wrecking	-	C	-	
Storage, Warehousing, and Wholesaling	See subclassifications below			
<i>Indoor</i>	P	P	-	
<i>Outdoor</i>	C	C	-	
<i>Personal Storage</i>	C-	C	-	May include a residential unit for a caretaker or security employee
<b>Transportation, Communication, and Utility Uses</b>				
Airports and Heliports	-	C	C	See Section 14.09.270.110, Heliports, Helistops, and Helicopters
Communication Facilities	See subclassifications below			
<i>Facilities Within Buildings</i>	P	P	P	
<i>Telecommunication</i>	See Section 14.09.270.160, Telecommunication Facilities			
Freight and Trucking Facilities	C	C	-	
Light Fleet-Based Services	P	P	P	
Public Works and Utilities	C	C	C	
Recycling Facility	See subclassifications below			

**TABLE 14.09.080.A, LAND USE REGULATIONS – EMPLOYMENT ZONING DISTRICTS**

“P” = Permitted Use; “M” = Minor Use Permit required; “C” = Conditional Use Permit required; “-” = Use Not Allowed

Land Use Classification	IS	IP	BP	Additional Regulations
Reverse Vending Machines	P	-	-	See Section 14.09.270.150, Recycling Facilities
Recycling Collection Facility	C	C	-	See Section 14.09.270.150, Recycling Facilities
Recycling Processing Facility	-	C	-	See Section 14.09.270.150, Recycling Facilities

**Other Uses**

Accessory Uses and Structures	See Section 14.09.270.030, Accessory Uses; and Section 14.09.200.020, Accessory Structures			
Animal Keeping	See Section 14.09.270.070, Animal Keeping			
<u>Digital Freeway Billboards</u>	<u>See Section 14.09.260.100.B, Digital Freeway Billboards</u>			
Drive-Through Facility	See Section 14.09.270.090, Drive-Through Facility			
Family Day Care	See Section 14.02.060.020, Residential Uses			
Home Occupations	See Section 14.09.270.120, Home Occupations			
Outdoor Dining and Seating	See Section 14.09.270.130, Outdoor Dining and Seating			
Outdoor Display and Sales	See Section 14.09.270.140, Outdoor Display and Sales			
Nonconforming Uses	See Chapter 14.09.220, Nonconforming Uses, Sites, and Structures			
Temporary Uses	See Section 14.09.270.180, Temporary Uses			

1. Restaurants without a bar or lounge area and restaurants where less than one third of the customer service floor area is devoted to the sale and consumption of alcoholic beverages and where serving alcoholic beverages is done only during hours of full food service operation are permitted. Restaurants with bar or lounge areas that comprise more than one third of the customer service floor area and/or serve alcoholic beverages outside hours of full food service operation require conditional use permit approval.
2. Residential uses are subject to intensity limits set by the Nut Tree Airport Environs Overlay District if located in the Nut Tree Airport compatibility zone.



## Chapter 14.09.191 Northeast Growth Area Overlay District

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### Sections:

- 14.09.191.010 Purpose
- 14.09.191.020 Applicability
- 14.09.191.030 Permitted and Conditional Uses
- 14.09.191.40 Supplemental Regulations

### 14.09.191.010 Purpose

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[No Change]

### 14.09.191.020 Applicability

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[No Change]

### 14.09.191.030 Permitted and Conditional Uses

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The permitted and conditional uses allowed within the Northeast Growth Area overlay district shall be limited to the following:

#### A. Permitted Uses

1. Agricultural Uses including crop and horticulture production;
2. Animal production with accessory uses including veterinarian services;
3. One single-family dwelling as an accessory to agricultural uses;
4. Water wells, pump stations and other similar utility facilities;
5. Roads, driveways, and emergency accesses; and
6. Landscaped buffer areas, walls, and fences.

#### B. Conditional Uses

1. Employee Housing as an accessory to agricultural uses;
2. Flood control channels and water supply canals;
3. Reservoirs and municipal water storage tanks;
4. Interim storage yards for off-site construction activities; ~~and~~
5. Digital freeway billboards; and
6. Other temporary uses.

### 14.09.191.040 Supplemental Regulations

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[No Change]

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## Chapter 14.09.11 Airport Environs (AE) Overlay District

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### Sections:

- 14.09.110.010 Purpose
- 14.09.110.020 Applicability
- 14.09.110.030 Use Restrictions
- 14.09.110.040 Height Limitations
- 14.09.110.050 Open Lands Around Nut Tree Airport
- 14.09.110.060 Overflight Notification and Easement
- 14.09.110.070 Solano County Airport Land Use Commission (SCALUC) Review
- 14.09.110.080 Nonconforming Uses
- 14.09.110.090 Repeal of Requirements

### 14.09.110.010 Purpose

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[No Change]

### 14.09.110.020 Applicability

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[No Change]

### 14.09.110.030 Use Restrictions

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[No Change]

### 14.09.110.040 Height Limitations

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[No Change]

### 14.09.110.050 Open Land Areas Around Nut Tree Airport

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[No Change]

### 14.09.110.060 Overflight Notification and Easement

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[No Change]

### 14.09.110.070 Solano County Airport Land Use Commission (SCALUC) Review

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The review and referral of development applications shall be in accordance with the latest adopted Solano County Airport Land Use Compatibility Review Procedures manual and the following.

- A. **Referral Required.** The following projects within the Nut Tree Airport Compatibility Area or the Travis Air Force Base Area of Influence shall be referred to the Solano County Airport Land Use Commission (ALUC) for a determination of consistency with the Nut Tree Airport Land Use Compatibility Plan or the Comprehensive Airport Land Use Plan for Travis Air Force Base, whichever is applicable, prior to an action being taken by the Decision Maker with authority over the project.
1. Adoption of or amendment to the General Plan.
  2. Any proposed specific plan or policy plan or a substantial amendment to previously approved plan.
  3. Any proposed land use action involving a question of compatibility with the airport activities, as determined by the Director of Community Development.
  4. Any proposal for a new airport or heliport whether for public use or private use if the facility requires an Airport Permit or Heliport Permit issued by the California Department of Transportation.
  5. Any proposal for expansion of an existing airport or heliport if such expansion will require an amended airport permit from the state of California.
  6. A proposed zone change, zoning ordinance or building regulation or an amendment or variance to any such ordinance or regulation that may impact airport operations.
  7. Adoption or modification of the master plan for an existing public-use airport.
  8. A request for an exception to the airport height limits in the Nut Tree Airport Compatibility Areas.
  9. Any object greater than 35 feet in height in the Travis Air Force Base Influence Area.
  10. Any object greater than 200 feet tall, located anywhere within the City.
  11. [Any proposal for a digital freeway billboard located along Interstate 80 within the Nut Tree Airport Area of Influence.](#)
- B. **ALUC Determination.**
1. If the ALUC determines that the project is consistent, or if amended, would be consistent, with the applicable adopted airport land use plan, the project may proceed with the applicable development review process;
  2. If the ALUC determines that the project is not consistent with the applicable adopted airport land use plan, the City Council shall become the Decision Maker for the project:
    - a. The original Decision Maker shall make a recommendation to the City Council on whether the project is consistent with the purposes of § 21670 of Article 3.5 of the State Public Utilities Code; and
    - b. The City Council may approve, approve with conditions, or deny the project. However, if the project involves an amendment to the General Plan, adoption

of a specific plan or policy plan or a substantial amendment to such a plan, or involves the adoption of a zone change or adoption or amendment to the Zoning Ordinance, or involves an exception to the airport height limits, approval shall require that the City Council, after a public hearing, overrule the determination of the ALUC by a two-thirds vote of the governing body, and make the finding that the project is consistent with the purposes of § 21670 of Article 3.5 of the State Public Utilities Code.

- C. **Subsequent ALUC Project Referral.** A project referred to the ALUC for review shall not be required to be submitted at more than one stage of the planning process, provided that sufficient information is included with the first referral to ensure that the applicable compatibility criteria may be evaluated.

#### 14.09.110.080 Nonconforming Uses

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[No Change]

#### 14.09.110.090 Repeal of Requirements

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[No Change]





# VACAVILLE GATEWAYS MASTER PLAN

ADOPTION DRAFT  
MAY 2024



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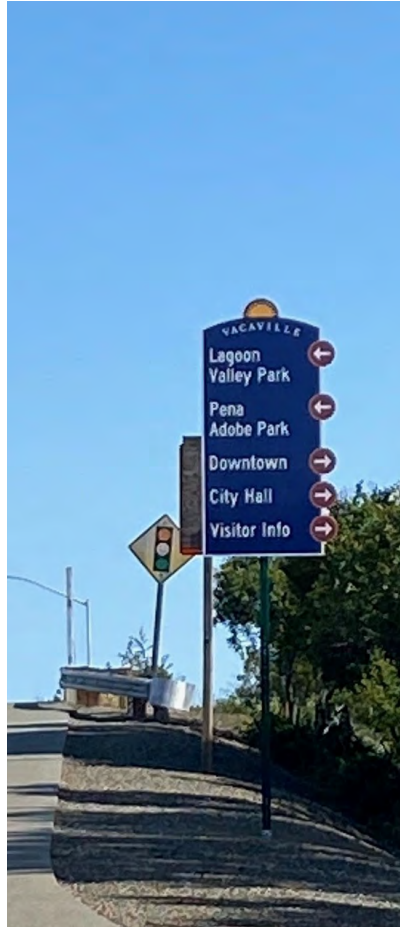
Ron Armstrong, Landscape Inspector  
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Noah Rumbaoa, Assistant Planner  
Don Burrus, Economic Development Director  
Chris Gioia, Engineering Manager  
Brant Beavers, Assistant Traffic Engineer  
David Jacobson, Public Works Superintendent

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# INTRODUCTION

Originally adopted on October 26, 1999, the City Gateways Plan was adopted to address Policy 2.1-G7 of the 1990 General Plan, which directed the City to develop standards for how Vacaville looks and how Vacaville is perceived by both residents and visitors along Interstate 80 and Interstate 505. The City Gateways Plan focused on the areas along Interstate 80 and Interstate 505, considering the entire freeway corridor as the "Gateway" to the City.

The City Gateways Plan project area included both the freeway right-of-way and the private property within approximately 100 feet of the freeway limits. The Plan outlined a comprehensive program to dramatically improve the way the City of Vacaville is perceived from the freeway over a period of ten to twenty years. This was to be accomplished by creating a more attractive visual experience for travelers along Interstate I-80 and I-505 as they pass through the City. It was intended to result in maximized benefits at minimum cost by channeling existing and otherwise anticipated resources in a coordinated and consistent direction. This Plan was intended to serve as the City's initial guide, directing relevant aspects of public and private development activity adjoining the two freeways. It envisioned the staged implementation of the Plan's concepts as public improvement projects and private development projects occurred in the future. The City Gateways Plan is the policy basis for the Design Master Plan and it may be consulted for an explanation of the concerns, analysis, and policy directions that are integral to the Design Master Plan.

The City Gateways Plan identified a series of implementation steps that would substantially improve the view from the two major freeways that cross the City. The most important of these implementation steps was the Design Master Plan. It was intended to detail the aesthetic improvements that would occur along the freeway corridor. Adopted in 2002, the Design Master Plan was intended to take the concepts contained in the City Gateways Plan to the next level. It was to establish a preliminary planting and improvement plan for each interchange and each segment of the freeway corridor through the City. The design concepts and policies of the City Gateways Plan were to be applied in a clear, graphic format to the project area so that the designers of public or private development projects could easily incorporate them into their project plans.

On **June 25, 2024**, the City Council adopted an update to the City Gateways Design Master Plan, now called the Vacaville Gateways Master Plan, concurrently with updates to the City's Land Use and Development Code to allow for the placement of digital freeway billboards. The update combined the City Gateways Plan and the Design Master Plan into one document, revised policies regarding digital billboards, and updated the Plan to reflect changes (e.g. new express lanes, wayfinding signage) that have occurred over the past 20 years.

The Vacaville Gateways Master Plan is the City's official statement as to how the concepts in the City Gateways Plan should be applied to Vacaville's freeway corridors. It has been adopted by the Vacaville City Council as a guide to coordinate the public and private improvements that will occur along Interstates 80 and 505 so that they ultimately result in a **"Unique and memorable visual experience."**





# OVERVIEW

1

# Chapter 1: Overview

The Vacaville Gateways Master Plan will guide the public and private improvement along and adjacent to Interstate Highways 80 and 505 in order to improve the visual experience of driving through the City of Vacaville. The Gateways Master Plan project area includes the Interstate 80 and Interstate 505 right-of way and the adjoining properties that are directly visible from these freeways, as approximately depicted in Figure 1. For landscaping provisions, the Plan applies to planting areas adjoining a freeway, plantings in any adjoining frontage street and property frontage plantings adjoining any freeway frontage street. For building provisions, the Plan applies to all properties that adjoin either a freeway, a landscaping area adjacent to a freeway or frontage road that is adjacent to a freeway. These standards also apply to sites on major intersections that are directly connected to the freeway ramps, such as the intersection of Depot and Mason Streets. The project area is also referenced using the terms "freeway corridor" and "along the freeways."

Between approximately 155,000 and 208,000<sup>1</sup> vehicles per day pass through the City of Vacaville on Interstates 80 and 505. To a substantial degree, the view that the travelers see from these freeways determines their perception of the City of Vacaville. For residents, it affects how we feel about our hometown. For many people who do not visit our City regularly, this perception of Vacaville is reality. This perception also helps to shape their individual, economic decisions that affect this community:



Whether to **shop, dine or stay** in Vacaville



Whether to locate **jobs-generating or retail** uses in Vacaville



Whether to **invest in projects** in Vacaville

<sup>1</sup>Caltrans Traffic Census Program 2021



Given this perceptual reality, it is important that the community "put its best foot forward" along our freeways. This involves identifying the City effectively, directing visitors to key uses, making key entrances more attractive, improving or screening unattractive areas, and ensuring that new uses meet appropriate design standards. In other words, conveying a consistent and positive message about what kind of community Vacaville is and how well it functions. This Plan implements the policy of the City of Vacaville in terms of how we feel about our own community, but it is recognized that how the community looks to the outside world can also have a substantial impact on our economic development efforts.

## PLAN OBJECTIVES



**Building civic pride and enhancing visual enjoyment for residents.**



**Projecting a positive image of Vacaville to freeway travelers by creating an attractive and unique visual experience.**



**Making the City more inviting and accessible to shoppers and investors.**



**Directing coordinated public improvements to the freeway right-of-way.**



**Enhancing development standards to contribute to the visual improvement of the City's freeway corridors.**



**Stimulating increased interaction and cooperation with Caltrans and other agencies involved with the freeway corridor.**



**Planning for low-maintenance and low-water use improvements.**



**Developing a plan for ongoing capital and maintenance funding to enhance gateway corridors.**

Vacaville has a unique setting that is well suited to the creation of a very attractive environment. From the eastern approach along I-80, the City has an impressive backdrop formed by the Vaca Mountains. From the west approach on I-80, the City becomes suddenly visible when the freeway passes through a dramatic gap in the Vaca Mountains. A similar instant view is provided from the north, along I-505, where a stand of tall Eucalyptus trees forms a gateway on either side of the freeway just north of Midway Road. The Design Master Plan seeks to take advantage of these special opportunities.

The Gateways Master Plan consists of this Policy Document and a set of 44 Design Sheets (Appendix A). On these Sheets, the design elements are applied to the area along the freeway corridor. This Policy Document provides an explanation of the Design Elements and the Implementation Policies that will guide this Plan. It also provides for future revisions to this Plan as circumstances change in the future. In the Design Sheets, these improvements are overlaid on aerial photos of the freeway corridor, generally at a scale of one-inch equaling fifty feet. The Sheets depict the landscaping elements to be incorporated in new and renovated landscape areas along the two freeways and locations for overcrossing design, public art, coordinated public signing, static billboard removal, and undergrounding of utilities. It is intended that all new public and private development along the freeway corridor be consistent with the Design Sheets and the direction of this Policy Document.

**FIGURE 1: REGIONAL MAP**

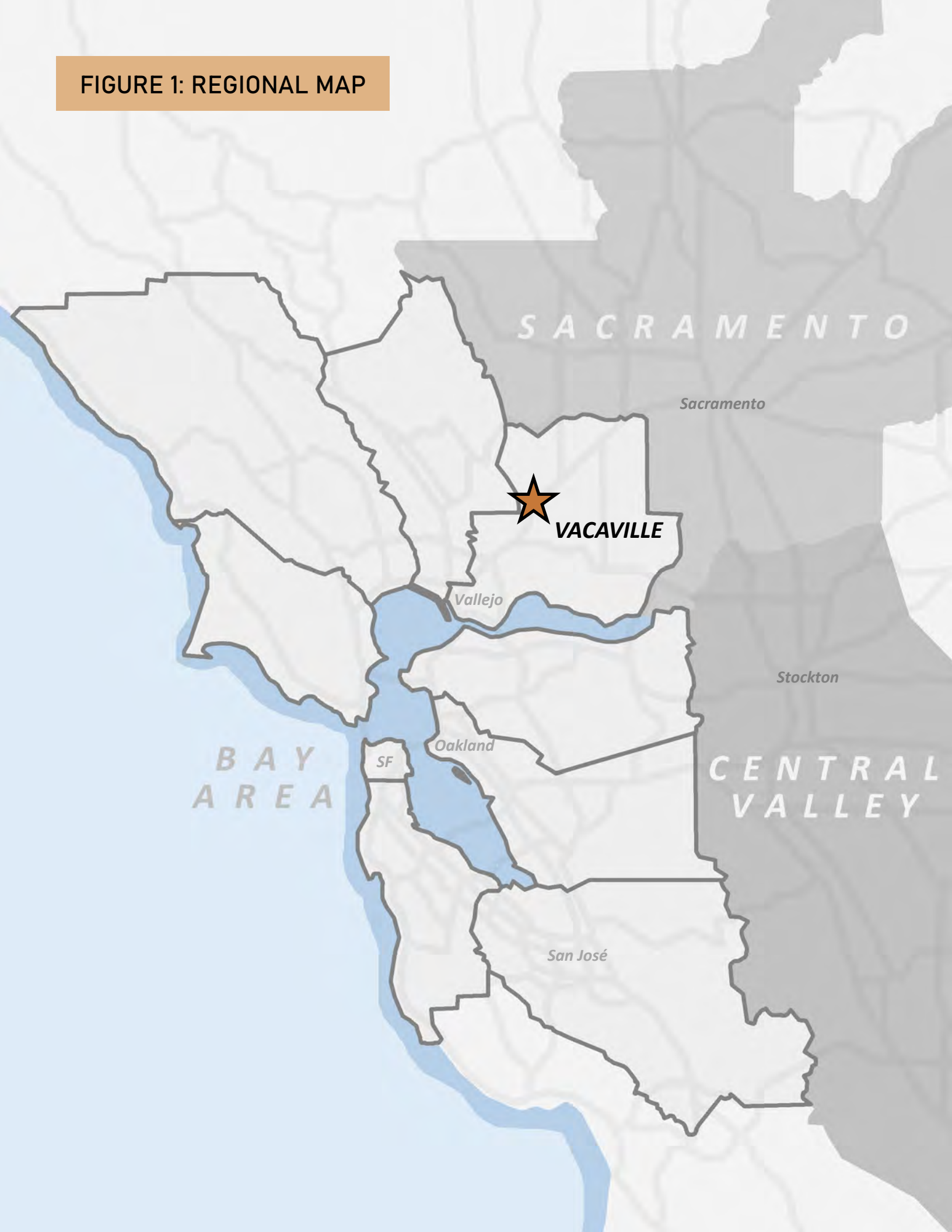
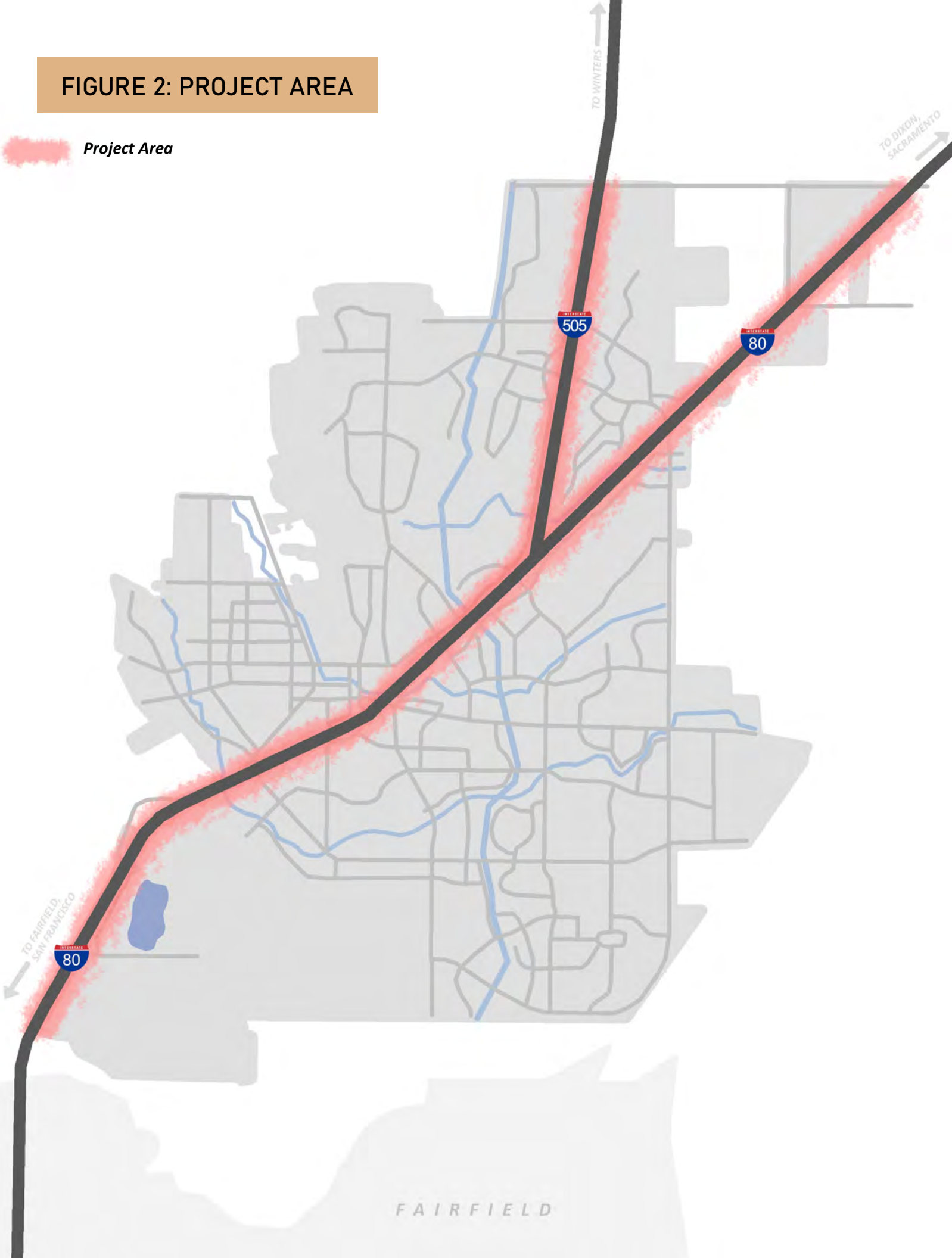


FIGURE 2: PROJECT AREA

*Project Area*





# DESIGN ELEMENTS

2

# Chapter 2: Design Elements

## A. General Policy

The Vacaville Gateways Master Plan featured broad policies that will result in a dramatic improvement in the way the City looks from the freeways. This Master Plan adds detail and specificity to those broad policies. The basic premise of this Plan is that a **"Unique and memorable visual experience"** can be achieved along Vacaville's freeways through the repetition of noticeable colors, textures, materials and related design features to create a visual identity. Vacaville will be seen as an identifiable area tied together by these repeated, common features. The resulting view of the City will be **"Unique"** in that the consistent design treatment will be clearly different from other comparable communities and **"Memorable"** in that it will contain features that will combine to attract the attention of the freeway traveler and create a lasting impression.

This Master Plan seeks to unite the visual experience through common design elements that include landscaping materials, overcrossing design features, and public signing. It also strives to substantially improve the visual experience through the removal of distracting, negative elements such as static billboards and aboveground utility lines and the addition of public art objects that provide noticeable and attractive focal points. It is recognized that the view of Vacaville is, and will continue to be, diverse due to the variety of building shapes, colors and materials. The Plan accepts this individuality of building form and the community's desire to retain substantial architectural flexibility for developers. Standards simply direct that buildings should be designed and oriented to address the freeways and offer interesting and articulated facades. In other words, new buildings should be positive additions that do not detract from the freeway view. Consistent with that concept, this Plan incorporates a density of landscaping that will soften, but not screen, the view of attractive buildings.

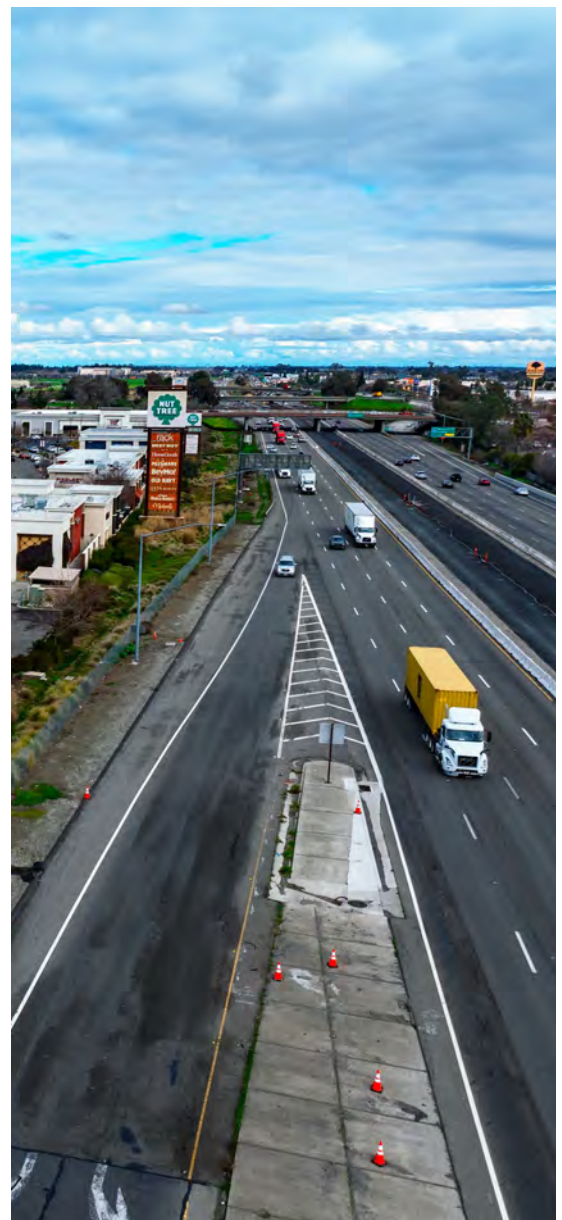
The Master Plan is a guide for the City and private development interests, working in partnership to create a distinctive look and a positive visual impression of Vacaville. This will occur through a combination of consistent and attractive public improvements along the freeways and consistent landscape materials within the public and private landscaped areas that adjoin the freeway. The policies expressed in this section are intended to help define and implement the design ideas incorporated into the Design Sheets.

### UNIQUE

Consistent design treatment with qualities above other comparable communities.

### MEMORABLE

Features that will combine to attract the attention of freeway travelers and create a positive and lasting impression



VACAVILLE GATEWAYS MASTER PLAN

## 1. Resources to Implement the Plan

Implementation of this Master Plan will substantially rely on existing and currently anticipated resources. It also directs the pursuit of additional resources that can be generated and acquired as the momentum of the Plan implementation builds over time. Landscaping of developing public and private property is required through the City's Land Use and Development Code and the many Specific Plans that the City has adopted. These existing development standards require landscape areas adjoining the freeways to be at least 20 feet in width. City review and approval of landscape and irrigation plans has been required for many years. This Plan does not add new requirements or expense to development projects. It will simply direct that certain consistent materials be incorporated into the already-required landscaping in order to achieve the community's overall vision.

The standards of this Plan also apply to the City's development projects. As with private development, these are not new considerations. The City of Vacaville has consistently incorporated landscaping and other design features into its projects along the freeways. For example, the City's Allison Interchange project included substantial landscaping of the new interchange, textured and colored features on and below the overcrossing, and a distinctive pedestrian screen on the top of the structure. These types of improvements are typically incorporated into the City's funding plans and designs for freeway and freeway area improvements. This Plan details where such improvements should be constructed and where they should be retrofitted in the future.

The Plan also establishes a direct source of funding for future City projects that achieve the vision of this Plan. Section 2.G (Regulating Billboard Development) requires the City to enter into Development Agreements with digital billboard operators that provide funding for projects that comply with this Plan. Digital billboards offer an opportunity to reduce the number of static (standard) billboards throughout Vacaville while also providing the City with consistent revenue to implement the Vacaville Gateways Master Plan.

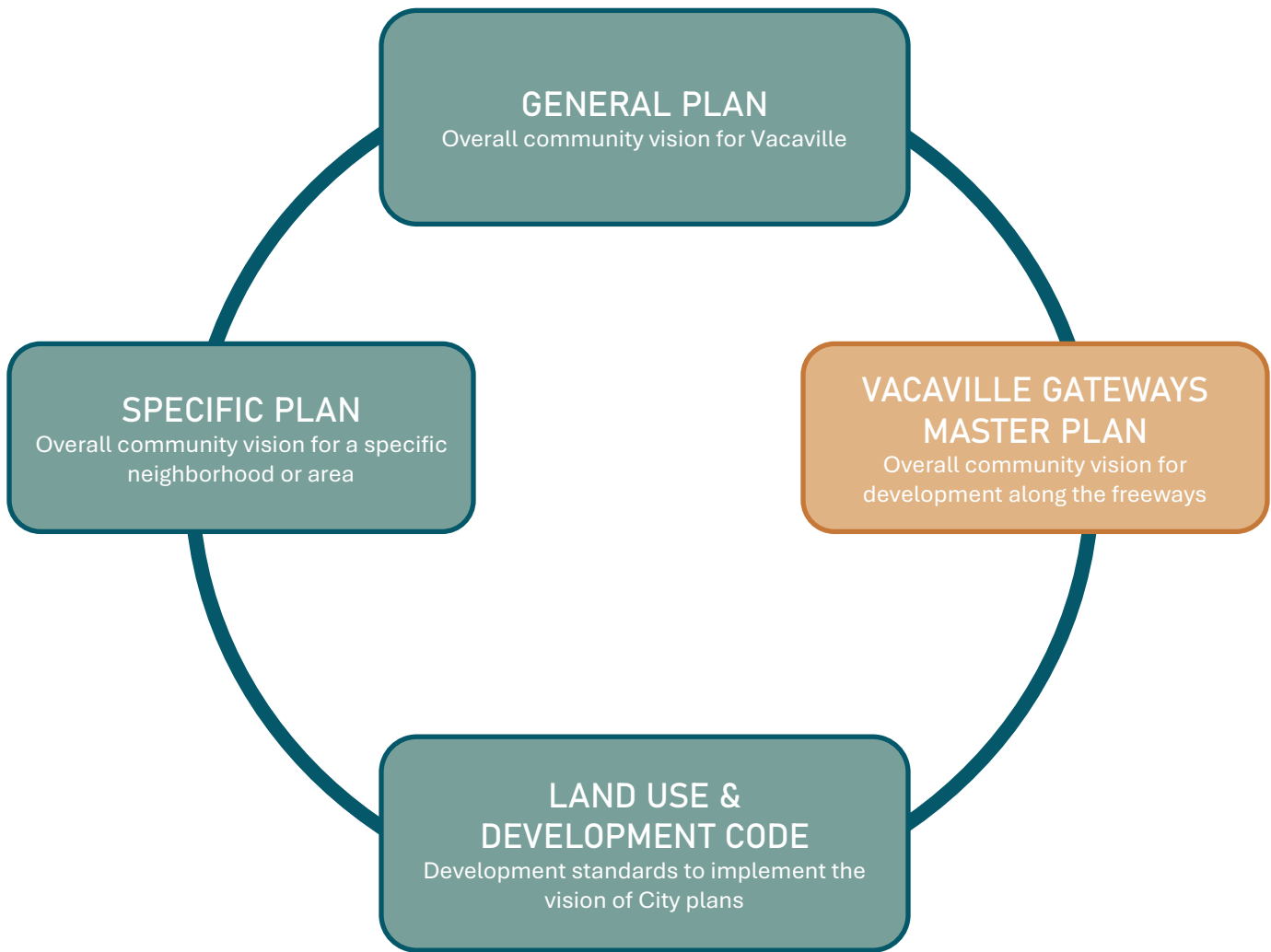
The Design Sheets also depict landscaping in and on City property adjoining the freeways. The intent is to provide a planting plan in the event that resources for landscaping become available in the future. It is expected that as the Master Plan is implemented, interest will grow and new resources will be identified.



## 2. Compatibility with Existing Plans and Standards

The Vacaville Gateways Master Plan is based on infrastructure plans and development standards that are applicable at the time of the adoption of this Plan. These include plans for a new interchange at I-80 / Lagoon Valley Road Interchange and the I-505 / Vaca Valley Parkway Interchange. In other, less certain areas such as the California Drive Overcrossing, the City's most current plans are depicted. It is recognized, however, that the improvements shown on the Design Sheets may require adjustment when ultimate plans for the improvement of these interchanges are developed. New landscaping in private development areas reflects the width of minimum landscape areas that are specified in the Land Use and Development Code or the applicable Specific Plan for the site. It is also recognized that these standards may change over time. Section 2.B. of this Plan provides flexibility to easily adapt to these types of changes. Section 3 also establishes provisions for future revisions to this Plan to adjust for more major changes in infrastructure plans or major changes in development policy such as General Plan amendments.

### RELATIONSHIP BETWEEN THE GENERAL PLAN & THE VACAVILLE GATEWAYS MASTER PLAN





## B. Landscaping Elements

Landscaping is the most important design element of the Vacaville Gateways Master Plan because it offers the greatest potential to tie the City together visually. It is a dynamic element. It will evolve over time as plants mature and it is practically renewable and adaptable. In the repetition of forms, textures and colors, landscaping will make the phrase "Unique and memorable visual experience" come to life. Landscaping is the "make or break" component of the Gateways Master Plan.

The ultimate expectation of this Plan is that once a vehicle on either freeway enters the project area, it will be subject to a noticeably different visual experience. The Plan's objective is that colorful landscape materials will dominate this improved view of the City over the entire year. There should be a clear differential between the City and the unincorporated, agricultural area that surrounds the City. It is the intent that the City "stand out" from its rural surroundings rather than "blend in." Seasonally dry landscapes are inconsistent with this Plan as principal elements. New and renovated landscapes should be comprised of irrigated plants that, with the exception of deciduous trees, maintain their colors over the entire year.

The noticeable repetition of shapes, colors and textures is emphasized in the Design Sheets. The range of materials is consciously limited and a relatively consistent plant palette is specified in order to achieve this desired repetition of key elements. The use of strong, seasonal bursts of color in the landscaping is also employed to highlight the visual experience of driving through Vacaville.

This Plan incorporates existing, attractive landscape materials and builds on the positive views that currently exist. Vacaville is fortunate to have substantial areas of landscaping along the freeways including natural areas along creeks and hillsides, stands of major tree forms within interchanges, and attractive landscaping installed with public and private development over the past 30 years. These features have been incorporated into the Design Sheets.



## 1. Plan Scope

Appendix A of the Vacaville Gateways Master Plan depicts a complete landscape program designed to achieve the objectives of the Plan. Key landscape areas include:

### *a. Landscaping on the Freeway Right-of-Way*

Landscaping is depicted in areas where improvements are planned by the City. Landscaping is also shown in freeway areas for which there is no current plan or funding vehicle established. It is expected that resources will be identified in the future (City, State, federal or private) to develop many if not all of these additional planting areas. Such depictions on the Design Sheets do not represent a City commitment to fund this landscaping but, they represent long term goal that the City commits to pursue.

### *b. Landscaping on Undeveloped Property along the Freeways*

Landscaping shown on undeveloped represents the potential planting that will occur when the property develops. As previously noted, the landscape areas are the minimum standards established in the City's Zoning regulations and Specific Plans. The Plan does not specify a greater size or number of plants that the City's normal development standards and landscaping costs should not be increased. No landscaping or expenditure is required in advance of the normal landscaping schedule, which is at the time of development.

## 2. Plan Detail

The Vacaville Gateways Master Plan is intended to be a guide for the coordinated, visual improvement of the freeway frontages of Vacaville. As such, it is necessary that the design concepts within the Plan become requirements of public and private development activity. The core premise of the Gateways Master Plan is that a unique and memorable visual experience can be achieved along Vacaville's freeways through the repetition of noticeable colors, textures, materials and related design features. In order to achieve that end, it is necessary to direct and coordinate the major noticeable plant forms. This means sacrificing some landscape design flexibility for individual sites or projects in order to achieve the overall, desired effect. The Design Sheets specify the major plant forms that will dominate the view from the freeways in detail, by botanical name. These major plant forms generally include trees and strong color elements. For example, the Design Sheets specify groupings of "Deodar Cedar (*Cedrus deodara*)" as a tall focal point element in multiple locations. It is intended that these specific plant designations be required elements of new or renovated landscaping areas.

For secondary landscape elements that are less visually dominant from the freeway, a range of design flexibility is often provided. For example, the Design Sheets may specify "Medium Flowering Shrubs Example - *Escalonia* (*Escalonia rubra*)." In this situation, the Plan's direction is that the area should be planted with medium shrubs, and *Escalonia* is given as an example of the type of plant that meets that objective. The *Escalonia* example is intended to give a landscape design professional an indication of the type of landscape effect (color, texture, scale) that is envisioned, while leaving room for individual expression of that effect. The following description of the plant palette provides a greater explanation of the plant specifications used in the Design Sheets.

The Design Sheets are not intended to be a final, detailed landscape plan. They do not depict all plant materials, but they do depict the key materials that should be installed. On private property adjoining the freeways, the Sheets often depict only the trees or shrubs that are required to reinforce the overall concept. In this situation, the shrubs and lesser landscape elements are left to the discretion of the project landscape design professional. It is expected that the landscape plan for every site will incorporate a full range of landscaping materials consistent with the City's development standards.

### 3. The Plant Palette

The Gateways Plan identifies a palette of landscape materials that were to be used to create the desired repetition of shapes, colors and textures. The following plant materials have been selected for incorporation in the Design Sheets:

#### *a. Trees*

Trees will form the dominant landscape feature along the freeways due to their scale, strong color element, and seasonal variations. The use of a relatively limited palette is intended to result in a noticed repetition that will help to identify and differentiate the Vacaville area.

#### *b. Shrubs*

Shrubs will serve to draw attention to desirable views, create backdrops and separations, and screen undesirable views. Shrub blossoms and varied textures will also provide seasonal enhancements.

#### *c. Groundcover*

Groundcover will provide flowering accents, erosion and bank protection and visual texture variation.

#### *d. Perennials*

Perennials will provide strong, short-term color elements with minimal maintenance.



*Photo: Deodar Cedar at Vacaville City Hall*

**Policy B3-1: Landscaping along the freeway shall utilize plantings identified in Table 1, Plants of the Vacaville Gateway.**

# TABLE 1 . PLANTS OF THE VACAVILLE GATEWAY

## TREES

### **Deodar Cedar** (*cedrus deodara*)

A graceful conifer that will reach a height of 60 to 80 feet, Deodars are already established along the freeway, and they are familiar as the large trees in front of Vacaville City Hall. They will serve as the principal tall, focal point in the Gateway landscape.

### **Chinese Pistache** (*pistachia chinensis*)

A moderate-sized, deciduous tree with height of 30 or 40 feet and a regular, rounded canopy, it features attractive green foliage and brilliant crimson and orange fall colors. They are established along the freeway and will naturalize.

### **Valley Oak** (*quercus lobata*)

The principal native tree of the Vacaville area, this deciduous tree reaches a height of 50 to 60 feet and develops a wide canopy with a distinctive massive trunk and limbs. These oaks are common on the hillsides and near creeks in Vacaville.

## PRINCIPAL SHRUBS

### **Large Native Shrub Example - Tovon**

(*heteromeles arbutifolia*)

A native shrub to the hillside areas it can completely naturalize and provides an attractive background element with its dark green leaves and red berries.

### **Oleander** (*nerium, dwarf*)

This smaller version of the Oleanders that are common in the freeway medians provides attractive foliage and attractive pink to salmon red flowers all summer.

### **Low/Medium Flowering Shrub Example -**

#### **Crape Myrtle** (*lagerstroemia, dwarf*)

This smaller version of the Crape Myrtle tree can be massed to provides bright color with its blossoms (white, pink, red or lavender) that last all summer.

### **Spice Bush** (*calycanthus occidentalis*)

### **Mountain Lilac** (*ceanothus "Frosty Blue"*)

### **Flannel Bush** (*fremontodendron "Pacific sunset"*)

### **Bush Germander** (*teucrium fruticans "azureum"*)

### **Evergreen Currant** (*ribes vibunifolium*)

### **Single-Trunk Live Oak** (*quercus agrifolia*)

### **Multi-Trunk Crape Myrtle** (*lagerstroemia indica rosea*)

This small scale, deciduous tree reaches a height of 20 to 25 feet and it will be planted in the multi-trunk form. It features an attractive branching structure, brilliant red blossoms all summer and attractive fall color; Other blossom colors (white, pink and lavender) may be substituted as necessary for availability at the time of planting. It will be used as a key color element in the freeway landscape.

### **Fruitless Olive** (*olea europaea "Swan Hill"*)

### **Western Redbud** (*cercis occidentalis*)

## GROUND COVER

**Prostrate Coyote Brush** (*baccharis pilularis*  
"pigeon point")

**Prostrate Sage** (*salvia* "Bee's bliss")

**Myoporum** (*myoportium parvifolium* "Putah Creek")

### Cobble

Cobble also referred to as "River Rock", approximately four to six inches in diameter, provides a minimal maintenance foreground with attractive texture.

### Landscape Boulder

Indigenous sandstone boulders provide depth, texture variation and draw attention to landscape features. The City has a supply of boulders available for designated, key locations.

## PERENNIALS

**Daffodils and Daylilies** (*narcissus*) and (*hemerocallis*)

Daffodils will provide a noticeable color variation in the early spring in key visible locations. Daylilies provide color over the summer and require irrigation to maintain them through the dry months. They are adapted to the climate and will not require irrigation or substantive maintenance but, they can coexist with summer irrigation.

**Pacific Hybrids (Iris)** (*iris douglasiana*)

This is a California native that adapted to low water use. The iris, planted in mass, will provide a burst of color and variation with minimal maintenance.

**Deer Grass** (*muhlenbergia rigens*)

**Yellow Butterfly Iris** (*dietes bicolor*)

**Small Cape Rush** (*chondropetalum tectorum*)

**Yellow Lantana** (*lantana camara* "yellow trailing")

**Sage Leaf Rockrose** (*cistus salvifolius* "prostratus")

**Aaron's Beard** (*hypericum calycinum*)

**Magenta Rockrose** (*cistus x pulverulentus* "sunset")

## 4. Irrigation

The Vacaville Gateways Master Plan calls for the maintenance of colorful landscape elements the entire year. Given Vacaville's Mediterranean climate, this means that irrigation systems are a necessity. Consistent with the provisions of the City's Land Use and Development Code, all new and renovated landscaped areas must be automatically irrigated, with a hard-line system preferred. The City's Water Efficient Landscape Requirements (Vacaville Municipal Code Division 14.27) contain standards for planting and irrigation design to help ensure effective conservation of water in landscape design. Central control systems will be installed for the irrigation of public landscape areas subject to specific site approval by the City or Caltrans, as appropriate.

Exceptions to this irrigation requirement may be made in the following situations:

- Irrigation may be discontinued for completely naturalized materials when adequate growth is achieved following initial irrigation.
- Irrigation is not required within interchange areas for perennial flowers such as daffodils that have active flowering periods that coincide with normal rainfall patterns, unless incorporated with other perennials requiring irrigation.

## 5. Maintenance

The success of the Vacaville Gateways Master Plan is directly tied to the adequacy of the maintenance effort. This fact is true in regard to landscaping and all other improvements planned for the freeway corridor. Maintenance responsibility differs depending on property ownership and conditions of development approvals. The Plan anticipates the following provisions for landscape maintenance.

### *a. State of California Properties*

Caltrans is responsible for maintenance of roadway related improvements within the I-80 and I-505 right-of-way. Landscape maintenance responsibility may vary depending on individual situations and Caltrans standards.

- i. Freeway Right-of-Way, Caltrans Responsibility** - Caltrans currently maintains most of the landscaping in the freeway right-of-way with its own resources. This includes plantings at interchanges, trees and shrubs along the outside of the travel lanes and the median plantings of Oleanders. The Agency has recently indicated that its policy is that it will accept maintenance responsibility for new "Warranted plantings under Caltrans policy" within a specific area. This area is along I-80 from the Alamo Interchange to the Leisure Town Interchange and along I-505 from the Vaca Valley Interchange to the junction with I-80. Such acceptance by Caltrans is conditioned upon:
  - Funding of the planting through City sources.
  - Completion of a three-year plant establishment period funded by the City.
  - Compliance with Caltrans standards relating to planting intensity, plant setbacks, and other standards.

This Caltrans standard is a modest level of planting, generally less than is anticipated on public or private property outside of the freeway right-of-way. The landscaping installed by the City at the I-80 / Allison Drive interchange meets the Caltrans planting standard. Because the City generally lacks resources for the maintenance of landscaping on the freeway right-of-way, it is planned that landscaping within the "Warranted" area will meet the Caltrans standards. Caltrans standards are subject to change, and updated verification should be obtained as to the relevant standards when each landscaping project is designed.

Certain limited areas of landscaping are occasionally installed by Caltrans through its annual operations budget. Caltrans has responsibility for the maintenance of such landscaping that it installs.

- ii. **Freeway Right-of-Way, City Responsibility** - According to input from Caltrans, new planting outside of the "Warranted Area," such as in the Lower Lagoon Valley area or the portion off I-505 north of the I-505 / Vaca Valley Parkway Interchange are not eligible for maintenance by Caltrans. Therefore, the City must make separate provisions for the maintenance of landscaping in such areas. In the case of Lower Lagoon Valley, the City should ensure that development in the area, which will benefit from the enhancement of the freeway, is required to fund the cost of such maintenance. Similar provisions would also be needed if other landscaping is installed in the future in areas east or north of the Caltrans Warranted Planting Areas.

The City may further be responsible for other aesthetic improvements within the Caltrans right-of-way such as public art or other unusual improvements. The City is required to enter into specific agreements with Caltrans for the maintenance of any such improvements and make provision for their maintenance.

In certain other situations, additional landscaping benefits for private property developments adjoining the freeways can be achieved by developing landscaping on a portion of the freeway right-of-way. This usually involves development tradeoffs and situations where landscaping of the right-of-way replaces on-site landscaping. In this situation, the City is responsible to Caltrans for the maintenance of these new landscape areas and Caltrans standards and inspections. The City funds the maintenance of these areas by the establishment of Maintenance Districts pursuant to the Landscaping and Lighting Act of 1972. Through these Districts, the City can accept the responsibility for maintenance of landscape areas with a means to collect the cost of the maintenance through annual maintenance assessments applied to the benefiting property owners.

#### *b. City of Vacaville Property*

The City of Vacaville is the owner of property along the freeway which is used for roadways, public facilities, open space, and also landscaping that benefits private properties such as business parks or commercial areas.

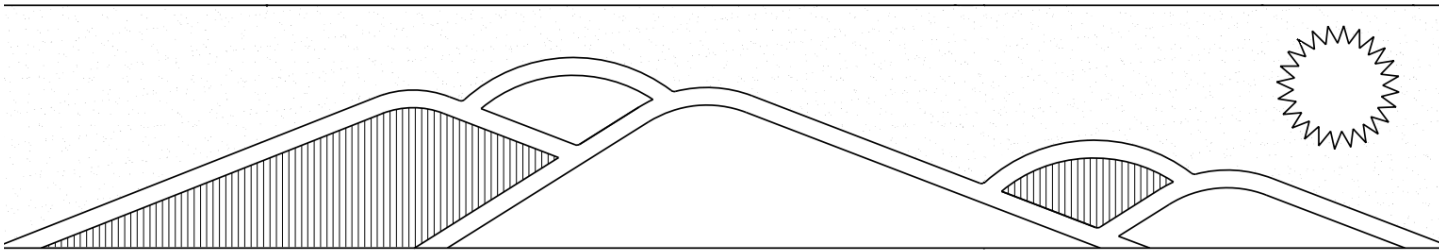
- i. **City Property, City Funded** - The City of Vacaville is responsible for the maintenance of all roadway-related improvements outside of the freeway right-of-way along the freeway corridor. This includes local streets, sidewalks, traffic signals, signs, and some general benefit landscape areas. Adequate funding should be included in the City's annual budget to provide for the ongoing maintenance of these areas. As the area of landscaping to be maintained increases, the funding devoted to this responsibility must increase proportionately.
- ii. **City Property, Maintenance Districted Funded** - Landscape areas adjoining the freeways that benefit multiple private properties are normally transferred to City ownership in order to take advantage of the Landscaping and Lighting Maintenance District funding vehicle. Through these Districts, the City takes responsibility for maintenance of landscape areas and with a means to collect annual maintenance assessments from the benefiting property owners. It is the policy of the City that such multiple benefit landscape areas are best maintained by the City through Maintenance Districts, and that establishment of such Districts should be made a condition of development project approvals. If maintenance of such areas is permitted through a private common association, in an unusual situation, a Maintenance District should be established as a backup.

### *c. Private Property*

The ongoing maintenance of landscaping areas and other improvements is required by the Land Use and Development Code. Most commonly, the maintenance of private property is the responsibility of the individual property owner or the operator of the use on a site.

**Policy B5-1: The City should require common maintenance associations or other devices when multiple owners privately own freeway frontage landscaping in business parks.**

**Policy B5-2: The Community Development Department shall actively monitor uses along freeways and contact property and business owners in a cooperative manner to require replacement of lost landscaping materials and repair of irrigation systems.**



## **6. Freeway Median Plantings**

Until 2022, colorful Oleanders in the median dividing Interstate 80 provided a lively buffer between eastbound and westbound traffic, blocking headlight glare, softening the freeway landscape, and bringing aesthetic value to Vacaville’s freeway corridor. Unfortunately, these Oleanders were removed to accommodate new express lanes along Interstate 80, changing the Vacaville freeway landscape.

While the loss of the Oleanders is unfortunate, the express lanes improvements provide an opportunity for further community theming and identification. As part of the project, Caltrans has installed public art along the freeway median in Lagoon Valley, featuring Vacaville’s golden hills and sun. Future express lanes may provide the opportunity for future placemaking opportunities along Vacaville’s freeways.

**Policy B6-1: Coordinate with Caltrans to incorporate theming and other community identification designs as part of future express lane expansions or freeway improvements.**



## 7. Deviations from the Design Sheets

It is recognized that there will be a need to adjust to changes in City policy and standards and unusual and unforeseen situations that will occur in the future. In order to provide administrative flexibility in this Plan, the following provisions for deviations to the specifications of the Design Sheets are established.

### *a. Deviations Related to Changes in Plans for Infrastructure*

This Plan incorporates the City's plans for freeway interchanges, streets, and other public improvements as they exist at the time of the adoption of the Design Master Plan. It is recognized that such plans may be changed in the future. It is intended that minor adjustments for changes, such as road widening or new public facilities or the establishment of driveways, can be administratively approved in conjunction with the City's normal project approval and the review of landscape plans, with no additional procedural requirement. For example, if a plan for an offramp is widened to accommodate additional required turn lanes and this widening reduces the available area for a planned grouping of Crape Myrtle trees, the area of the tree grouping may be reduced accordingly.

### *b. Deviations Related to Changes in City Development Standards*

This Plan incorporates the City's development standards as they exist at the time of the adoption of the Design Master Plan. These standards exist in the Land Use and Development Code and Specific Plans. It is recognized that such standards may be changed in the future. It is intended that minor adjustments for changes to standards, such as landscaping area width, can be administratively approved in conjunction with the City's normal project approval and the review of landscape plans, with no additional procedural requirement. For example, if the requirement for a forty-foot wide landscape area adjoining the freeway is reduced to thirty feet, the designated planting may be adapted accordingly.

## ADMINISTRATIVE PROCEDURES

The Director of Community Development or the Director's designee is authorized to approve minor deviations from the Design Sheets reasonably related to changes in the City's plans for freeway interchanges, streets, driveways and other public improvements if the changes are found to be consistent with the intent of the Design Master Plan and the subject Design Sheet.

The Director of Public Works or the Director's designee is authorized to approve minor deviations from the Design Sheets for City projects reasonably related to changes in the City's plans for freeway interchanges, streets, driveways and other public improvements if the changes are found to be consistent with the intent of the Design Master Plan and the subject Design Sheet.

The Director of Community Development or the Director's designee is authorized to approve minor deviations from the Design Sheets reasonably related to changes in the City's development standards if the changes are found to be consistent with the intent of the Design Master Plan and the subject Design Sheet.

## ADMINISTRATIVE PROCEDURES

The Director of Community Development or the Director's designee is authorized to approve minor deviations from the Design Sheets for development projects (not including City projects) reasonably related to unavailable plant species if the substitution plant is found to be consistent with the intent of the Design Master Plan and the subject Design Sheet and if the substituted plant is found to have visual characteristics as similar as practical to the originally designated plant.

The Director of Public Works or the Director's designee is authorized to approve minor deviations from the Design Sheets for City projects reasonably related to unavailable plant species if the substitution plant is found to be consistent with the intent of the Design Master Plan and the subject Design Sheet and if the substituted plant is found to have visual characteristics as similar as practical to the originally designated plant.

The Director of Community Development or the Director's designee is authorized to approve minor deviations from the Design Sheets for development projects (not including City projects) reasonably related to the location of plants if the adjustment is found to be consistent with the intent of the Design Master Plan and the subject Design Sheet and there is no substantial loss of plant materials.

The Director of Public Works or the Director's designee is authorized to approve minor deviations from the Design Sheets for City projects reasonably related to the location and number of plants if the adjustment is found to be consistent with the intent of the Design Master Plan and the subject Design Sheet and there is no substantial loss of plant materials or if such deviation is required by Caltrans for a project on the freeway right-of way.

### *c. Deviations Related to Changes in Plant Materials*

This Plan establishes a specific palette of plant materials and applies that palette through the Design Sheets to achieve an overall design objective. While deviations should normally not be permitted, there may be situations where the specified plant material is unavailable due to disease or supply factors. It is intended that minor adjustments for changes to plant materials can be administratively approved in conjunction with the City's normal project approval and the review of landscape plans, with no additional procedural requirement. For example, if the Design Sheets specify a particular species of tree and that tree is not available due to an agricultural quarantine, then another similar species of plant may be substituted.

### *d. Deviations Related to Location of Plant Materials*

This Plan established specific locations for plant materials in order to achieve an overall design objective. While deviations should normally not be permitted, there may be situations where the specified location of plant material would unreasonably conflict with the configuration of proposed new land uses. It is intended that minor adjustments in the location of plants and plant groupings can be administratively approved in conjunction with the City's normal project approval and the review of landscape plans with no additional procedural requirement. For example, if the Design Sheets specify a grouping of Deodar Cedar trees in a portion of the landscape area of a business park that would block view of the sign identifying a new office building, the location of the grouping of trees may be shifted to another appropriate location.

## C. Development Project Design

New development projects along the freeways will be an important part of the visual environment. General design policies that were adopted as part of the Vacaville Gateways Master Plan, are reaffirmed as the policy of the City with which all new development projects should comply.

### 1. Site Design

The City has established site design standards as part of the General Plan, Specific Plans, and the Land Use and Development Code that will direct positive views from the freeways. These standards are recognized as important components of the Gateways Master Plan.

**Policy C1-1: Require maintenance of ridgeline views from the freeway as part of development review. New uses in the vicinity of ridgeline areas shall be set back from the freeway and located such that they do not substantially block the view of the ridgelines from the freeway.**

**Policy C1-2: Prohibit residential development adjoining I-80.**

**Policy C1-3: Maintain standards for Lagoon Valley view corridor, landscape corridor, and view-related height limits.**

**Policy C1-4: Maintain substantial or complete berm design for North Village acoustic mitigation.**

**Policy C1-5: Prohibit unscreened storage areas or industrial machinery in any area of the City that is visible from the freeway.**

**Policy C1-6: Require that new development projects along the freeway provide for the undergrounding of any aboveground utility lines.**

**Policy C1-7: Chain link fencing shall not be used in locations visible from the freeway.**

**Policy C1-8: Fencing and walls shall consist of decorative materials and designs, such as cornicing and caps.**

## 2. Building Design

New buildings along the freeways will contribute substantially to the visual environment. The City's policy is to continue to permit reasonable design flexibility while directing that buildings should be designed and oriented to address the freeways and offer interesting and articulated facades. The approved Costco building on Hume Way is an example of this intent. It is a large building that addresses the freeway exposure with an articulated and attractive presentation. One additional standard is incorporated to help preclude future visibility conflicts between new buildings and signs as the trees identified by this Plan grow to maturity.

**Policy C2-1:** Require that new development projects abutting the freeways and located at intersections directly connected to freeway ramps incorporate the highest standards in architectural design and site layout.

**Policy C2-2:** Require double-faced architectural treatments for buildings backing up to the freeways, and preclude blank building faces adjoining the freeways.

**Policy C2-3:** Prohibit solid lines of multiple buildings or uses adjoining the freeways, and direct broken vs. solid line building configurations.

**Policy C2-4:** Require that new buildings and signs be reasonably sited so that visibility conflicts with the growth of trees identified by this Plan are resolved. In the unusual situation where a tree is removed, a replacement tree, of specimen size, should be provided in an appropriate location.



*Photo: The Vacaville Costco exemplifies the desired level of articulation for buildings located near the freeway.*

## D. Overcrossing Design Features

As with other features along the freeway corridor, the 12 overcrossings in the project area offer the opportunity for a repeated, noticeable design treatment. The City Gateways Plan initially identified these concepts to make all new and existing overcrossings into visual focal points with a consistent design and color treatment.

The City set a basic standard for overcrossing design features with the construction of the Allison Interchange in 1998 which was adopted as part of the City Gateways Plan. Figure 2 depicts that treatment. This standard includes a distinctive arch frame pedestrian screen above the bridge rail (Caltrans chain link railing Type 6 with a black vinyl coating). It also includes the use of stained, fractured rib texture panels on the bridge rail (the concrete fascia above the overcrossing deck, that faces the freeway lanes), wingwalls, abutments, columns and slope paving areas. New or widened overcrossings will incorporate similar elements and existing overcrossings will be retrofitted with the chain link railing pattern and a color band in the existing inset area of the barrier rail.

### 1. New or Modified Overcrossings

New or modified overcrossings will have a similar pedestrian screen installed as the existing Allison Overcrossing (Caltrans, Chain Link Railing Type 6 with a vinyl coating). They will also have decorative texture panels on the bridge rail, wingwalls, abutments, bent columns, and slope paving areas similar to the Allison Overcrossing. The horizontal textured panel across the structure on the bridge rail would be colored with a bright Terra Cotta shade (*\_spec color* ), with the other textured areas colored in a softer, medium brown tone (*\_spec color* ). Coloring material should be chosen with the first project constructed after the adoption of this Plan with the intent of maximizing the life of the color and minimizing fading. The use of the Terra Cotta color on the bridge rail will match the color band to be retrofitted on the existing overcrossings and create a consistent effect. The secondary, medium brown color on the remaining textured areas will permit these new structures to be made more attractive without great and obvious differentiation from the older overcrossings.



Photo: Allison Drive overpass

## 2. Retrofitted Overcrossings

Existing overcrossings at I-80 / Pena Adobe, I-80 / Alamo Drive, I-80 / I-505 (2 structures) are not planned to have any substantial structural changes. They will be retrofitted to incorporate some of the same distinctive design features as the new overcrossings. These overcrossings will have the standard pedestrian screen installed to match the existing Allison Overcrossing (Caltrans, Chain Link Railing Type 6 with a black vinyl coating). Also, the inset panel areas of the bridge rail will be colored with the Terra Cotta shade (*\_spec color\_*). The textured panels applied to new overcrossings will not be retrofitted to these existing structures. The resulting appearance of these overcrossings will come reasonably close to matching the new overcrossings at a reasonable cost.

The existing horizontal color and texture band on the bridge rail of the Allison Overcrossing will be recolored with the Terra Cotta, the other textured areas will be recolored with the medium brown color.

## E. Public Art



*Photo: Public art installation at Alamo Drive near Interstate 80 (The Glashoff "Fruit Trees")*

Public art should be included within the project area to add dynamic and positive dimension to the visual experience. The Glashoff "Fruit Trees" installed in the Alamo Drive and Nut Tree Parkway medians just south of I-80 are an excellent example of public art that adds interest and flair to the immediate area. Figure 3 depicts the Fruit Trees in the Alamo Drive median. Unfortunately, there are no plans or funding sources for the State to add public art features along Interstate 80. Therefore, any art objects will need to be funded by local sources.

Because of inherent maintenance and safety issues within the freeway right-of-way, it is planned that public art objects will be located outside of the area controlled by Caltrans. It is also recognized that, lacking an assured funding source, public art projects along the freeways will occur on an "opportunity" basis that cannot be precisely predicted or scheduled. However, the Vacaville community has generated substantial funds for public art projects in recent years from public and private sources. The popularity of these new art forms gives every indication that this public art movement will continue and grow.

This Plan identifies three sites for major public art objects on the Design Sheets. The sites are:

- North of Interstate 80 and west of Cherry Glen Road on a hillside owned by the City.
- South of Interstate 80 and west of Lagoon Valley Road on a hillside owned by the City.
- Between and adjacent to the junction of Interstate 80 and Interstate 505

It is proposed that these sites be utilized for large scale art forms, visible from the adjoining freeways. The timing and form of these public art sites is anticipated to be on an opportunity basis. Art forms on City property or funded by the City are subject to review by the City's Parks and Recreation Commission, and art objects on private property are subject to review under the City's Land Use and Development Code. Public art is also subject to compliance with outdoor advertising laws enforced by Caltrans.

**Policy E1-1: Opportunities for public art within the freeway corridor should be encouraged and supported.**

# 1. Transportation Art

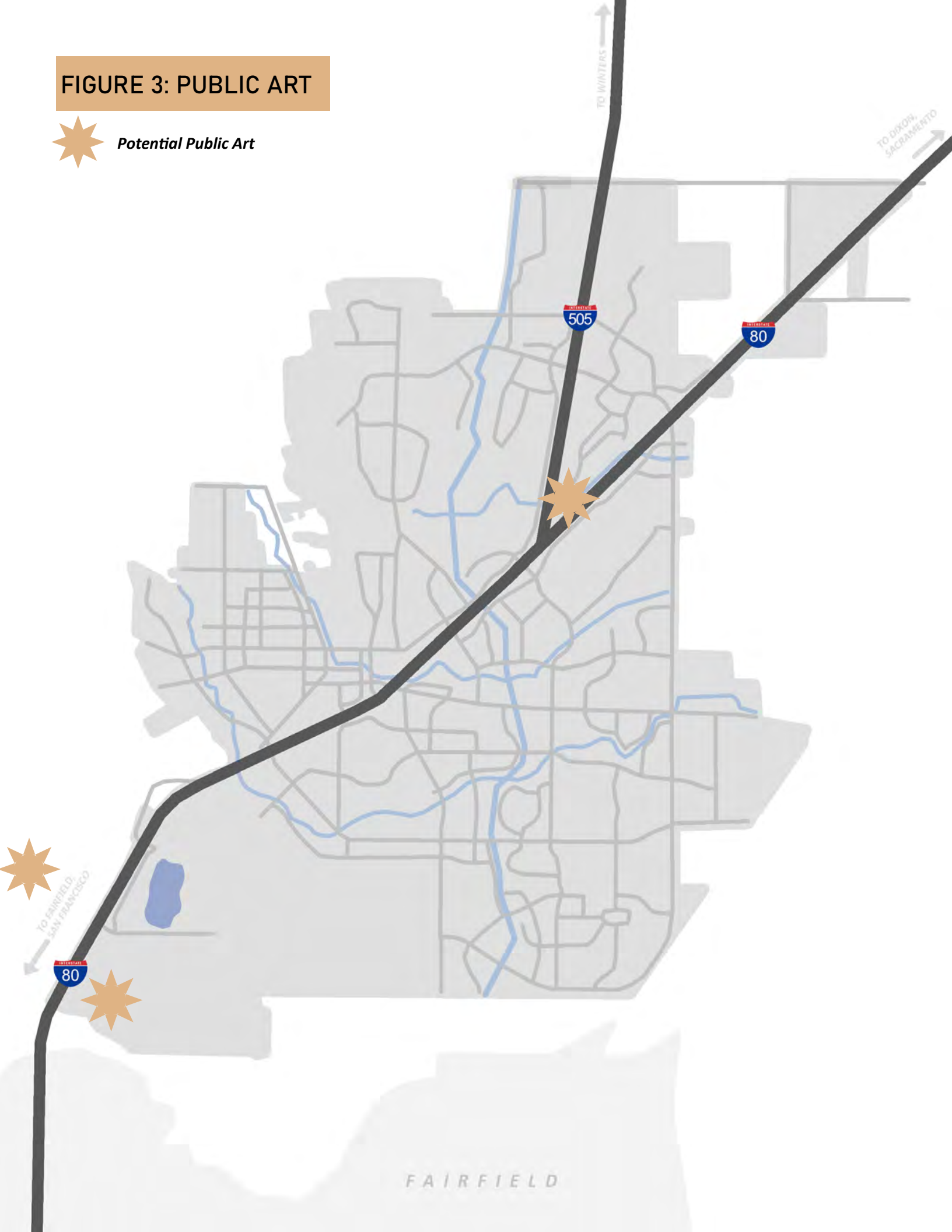
The City can also work with the appropriate agencies, such as Caltrans, to install transportation art on engineered transportation features. This can include noise barriers, retaining walls, bridges, or slope paving. Transportation art can provide an opportunity to express Vacaville’s unique history and character. The City should continue to collaborate with Caltrans to identify appropriate locations for future potential transportation art features.





# FIGURE 3: PUBLIC ART

 *Potential Public Art*



## F. Public Signage

An attractive and consistent public signage program is an important, complementary element of the Gateways Master Plan. As with other design elements, repetition of the chosen form is the key to these signs contribution to the overall design concept. This Plan incorporates four signing elements: Community Identification, Offramp Directional, Freeway Graphics, and Downtown Identification signs. All four types of signage will incorporate the City logo.

### 1. Community Identification Signs

Community Identification Signs are planned at the major freeway entrances to the City of Vacaville. These signs will serve as an initial identification of and welcome to the City. The overall sign is indirectly illuminated. Two additional signs are designated on the Design Sheets; one at the west entrance to the City on the south side of I-80 west of Lagoon Valley Road, and one at the north entrance to the City on the west side of I-505, on the south side of Midway Road. It is planned that these signs be incorporated within substantial entry landscape areas or have a substantial landscape background.

### 2. Offramp Directional Signs




Offramp directional signs are planned at key points near freeway offramps. These signs will be placed where traffic from the freeway comes to its first intersection and drivers must make directional decisions, wherever possible on City right-of-way. The Design Sheets designate appropriate locations for these signs. They are ultimately planned at all freeway offramps connecting to Vacaville.

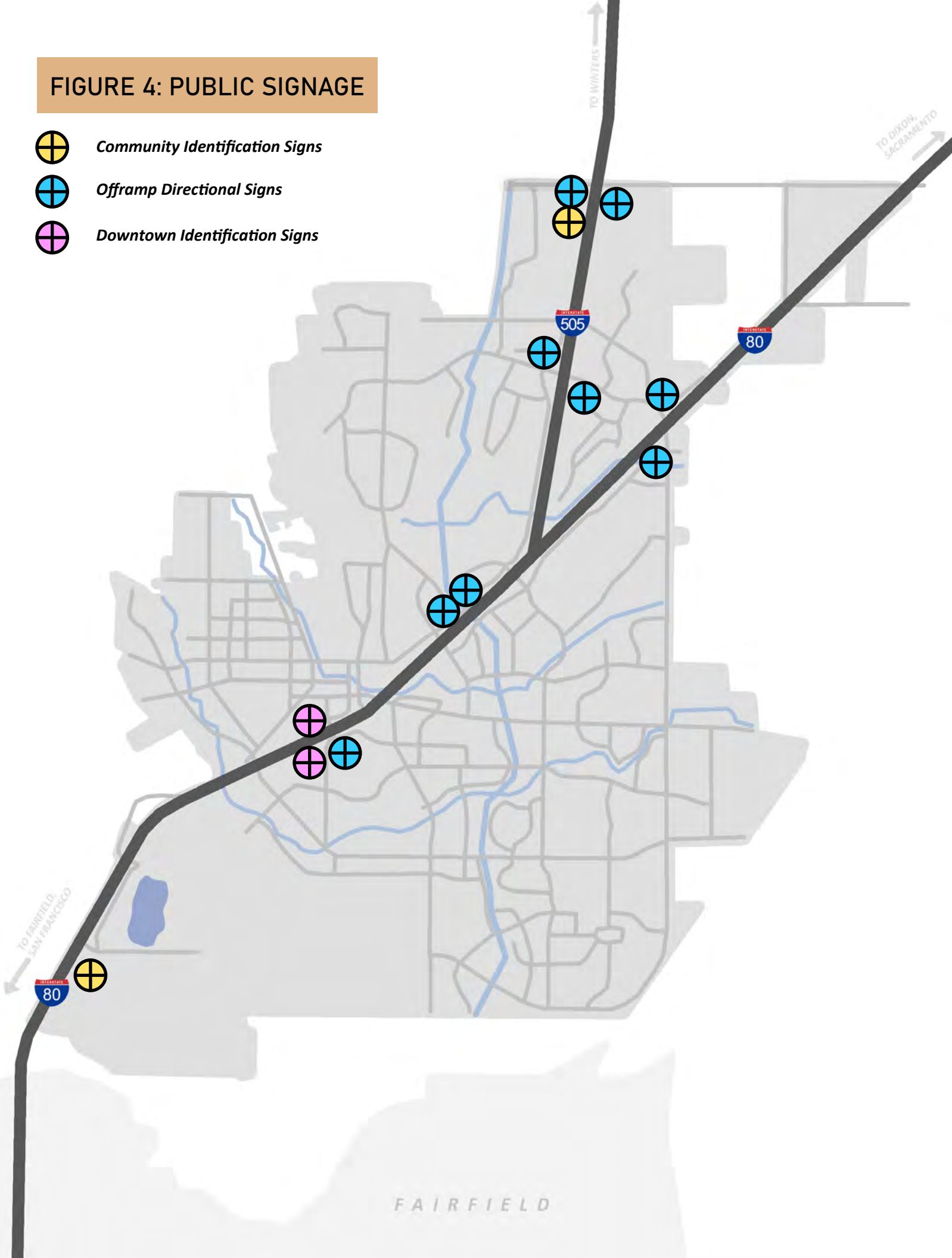
In 2012, the City of Vacaville, Visit Vacaville, the Vacaville Chamber of Commerce, and the Downtown Vacaville Business Improvement District developed a directional signage program to provide wayfinding to various destinations, services, and points of interest in the City. Installation of the signs was completed in August 2022. These signs provide a template for future theming for offramp directional signage.



Photo: Offramp wayfinding sign along Merchant Street near westbound Interstate 80

# FIGURE 4: PUBLIC SIGNAGE

-  *Community Identification Signs*
-  *Offramp Directional Signs*
-  *Downtown Identification Signs*



### 3. Downtown Identification Signs

The Vacaville Ice Sports building has a sign specifically identifying the historic downtown area from the Interstate 80. The angled panel of the structure enjoys a prominent exposure to westbound traffic. Other downtown identification signs may be incorporated into freeway-oriented signs in Downtown as part of future outdoor advertising structures, subject to consistency with Caltrans standards.



Photo: Downtown Vacaville identification sign at Vacaville Ice Sports

## G. Regulating Billboards

The remaining static (standard) billboard signs along Interstate 80 are recognized as a distracting and unattractive component of the visual environment in Vacaville. New billboards in the project area have been precluded for over thirty years, but these signs have persisted due to their nonconforming status as specified in State law. The City has successfully obtained the removal of six billboard structures with nine faces since the late 1990s. Six structures with ten faces remain within the project area. Static billboard removals may be accomplished through several methods that include:

- Relocation agreements pursuant to the Land Use and Development Code
- Development tradeoffs
- Non-compliance with Caltrans Outdoor Advertising requirements, including the Federal Highway Beautification Act and the California Outdoor Advertising Act

Digital billboards may be allowed along certain freeway corridors as a way to reduce the number of billboards within the inner city and to provide funding for projects that fulfill the goal of the Design Master Plan. Digital billboards may be allowed along I-80 within the Northeast Growth Area and I-505 north of Vaca Valley Parkway. All billboards shall be in compliance with the California Outdoor Advertising Act and shall receive the proper approvals.

**Policy G1-1: Continue efforts to remove or relocate static (standard) billboard structures from the freeway corridor through all practical means.**

**Policy G1-2: Permit digital billboards along the following corridors if they enhance the freeway experience and provide offsetting community benefits:**

- Interstate 80 between Leisure Town Road and Midway Road
- Interstate 505 between Vaca Valley Parkway and Midway Road



## H. Removal of Above-Ground Utilities

Aerial electric and telephone lines that are located along and crossing the freeways are also an unattractive feature that detracts from the visual experience of passing through Vacaville. New utility lines have been required to be underground in the City for many years, but older lines persist in their unattractiveness. Opportunities exist, however, to incrementally remove (underground or eliminate) the existing aboveground utility lines through a combination of methods. These opportunities include:

- Removal as new public and private development occurs as required by the Land Use and Development Code.
- Removal in conjunction with City street and interchange projects.
- Removal projects using Rule 20A funding.
- Removal of unnecessary lines due to the availability of new connection locations.

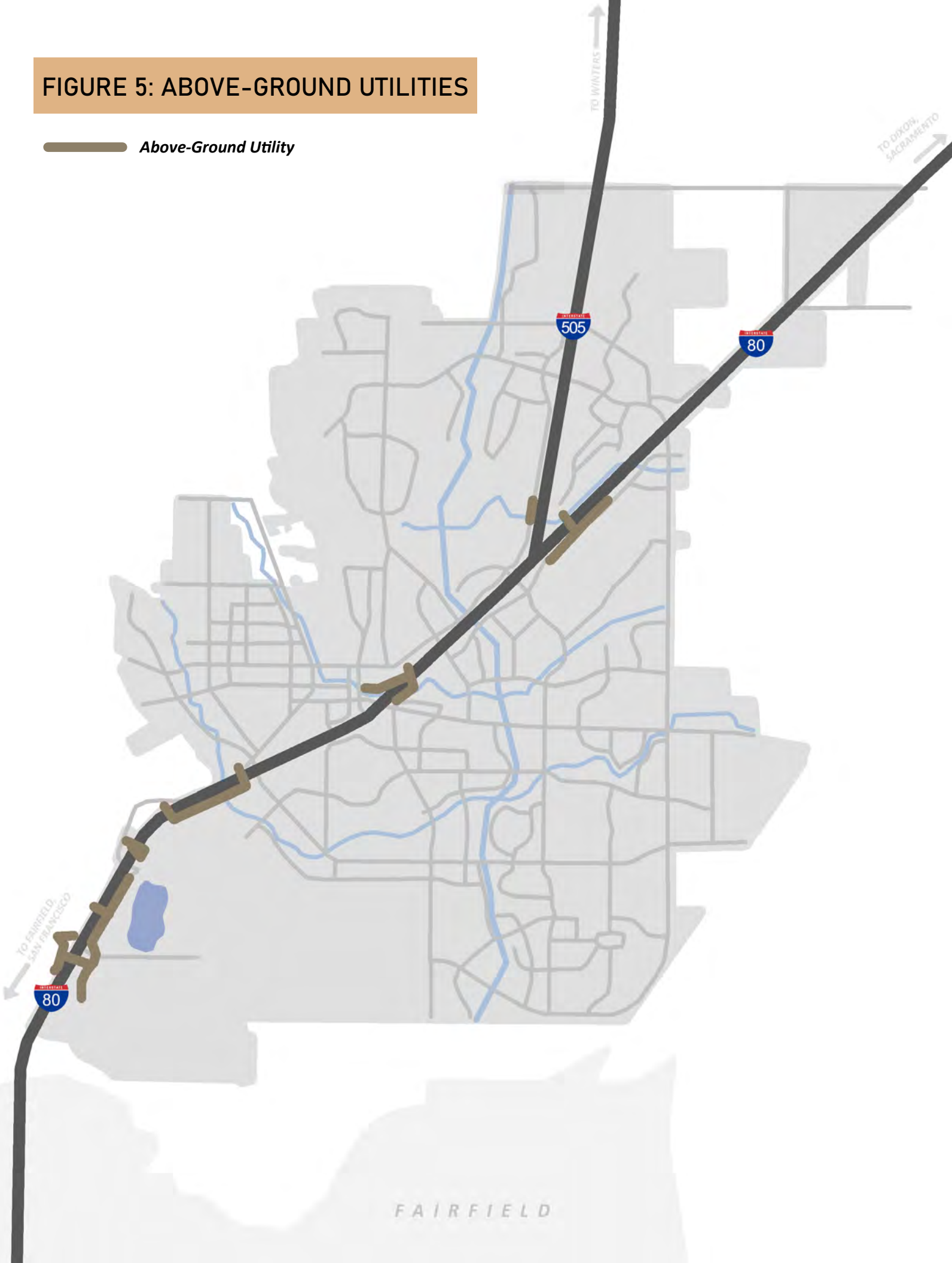
The Plan does not propose the undergrounding of the two bands of high voltage electric transmission lines that cross I-505 between Vaca Valley Parkway and Midway Road.

**Policy H1-1: The removal or undergrounding of aerial utility lines shall be required through development approvals and otherwise facilitated whenever possible.**



**FIGURE 5: ABOVE-GROUND UTILITIES**

 Above-Ground Utility







# IMPLEMENTATION POLICY

3



# Chapter 3: Implementation Policy

The major visual improvement envisioned by the Vacaville Gateways Master Plan will only occur if the City takes coordinated and consistent actions to implement this Plan. To ensure and facilitate that follow-up, this section schedules specific implementation responsibilities. These actions are the ongoing City actions required to bring this Design Master Plan to fruition. Responsibilities are assigned as they relate to City Projects, Caltrans Projects, and Development Projects.

## A. City Projects

The City of Vacaville is responsible for the funding and implementation of most improvements to freeway interchanges and ramps because the State of California has no program to fund or implement improvements that accommodate the growth of communities. The City's Public Works Department manages the design and construction of these improvements subject to plan approval and overview by Caltrans. The Public Works Department is also responsible for improvements to the local street network and the attendant infrastructure systems. Additionally Public Works is responsible to maintain the public landscape areas that adjoin the freeways. Major changes along Interstates 80 and 505 will occur in the future as a result of these City projects and maintenance activities. In these roles, the City has very important responsibility for implementing the Gateways Master Plan.

### 1. City Staff Responsibility, Project Design

The staff of several City departments is involved in the funding and master planning of public improvement projects, although the Engineering Services Division of the Public Works Department has the direct responsibility for the design and construction management of City Improvement projects.

### 2. City Staff Responsibility, Maintenance

The Maintenance Division of the Public Works Department is responsible for the maintenance of public landscape areas, overcrossing colors and graphics, local streets, and other public improvements along the freeway corridor. These landscape areas include City-funded landscape maintenance, Landscaping and Lighting Maintenance District-funded landscaping, and open space areas.



## B. Caltrans Projects and Maintenance

The California Department of Transportation (Caltrans) maintains the freeways through Vacaville and implements occasional minor improvement and landscaping projects. The timing of major improvements and changes to the freeway system, such as the construction of new express lanes, are dependent on available State and Federal funding. Caltrans is also responsible for the majority of the maintenance of landscaping within the freeway right-of-way. The ongoing care of this landscaping will have a major effect on the visual character of the freeway corridor. It is important that the City provide feedback to Caltrans regarding the character of this maintenance and work cooperatively to see that this maintenance is at the highest possible level.

Caltrans has separate legal jurisdiction over the freeway rights-of-way and, as a State agency, it is generally not subject to compliance with local policies and regulations. Caltrans does, however, work cooperatively with the City and other local agencies, and it is often responsive to local requests when they do not conflict with its own objectives. Staff from several City departments are involved in the interaction between the City and Caltrans, including the City Manager's Office and the Community Development and Public Works Departments. It is important keep Caltrans informed as to the Design Master Plan and also monitor Caltrans projects to ensure that they are consistent with the Plan.

### 1. City Staff Responsibility, Gateways Master Plan

The staff of the Planning Division of the Community Development Department will assume responsibility for the maintenance of the Design Master Plan and for Plan-related coordination with Caltrans.

### 2. City Staff Responsibility, Caltrans Projects

The staff of the Traffic Engineering Division of the Public Works Department shall notify the Community Development Department of any Caltrans construction projects that they are aware of.

### 3. City Staff Responsibility, Caltrans Maintenance

The staff of the Maintenance Division of the Public Works Department is responsible for maintenance of certain Caltrans properties. The Maintenance Division staff is in the best position to observe Caltrans maintenance of Design Master Plan improvements on an ongoing basis. It is very important that these two activities be coordinated.

## C. Development Projects

Private development projects are subject to review of the City for compliance with City development regulations. Through this development review, the City can ensure that new projects implement the provisions of the Gateways Master Plan.

### 1. City Staff Responsibility, Development Standards

The Planning Division of the Community Development Department is responsible for maintenance and update of the City's development standards.

### 2. City Staff Responsibility, Development Review

The Planning Division of the Community Development Department is responsible for development review, and the Building Division of the Community Development Department is responsible for review and inspection of landscape and irrigation plans.

# CITY DEPARTMENT RESPONSIBILITIES

## PLANNING DIVISION

- Keep Caltrans apprised of the adopted Vacaville Gateways Master Plan and any subsequent revisions
- Coordinate with Caltrans on State freeway projects and encourage compliance with the Vacaville Gateways Master Plan
- Ensure City development standards are consistent with and implement the provisions of the Vacaville Gateways Master Plan
- Ensure that development projects, as conditions of approval, are consistent with and implement the provisions of the Vacaville Gateways Master Plan
- Ensure that the landscaping included in development projects is consistent with and implement the provisions of the Vacaville Gateways Master Plan

## ENGINEERING SERVICES DIVISION - CIP SECTION

- Ensure that the policies and design elements of the Vacaville Gateways Master Plan are incorporated into all City projects located in or adjacent to the freeway right-of-way, subject to Caltrans approval

## TRAFFIC ENGINEERING DIVISION

- Monitor and notify the Community Development Department of any proposed Caltrans construction projects

## MAINTENANCE DIVISION

- Ensure that City landscaping and improvements are maintained in accordance with the policies and design elements of the Vacaville Gateways Master Plan
- Monitor Caltrans' maintenance of Vacaville Gateways Master Plan improvements
- Notify the City's Project Review Committee (PRC) if Caltrans does not adequately maintain Vacaville Gateways Master Plan improvements so that appropriate contact can be made with Caltrans to improve the maintenance to an appropriate level



**FUTURE UPDATES**



# Chapter 4: Future Updates

While the Vacaville Gateways Master Plan has substantial flexibility to adapt to the inevitable changes that will occur in the future, revisions may be required to adapt to unforeseen situations or major changes in City development policy. The Plan is based on the Vacaville General Plan as it exists at the time of the Plan adoption and development standards that were adopted at that time. If these change to the point that provisions of the Policy Document or the Design Sheets no longer can serve as a guide to implement the objectives of this Plan, then the appropriate portions of the Plan should be revised and updated as necessary.

## WHY UPDATE THE PLAN?

Here are some examples of situations where the Vacaville Gateways Design Master Plan would need to be updated.



### NEW LAND USES OR GROWTH AREAS

If the City were to revise its land use policies to allow urban development in new areas along the freeway, the Vacaville Gateways Master Plan should be updated with new Design Sheets so that the objectives and concepts of the Plan can be directed in that area.

For example, new development in the Northeast Growth Area should be accompanied by an update to the Vacaville Gateways Master Plan to address future improvements along Interstate 80.



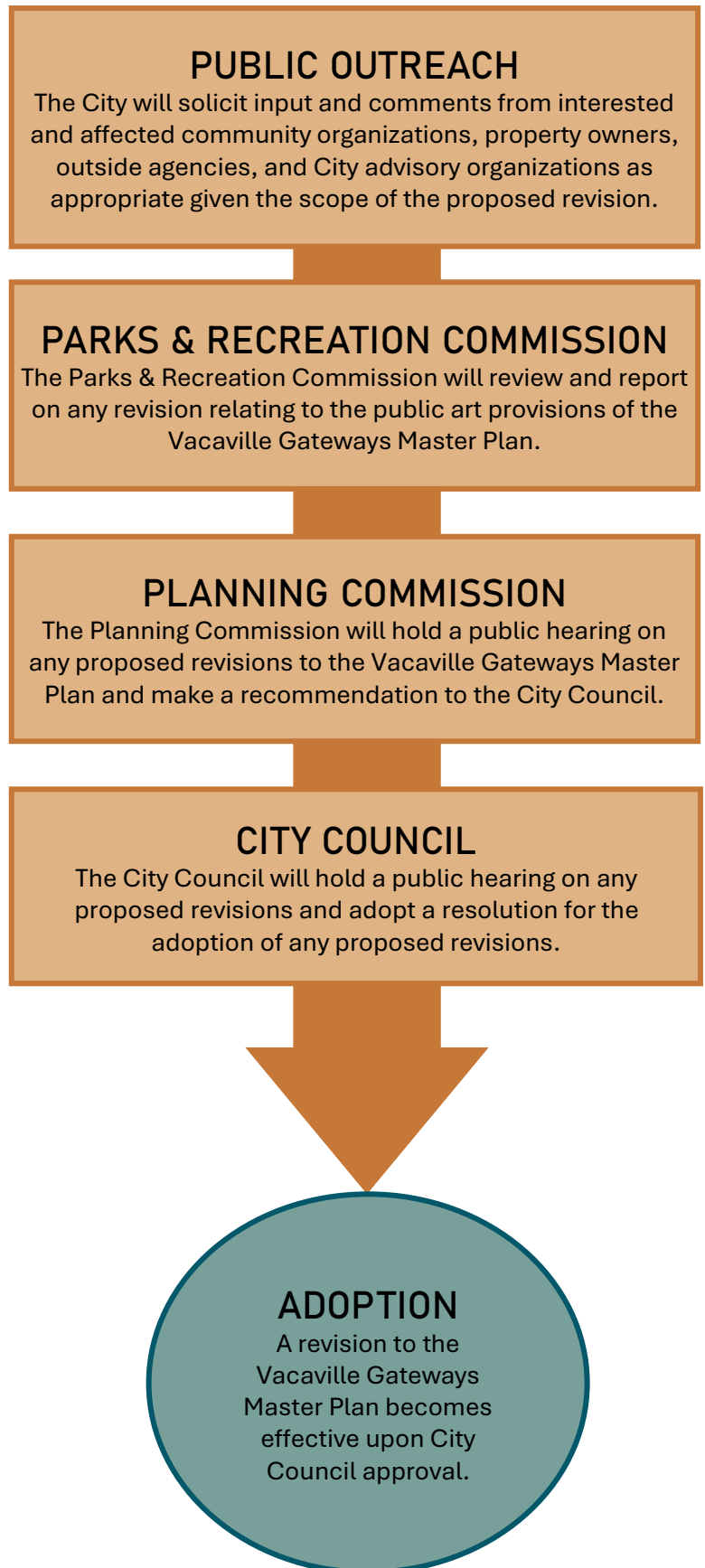
### NEW TRENDS OR CHANGES IN FUNDING

If substantial changes in technology or resources for funding improvements to the Vacaville Gateways Master Plan occur such that the provisions of the Plan are no longer relevant or appropriate, the Plan should be revised as necessary to remain a viable expression of City policy.

For example, the Vacaville Gateways Master Plan was amended in 2024 to respond to requests to construct digital billboards in Vacaville.

The Gateways Master Plan is intended to be a long-term guide, and it must continue to be relevant if the goal of creating a "Unique and memorable visual experience" is to be achieved. Revisions to this Plan may be initiated by the same process as amendments to the Land Use and Development Code. The City Council may direct the revision of the Gateways Master Plan at its own initiative or upon the recommendation of either the Planning Commission or the Director of Community Development. Following such direction by the City Council, the Community Development Department shall cause appropriate revisions to be prepared in consort with other interested City Departments. If the revision is proposed in conjunction with a private development project, that development entity may be required to fund the costs of preparation of the revision. Any proposed revision shall then undergo the following public review process illustrated to the right.

## UPDATE PROCESS







CITY SEWER LIFT STATION

EXISTING LANDSCAPE

FUTURE MONTE VISTA R.O.W.

COBBLE

APPROX. C/L LOCATION OF FUTURE TRANSITION ROAD

SAVE EXISTING TREES

MAINTENANCE ACCESS ROAD

FLAG SEE

D & P

GCR  
RES. M.  
& PINK

GCR

OG  
EXP. FESCUE

WIDENED REALIGNMENT OF E. MONTE VISTA AVE

E. MONTE VISTA AVE

TREES TO BE REMOVED DURING REALIGNMENT

OG  
EXP. FESCUE

SAVE, PRUNE, & TRIM EXISTING TREES AND SHRUBS

EXISTING

D & P

FUTURE TRANSITION ROAD WEST FROM 505 TO W. BOUND I-80

SAVE EXISTING TREES

I-80 TO 505 TRANSITION RD. NORTH

GREEN CULVERT

EXISTING WESTBOUND TRANSITION ROAD FROM 505 TO I-80 (S.F.) TO BE REALIGNED - SEE NOTE #1

COBBLE

D & P

# APPENDIX A DESIGN SHEETS

SAVE OLEANDER

SAVE E...

DC

# Vacaville Gateways Master Plan

ADOPTION DRAFT  
MAY 2024

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