

payments consisting of principal and interest to the certificate holders until the debt is repaid. The private entity also receives a portion of each lease payment as tax-exempt interest. A trustee, such as a bank or trust, typically prepares and executes the certificates, holds title to the leased asset, and receives the jurisdiction's payments and remits them to the certificate holders. Once repayment is complete, the ownership of the asset is transferred to the jurisdiction. If the jurisdiction should default on the lease payments, the trustee is responsible for selling the assets and using the proceeds to reimburse the certificate holders. Although COPs can bear a higher interest rate than general obligation bonds and revenue bonds, lease purchase financing and COPs have become increasingly popular as they allow for financing without incurring long-term debt or depleting general revenues and do not require a public referendum.

Challenges to Parking Financing

As stated in the beginning part of this section, parking structures are costly to construct—in fact, in some cases smart growth projects are infeasible given the exorbitant costs of providing structured parking. Developers have typically financed parking structures through traditional construction financing and passed the costs of constructing parking onto tenants and buyers. However, to offset the high costs of constructing parking structures, developers are increasingly relying on the public sector to gain access to bond financing. At the same time, the public sector is also relying on bond financing to finance public parking structures. Given today's budgetary constraints and limited bonding authority, there is therefore a large demand on what is increasingly becoming a scarce resource. Indeed, the public sector is finding it more and more difficult to finance parking structures through traditional general obligation bonds and, therefore, is seeking new ways to help finance parking structures. This section has provided an overview of traditional bond financing, such as general obligation bonds, and some of the more innovative bond financing mechanisms including special taxing districts and tax increment finance districts. In addition, this section has detailed other sources of revenue and incentives for the construction of parking structures. Through a combination of innovative bond financing, revenue sources, and incentives, parking structures that might otherwise be infeasible can be made viable and even preferable to surface parking lots. The final part of this section summarizes some of the actions both the public sector and developers can take to help make parking structures more cost-effective and viable.

Possible Strategies

Public Sector

- Reduce parking requirements for development projects that incorporate parking structures rather than parking lots
- Offer density bonuses to development projects that incorporate parking structures rather than parking lots
- Grant developers of parking structures access to long-term capital financing through tax-exempt, where applicable, and taxable bond financing
- Levy parking taxes on privately-owned parking facilities to help finance municipal parking structures
- Establish a development impact and/or in-lieu fee system to help finance municipal parking structures
- Assess parking fees on users of municipal parking facilities and differentiate those fees to benefit high priority users such as high occupancy vehicles and compact cars
- Enforce time limits on parking meters
- Incorporate retail and commercial uses into lower levels of municipal parking structures and sell or lease this space to raise revenue for the construction, operation, and maintenance of the parking facility

13-123
cont.

- Consider designating special taxing districts or tax increment finance districts to help finance parking structures
- Seek private sector partners to help develop municipal parking structures
- Explore the possibility of using lease purchase finance arrangements to finance municipal parking structures

Developers

- Assess parking fees on users of privately-owned parking facilities and differentiate those fees to benefit high priority users such as high occupancy vehicles and compact cars
- Incorporate retail and commercial uses into lower levels of privately-owned parking structures and sell or lease this space to raise revenue for the construction, operation, and maintenance of the parking facility
- Seek access to tax-exempt and taxable bond financing through local and state governments
- Seek public sector partner to help develop parking structures

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cont.**

CONCLUSION

Present development patterns all but necessitate the need for personal automobiles to move between places. The need for cars naturally generates the need for parking, yet accommodating parking needs can be one of the most challenging aspects of the development process. It is critical to provide enough parking without providing too much and integrating parking facilities into existing communities is often difficult. Vast expanses of surface parking have negative impacts on water quality, walkability, and the general aesthetic quality of the built environment. Multi-level parking garages in addition to being cost-prohibitive, often leave entire city blocks with little street level interest and activity. No one wants acres of pavement or dead gaps in the urban fabric, yet from the user’s perspective parking needs to be convenient, safe, and accessible, and from the developer’s perspective parking needs to be cost-effective.

This best practices study has detailed innovative approaches to parking—its management, design, and financing. The possible strategies listed at the end of each section give both the public and private sectors a range of options to consider when rethinking traditional ways of approaching parking. All of the answers are not found in these pages. Instead, this study should act as a springboard for conversations that will eventually lead to “win-win” parking scenarios for governments, for developers, and for communities.

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Center for Watershed Protection www.cwp.org

Citizens for Modern Transit www.cmt-stl.org

Commuter Choice Maryland www.commuterchoicemaryland.com

Congress for the New Urbanism www.cnu.org

Downtown Partnership of Baltimore www.godowntownbaltimore.com

Environmental Protection Agency Smart Growth Policy Database cfpub.epa.gov/sqgdb

Internal Revenue Service www.irs.gov

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Nelson/Nygaard Consulting Associates www.nelsonnygaard.com

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cont.

Exhibit I

EXHIBIT I

Exhibit I

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cont.

**CENTRAL CITY
TRANSPORTATION
MANAGEMENT PLAN
ACTIONS AND STRATEGIES**

**13-123
cont.**

**CITY of PORTLAND
OFFICE of TRANSPORTATION
BUREAU of PLANNING
December 1995**

Portland City Council

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Charlie Hales, Commissioner
Gretchen Kafoury, Commissioner
Mike Lindberg, Commissioner

Portland Planning Commission

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**ADOPTED BY CITY COUNCIL
DECEMBER 6, 1995
EFFECTIVE JANUARY 8, 1996**

**Ordinance No. 169535
Resolution No. 35472**

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ACKNOWLEDGEMENTS

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**In memory of Alfred “Alf” Siddall, member of the CCTMP TAC
and former City Parking Manager**

**13-123
cont.**

Policy Action Items

Note: Action Items are proposed to be adopted through City Council Resolution. These items are suggestions on how the Central City can be improved. The Action Items listed are a starting place. Additional studies and evaluations are to be undertaken. Some will need to be modified, or in some cases, replaced with other proposals found to be better or more feasible for implementation after the appropriate review process.

Policy 1: Growth and Livability

Action Items

Amend the Central City Plan to adopt 75,000 and 15,000 housing units as the economic and housing goals for the year 2010.

Policy 2: Circulation and Access

Action Items

1. Programs
 - a. Develop a system for resolving the conflicting demands of different transportation modes.
 - b. Develop and implement a congestion management program for the Central City, including a traffic monitoring system, the development of performance measures, the development and implementation of a TSM program, and implementation of a regional TDM program.
2. Projects
 - a. Support completion of the I-405 Reconnaissance Study.
 - b. Support completion of the Willamette River Crossings Study.
 - c. Identify a long-term solution to the deficiencies in the highway system connecting US 26 West with US 26 East.
 - d. Support completion of I-5, Greeley to I-84, including appropriate pedestrian and bicycle facilities along the Broadway-Weidler overpass and across the on- and off-ramps.
 - e. Support the Transportation Element Northeast Policy 10 to study the decoupling of Broadway/Weidler between 16th and 24th.
 - f. Based upon the CCTMP policies and involving the affected district business associations and neighborhood associations, examine the character and transportation functions for parking, traffic, transit, pedestrian, and bicycles on Broadway/Weidler, from the Broadway Bridge to NE 24th, including the relationship of land uses, economic development, residential uses, and urban design. This study should include, as the initial phase, the development of a vision for Broadway/Weidler. (The Lloyd District Task Force, the Lloyd District TMA, and the Broadway-Weidler-Lloyd Coalition requested that this study begin as soon as possible. A tentative work program is outlined in the appendix.)
 - g. Study the access and circulation needs of the West Lloyd District area.
 - h. Recognize the need for the City to protect the residential character and livability of the Central City (as housing and employment increases) by including "traffic calming" strategies in the development of district transportation management programs.
 - i. Incorporate the recommendations of the Eastbank Master Plan into the CCTMP.

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cont.

- j. Incorporate City Council's approved strategy to provide access from the Central Eastside to I-5 system based on the East Bank Alternative Access Task Force recommendations.

Mode Split

Action Items

Establish a better data collection method for bicycle and pedestrian movement.

Parking

Action Items

1. Explore opportunities for new surface parking lots to include active and interesting objects/development such as kiosks or coffee carts.
2. Request that the Bureau of Planning initiate a public process to amend the Fundamental Design Guidelines and/or the Zoning Code to evaluate the use of architectural features for screening of all new surface parking lots.
3. Develop and implement a Five-Year Strategic Plan for City garages to support short-term parking as the highest priority use to promote economic growth.
4. Explore opportunities for meeting the parking needs of Downtown residents and religious institutions.
5. Undertake a study to analyze the effects on older and historic buildings of proposed and existing code requirements related to demolition and to seismic and ADA requirements. The City does not want to inadvertently encourage the demolition of older and historic buildings by providing an economic incentive (allowing surface parking lots) to demolition. The study may result in modifications to the demolition policy in the CCTMP and proposed Zoning Code regulations prior to final adoption of the CCTMP. This study would evaluate the need to allow surface parking lots under special circumstances where a building has been badly damaged by forces outside the control of the property owner. In no case will the study result in a net increase in parking as defined in the CCTMP. A proposed work program is included in the Appendices.
6. Investigate ways to provide incentives for "grandfathered" surface parking lots to add landscaping or other perimeter treatments as a way of improving their appearance.
7. Evaluate the use of parking meters and other parking control techniques to control the intensity of Central City activities to maintain livability of adjacent neighborhoods and the vitality of businesses in the Central City.

Transit

Action Items

1. Service Improvements
 - a. Reinstate "Owl" service.
 - b. Improve non-peak service.
 - c. Improve weekend service.
 - d. Operate at least four regional light rail lines to serve the Central City.
 - e. Consider the feasibility of a bus "circulator" in the Central City.
2. Transit Priority Projects
 - a. Establish a program of transit priority projects in the Central City.
 - b. Establish criteria for bus stop spacing in the Central City.

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3. Other actions (non-priority)
 - a. Establish transit stop spacing criteria for all types of transit services in the Central City.
 - b. Allow for transit only operations on the Steel Bridge center lanes when light rail transit volumes require exclusive operations for traffic safety reasons and efficient transit operations.
 - c. Explore with Tri-Met incentives that can be offered to private organizations who subsidize employee, client, or student use of transit.
 - d. Encourage Tri-Met to offer block sales of transit passes to private employers and educational institutions.
 - e. Monitor Tri-Met service and capacity improvements to ensure that ridership levels are adequate to accommodate projected growth consistent with the High Growth Scenario.
4. Complete a Bus Transit Plan for the Downtown Core identifying the east-west bus routes serving the Retail Core.

Demand Management

Action Items

1. Support establishment of a Transportation Management Association (TMA) in the Lloyd District.
2. Support establishment of a Downtown TMA.
3. Consider establishing TMA's in other Central City districts.
4. Clarify the roles of Tri-Met, the City of Portland, and other agencies in providing a full range of TDM services.
5. Implement a comprehensive transportation demand management program for City employees which could include the following: alternative work hours, telecommuting, and transportation allowance programs (including transit subsidies, carpooling, bicycling, and walking).
6. Encourage Federal, Multnomah County, and private employers to offer reduced cost transit passes.
7. Form a Carpool Task Force made up of Office of Transportation staff and representatives from Tri-Met, Metro, and the business community to consider pricing policies for carpools, raising carpool goals from 15% to 20% for new office developments, preferred locations for carpools, numbers of occupants per carpool, and identifying federal and other funding resources available to provide for program expansion.
8. Continue to support legislative efforts to change Federal tax regulations to encourage employers to provide travel allowances (e.g., employee cash out) for all modes.
9. Consider delayed openings of publicly owned parking spaces through the morning peak hour.

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cont.**

Pedestrian Network

Action Items

1. Pedestrian Access and Availability
 - a. Complete the development of the Greenway Trail within the Central City. Prepare an implementation strategy, including plans for the detailed alignment (and connections to

adjoining residential areas and other nearby paths and routes), cost estimates, and construction programs.

- b. Prepare a program of pedestrian studies, including an inventory of the pedestrian network, pedestrian accident history, and identify key pedestrian projects.
 - c. Identify and remedy gaps and deficiencies in the pedestrian network and remove obstructions (to the extent practicable) that inhibit pedestrian movement.
 - d. Examine all "No Pedestrian Crossing" locations, and identify appropriate measures to improve pedestrian accessibility in these locations.
 - e. Examine the need for underpasses and the potential for alternative pedestrian crossing opportunities.
 - f. Provide direct and improved pedestrian access to current and proposed transit services.
 - g. Implement pedestrian access improvements to and across the Willamette River bridges.
 - h. Improve pedestrian access across I-5, I-84, I-405, ramps and arterials.
 - i. Improve pedestrian connections from surrounding neighborhoods to the Central City area and riverfront and from other districts to the Downtown district.
 - j. Increase the number of pedestrian districts within the Central City. (Adopted as part of CCTMP.)
 - k. Support implementation of the Multnomah County Bridge Accessibility Study.
2. Pedestrian Convenience and Negotiability
- a. Improve connections for pedestrians to the bridges and from the bridges to the east bank waterfront.
 - b. Enhance the bridge walkways for pedestrians. Construct new facilities and maintain existing paths.
 - c. Ensure that the pedestrian network provides direct, convenient, negotiable, and safe travel between offices, residential areas, downtown parks, education establishments, neighborhood activity centers, commercial districts, transit services, and new developments.
 - d. Prepare a pedestrian network plan which, when implemented, will approximate a grid.
 - e. Ensure that the pedestrian network complies with ADA requirements, for example, by avoiding extreme grade changes whenever possible, by constructing ramps instead of stairs, and by installing curb cuts to facilitate access for the disabled.
 - f. Review the time available to pedestrians at signalized intersections, with a view to increasing the length of crossing time for pedestrians by reviewing the pedestrian crossing cycle intervals and adjust to maximize the pedestrian crossing time, within the limits of the signal phasing and cycle length, and considering the needs of all the various modes of transportation.
 - g. Improve pedestrian convenience and negotiability at intersections of the Central City area, particularly downtown, by prohibiting cars from entering intersections to make turns when pedestrians are in the right-of-way.
 - h. Give consideration to restricting 'right turn on red' in the Central City.
 - i. Examine the potential for introducing the 'scramble' pedestrian crossing system at appropriate intersections.
 - j. Provide information boards and signage throughout the Central City area to improve and encourage pedestrian movement.

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- k. Evaluate the need for and consider design options to eliminate the use of intersection design treatments that allow vehicles to make a free right turn.
 - l. Design and construct safe pedestrian crossings, including consideration of the use of different paving colors or materials for pedestrian crossings and corner geometry that protects pedestrians.
 - m. Ensure that ground floor commercial areas have direct pedestrian access from the sidewalk.
 - n. Mark street name signs on both sides.
 - o. The use of pedestrian push buttons in the Central City will be evaluated on a case by case basis, with the push button locations limited to intersections along Major City Traffic Streets, and with the locations evaluated for use only during the AM and PM peak periods and late night low pedestrian hours.
 - p. Support efforts by the NE Broadway Business Association and other organizations to increase driver awareness of pedestrian safety concerns at driveways, such as signage, to reinforce the State Vehicle Codes and the Driver Manual.
3. Pedestrian Safety
- a. Determine the location and causes of accidents involving pedestrians, and devise strategies to prevent recurrence of these accidents.
 - b. Support police surveillance of the Central City area, and encourage regular police patrols of downtown streets.
 - c. Prepare a program to improve pedestrian signals for the sight-impaired by the addition of special warning devices.
 - d. Educate and enforce the requirement for motorists to yield to pedestrians when pedestrians are crossing on a green signal at signalized intersections.
 - e. Examine options for improved visibility and access design to enhance the safety of pedestrians at driveways to new surface parking lots and new parking garages,-
 - f. Ensure that pedestrian facilities are illuminated, with a minimum illumination level of one foot-candle at the ground.
 - g. Prepare a program to ensure safe pedestrian routes to schools.
 - h. Separate pedestrianways and bikeways wherever it is both practical and possible, especially in parks and open spaces.
 - i. Manage the use of skateboards, in-line roller skates and other conveyances to limit interference with pedestrian travel.
 - j. Explore opportunities for retrofitting garage entrances and exits to improve pedestrian movement and safety.
4. Pedestrian Comfort
- a. Provide an identification, signage, and lighting system for the pedestrian network that offers interest, safety, vitality, and diversity to the pedestrian.
 - b. Prepare a set of pedestrian environment 'standards' for each district of the Central City Area, specifying appropriate pedestrian environments and facilities that should be developed or required when private or public development takes place.
 - c. Implement the Central City Plan Fundamental Design Guidelines, and the Special District Design Guidelines, to improve the pedestrian network.

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- d. Ensure that new developments, both residential and commercial, provide an enhanced pedestrian environment, with direct pedestrian connections to nearby residential areas, transit stops, commercial districts, and other regional and neighborhood activity centers.
- e. Control the volume of vehicles on Central City streets to minimize noise and air pollution from automobiles.
- f. Support the placement of street trees near the curb line as a part of all new development.

Bicycle Movement

Action Items

- 1. Implementation strategies
 - a. Use the City's Capital Improvement Program funding process to phase in implementation of the Central City Bicycle Plan.
 - b. Incorporate needed Central City Bicycle Route improvements into street construction and reconstruction projects.
 - c. Retrofit existing streets with bicycle facilities whenever reasonable opportunities exist.
- 2. Bicycle Network Facilities
 - a. Implement the needed changes to realize an integrated and complete bicycle network consistent with the CCTMP Bicycle Network Map within 6 years.
 - b. Increase the use of directional signing for bicycles to clearly indicate network routes.
 - c. Provide "bicycle priority" at appropriate intersections through the use of separate bicycle signals, advanced stop lines, etc.
 - e. Provide bikeways to allow movement during periods of peak congestion.
 - f. Improve bicycle, pedestrian, and disabled accessibility in the South Auditorium "superblocks."
- 3. Trip-End Facilities
 - a. Expand the City's program of providing free bicycle racks to assure secure bicycle parking on every city block within the CCTMP.
 - b. Encourage retrofitting or replacing bike racks to serve users of older buildings through public and private efforts to ensure that at least 1000 usable racks are available by the year 2000 and 1500 by the year 2005.
 - c. Increase the number of public bicycle lockers available to meet demand. Consider coin operated lockers for casual use.
 - d. Build "bike central" facilities in strategic locations.
 - e. Provide secure parking to meet demand at all existing and future transit centers.
- 4. Regulations
 - a. Enforce Zoning Code requirements for bicycle parking.
 - b. Encourage and provide incentives for employers to provide subsidies to employees commuting by alternative modes, including bicycles.
 - c. Allow businesses to take tax deductions for employee benefits relating to bicycle use up to the amount provided for auto use.
 - d. Provide tax credits for employers based on employee bicycle use.

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- e. Provide incentives for the provision of employee-accessible lockers and showers in all new office buildings with over 20 employees.
 - f. Provide FAR bonuses for bicycle facilities provided above the required minimums.
5. Promotion
- a. Develop programs to encourage the provision of bicycle parking.
 - b. Provide information about the availability and location of bicycle parking, lockers, and showers.
 - c. Help employers promote bicycle use.
 - d. Support bicycle education programs in schools and encourage the use of bicycles by students.
 - e. Support bicycle education programs for children and adults.
 - f. Support education programs on the benefits of bicycle riding to motorists.
 - g. Schedule weekend closures of selected streets to allow and encourage use by pedestrians and cyclists with consideration to the needs of adjacent land uses.
 - h. Implement a City-sponsored "share the road" campaign.
 - i. Encourage the establishment and use of "bicycle pools." Activate the City's "bicycle pool" program. (Bicycle pools are a number of bicycles that are shared among users of a building, business, neighborhood, etc.)
6. Bicycles and Transit
- a. Expand the "Bikes on Transit" program so that all buses and trains can carry bicycles at all hours.
 - b. Support purchase of transit vehicles that are designed to accommodate bicycles.

**Air Quality
Action Items**

- 1. Assist DEQ in gaining approval from the Oregon Environmental Quality Commission and the federal Environmental Protection Agency for the State Air Quality Implementation Plan for Carbon Monoxide to include the CCTMP policies.
- 2. Continue to support DEQ's Clean Air Weather Watch program as a means of reducing commuter traffic on a day when air quality is vulnerable.
- 3. Assist the state Department of Energy in legislative efforts to require alternative fuels in a percentage of fleet vehicles, including public transit vehicles.

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cont.

District Strategies

Note: District Strategies are proposed to be adopted through City Council Resolution. These strategies are suggestions on how the Central City can be improved. The District Strategies are a starting place. Additional studies and evaluation are to be undertaken, some will need to be modified, or in some cases, replaced with other proposals found to be better or more feasible for implementation after an appropriate review process.

DOWNTOWN DISTRICT

The Central City Plan established the following policy for the Downtown:

"Policy 14: DOWNTOWN

Strengthen the Downtown as the heart of the region, maintain its role as the preeminent business location in the region, expand its role in retailing, housing, and tourism, and reinforce its cultural, education, entertainment, governmental, and ceremonial activities.

FURTHER:

- A. Maintain and implement the Downtown Plan as a part of the Central City Plan.**
- B. Continue to actively foster the growth and attractiveness of the Downtown, enhancing its competitive position over other commercial areas of the region."**

The Downtown District Planning Forum identified transportation issues and strategies specific to the Downtown and, in addition, identified an issue common to all districts. The Forum reviewed and made recommendations with consideration for both the Downtown Plan (1972, 1980 update) and the Central City Plan (1988). Many of their issues have been addressed in these previous plans and do not need additional discussion. Policies and actions already adopted for the Downtown District are contained in an appendix.

A general issue for all districts as raised by the Planning Forum was the need to include "traffic calming" strategies in district transportation management plans. Such strategies will help maintain the residential character and livability of the Central City as increases in housing and employment result in increased congestion of the public right-of-way.

The strategies are taken from the memo prepared by the Downtown District Planning Forum (see CCTMP Technical Appendix under separate cover for full text of the memo). Modifications to language and strategies were made as needed to be consistent with the remainder of the CCTMP. Actions specific to the Downtown were generated by the Planning Forum or are derived from other policies of the CCTMP.

STRATEGY 1: TRANSIT

- 1.1 Improve intra-downtown mobility by increasing transit circulation.

Objective: Provide for convenient circulation to travel in north/south and east/west directions within Downtown. For example, better connections between waterfront and RX (high density) housing zones and better connection between Portland State University and the Central Business District are needed.

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cont.

Implementation: The Central City Street Car will provide a partial solution to travel in the north/south direction. However, the Street Car is a linear system and additional circulation improvements may be necessary to provide for intra-downtown mobility. Examples of improvements discussed include Tri-Met service improvements within the Downtown, a Downtown circulator such as a shuttle system and a special Sunday shuttle that links the Portland State University parking garage with Downtown churches.

Discussion: There is a need to improve the ability of people living, conducting business, or participating in various Downtown activities to move around Downtown without relying on the automobile as the primary mode of transportation. In addition to walking and bicycling within Downtown, an intra-downtown transit system is needed to improve intra-downtown mobility and connect the different areas within the Downtown.

1.2 Increase non-commuter transit service to and from the Downtown.

Objective: Increase transit service to and from the Downtown during the off-peak hours on weekends and evenings.

Implementation: The City should be an advocate for an increase in non-commuter transit service to the Downtown.

Discussion: The addition of a greater level of service to Downtown during non-commuter times is important in order for the Downtown to expand its role in retailing, housing, and tourism and to reinforce its cultural, education, entertainment, governmental, and ceremonial activities. To achieve the goals of the Central City Plan for the Downtown, it is not sufficient to concentrate Tri-Met's increases in service levels to only commute times.

Transit Actions

1. Increase the frequency of service in the Downtown to anticipate increases in peak loads (ongoing top priority).
2. Improve schedule reliability (ongoing second priority).
3. Consolidate east-west bus service to the retail core.
4. Provide a transit spine for east-west service in the South Auditorium area.
5. Provide north/south service along First Ave. between NW Everett south to I-405.
6. Extend the Portland Mall south from SW Madison St. to the University District and I-405.

STRATEGY 2: BICYCLES

2.1 Recognize the bicycle as an important mode of transportation within the Downtown.

Objective: Promote the use of bicycles for all types of trip purposes within the Downtown.

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cont.

Implementation: It is important to enhance the bicycle environment to promote bicycling as an alternative mode of transportation within Downtown. To encourage bicycling, the downtown should be safe, pleasant, and healthy.

Discussion: The Downtown District Planning Forum encouraged the City of Portland to pursue the implementation of CCTMP's bicycle policies and action items.

Bicycle Actions

1. Reconsider bike designations in the Downtown as part of LRT planning.

STRATEGY 3: PEDESTRIANS

- 3.1 Recognize walking as an important mode of transportation.

Objective: Promote walking for all types of trip purposes within the Downtown.

Implementation: It is important to enhance the pedestrian environment within the Downtown to encourage a safe, healthy, pleasant atmosphere for walking. Pedestrian safety is a high priority. To provide a safe pedestrian environment, different strategies such as "traffic calming," curb extensions, on-street parking, and stop signs (if warranted) may be necessary. These strategies should be evaluated for inclusion in the Downtown District's transportation management program.

Discussion: The Downtown District Planning Forum encourages the City of Portland to pursue the implementation of CCTMP's pedestrian policies and action items.

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cont.

STRATEGY 4: PARKING

- 4.1 Assess the parking needs of residents of existing residential buildings without dedicated parking.

Objective: Provide parking opportunities for residents in older existing residential buildings which may not have sufficient and affordable parking.

Implementation: Conduct two City-administered demonstration programs, one for limited-term parking and one for long-term parking to assess: 1) whether there is a need for parking in older residential buildings; and, if a need is verified, 2) whether the demonstration programs within the Downtown could be models for parking programs in other Central City districts which face the same type of residential parking problems.

Limited-term parking demonstration project. Establish a demonstration project in which a specified number of on-street parking spaces are identified for residential use during evenings and weekends. Mark these spaces "for parking of district residents" during evening and weekend hours. Issue permits to use these reserved spaces. Establish a fee equal to the cost of enforcement, administration, and lost revenue.

Long-term parking demonstration project. Establish a demonstration project for long-term parking in Morrison West parking garage for a specified number of off-street parking spaces on a 24-hour basis.

Discussion: The adequacy and affordability of parking for residents of existing residential buildings is an issue for Downtown residents. In order to carry out the Central City Plan goals of increasing housing within the Downtown, parking for residents of the Downtown needs to be addressed. Demonstration projects would avoid the cost of conducting studies and better assess need by offering solutions quickly. Past City programs designed to provide parking were unsuccessful, according to Downtown residents, because the parking was not close to where people lived and it did not address the need for 24-hour parking. The demonstration projects are intended to try two different approaches to address these problems.

- 4.2 Encourage full utilization of residential parking by allowing spaces to be rented first to tenants within the building and second to tenants in other residential buildings.

Objective: Allow "mixed" use of residential parking for residents within a building and for residents of other Downtown housing.

Implementation: Existing residential parking. Encourage the Downtown Community Association, the Association for Portland Progress and the Downtown Living Council to design a private sector program that encourages residential apartment owners to rent residential parking spaces to Downtown residents.

New residential construction. Require new conditional use permits for residential parking to be conditioned to require that parking spaces be rented first to residents within the building and second to residents in other Downtown buildings.

Discussion: Parking spaces Downtown are a finite resource. The CCTMP encourages the full utilization of parking spaces, but does not allow residential parking to be rented to commercial uses such as commuter parking.

- 4.3 Recognize the need to continue to pursue efforts to meet the need for and access to parking which serves cultural uses in the Downtown.

Objective: The Central City Plan contains two action items directed to parking for cultural uses. 1) "Provide additional parking for the Parks Blocks Cultural District", and 2) "Encourage cultural and entertainment facilities to validate parking, provide transit tickets to their patrons, inform patrons of the location of parking, and develop shared-use parking."

Implementation: The Downtown District Planning Forum encouraged the City of Portland to pursue the implementation of the Central City Plan action items to address the parking needs for cultural uses."

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cont.

STRATEGY 5: UNIVERSITY DISTRICT

- 5.1 Endorse efforts by Portland State University to develop a University District which will be part of the Downtown neighborhood.

Implementation: Portland State University's efforts in developing a "Vision for a University District, Portland State University District Partnership for Community Development" should be supported.

Discussion: The Central City Plan refers to a university district under its action items under the policy for Downtown, "Establish a University District for PSU," and under the policy for Education, "Create a University District which fosters Portland State University's growth". The development of a University District is an important part of the vision articulated in the Central City Plan. A University District will promote PSU as part of the Downtown and as an important regional facility.

STRATEGY 6: TRAFFIC CALMING

- 6.1 Recognize the need for the City to protect the residential character and livability of the Central City as housing units and employment increases by including "traffic calming" strategies in the development of district transportation management programs.

Objective: Maintain the residential character and livability of all eight Central City districts and to promote the use of the right-of-way by all modes of transportation.

Implementation: Design transportation management programs to include "traffic calming" strategies so that individual projects can be assessed for their impact on the livability of an area and for their impact on pedestrian and bicyclist use of the public right-of-way.

Discussion: There is a need to maintain livability of the Downtown and to improve the street system for pedestrian and bicycle use. "Traffic calming" strategies are important measures that can assist in maintaining the livability of all eight districts of the Central City.

STRATEGY 7: NEIGHBORHOOD SERVICES

- 7.1 Recognize that land uses like neighborhood hardware stores and grocery stores constitute amenities for residents which contribute to the livability of Downtown and which promote walking and bicycling.

Objective: Encourage uses which support people living in Downtown.

Implementation: The CCTMP allows customer parking for accessory lots of 20 spaces or less by right. This relaxation of parking requirements will encourage uses that support living in the Downtown.

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cont.

Discussion: Small neighborhood-oriented commercial facilities promote travel by pedestrians and bicyclists, and therefore require only a small number of parking spaces. Relaxing the DPCP requirements for small parking lots should encourage these uses to locate in the Downtown.

LLOYD DISTRICT

The Central City Plan established the following policy for the Lloyd District:

"Policy 19: LLOYD CENTER-COLISEUM

Reinforce the Lloyd Center as the eastern anchor of Central City retailing and locate the highest density new development in areas served by light rail.

FURTHER:

- "A. Recognize the Lloyd Center-Coliseum District's role as a major entrance to the Central City.**
- B. Improve the environment for pedestrians throughout the district and create a regional civic facilities campus which brings together the Convention Center and Coliseum.**
- C. Promote and encourage the development of uses supporting the Convention Center and Coliseum."**

The Lloyd District Task Force identified specific strategies that were recommended to the Citizen Advisory Committee and Policy Committee to be included in the Lloyd District section of the Central City Transportation Management Plan. The strategies address specific objectives and include discussion of the approach and criteria for applying the specific objectives.

The following discussion is taken from "Central City Transportation Management Plan: Lloyd District Study" (February, 1993). The full text of the report is contained in the CCTMP Technical Appendix (under separate cover). Modifications to language and strategies were made as needed to be consistent with the remainder of the CCTMP. Actions specific to the Lloyd District were generated by the Task Force or are derived from other policies of the CCTMP.

STRATEGY 1: IMPLEMENTATION

- 1.1 The Portland Office of Transportation shall develop an implementation agreement in consultation with Tri-Met, DEQ, the Bureau of Planning, other appropriate public agencies, and businesses and neighborhood associations in and adjacent to the Lloyd District. This agreement will identify mutually agreed upon strategies to implement the CCTMP in the Lloyd District, include parking management strategies, rideshare strategies, transit improvements, and capital improvements.

STRATEGY 2: PARKING

- 2.1 Develop a plan for installing parking controls and parking meters in the Lloyd District.

Objectives:

- a) Eliminate free on-street commuter spaces;

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cont.**

- b) Transition on-street commuter spaces to short-term parking as intensification of land uses occurs in the district.

Implementation: After a public process that includes property owners, residents, businesses and affected neighborhoods and business associations, establish a parking management plan to assure short term parking spaces for customers and visitors and manage commuter spaces. If parking meters are installed, a substantial portion of the meter revenues should be dedicated to the benefit of the District including mitigating impacts on surrounding neighborhoods. The City's metering strategy should address the need to support existing residential projects which do not have access to off-street parking.

- 2.2 Establish parking ratios for new office development in the District.

Objective: Limit the increase in the supply of parking in the District for office use as the density in the District increases.

Implementation: Establish maximum parking ratios for all new office developments based upon the allowed density, existing district conditions, land use, and transit availability.

- 2.3 Manage primary parking facilities and surface parking lots.

Objective: Manage the supply of parking available in the District not tied to specific uses.

Implementation: Establish a land use review for all new garages and new surface parking facilities. Parking would be added to support economic uses that need additional parking including: short-term parking, event parking, and existing offices with parking below the maximum ratio.

- 2.4 Establish area parking permit programs for neighborhoods upon request with approval by affected neighborhood and business associations and the City.

Objective: Protect neighborhoods from overflow parking from high-density development, particularly when other parking strategies are implemented.

Implementation: Establish a neighborhood parking permit program after meeting with the neighborhood associations and evaluating the extent of the issues created by parking policies implemented in the District. Neighborhoods to be consulted include Sullivan's Gulch, Irvington, Eliot, Kerns, West Lloyd District, and Central Eastside. Consideration should be given to underwriting a portion of the cost of the program with parking meter revenues.

Investigate a specialized parking permit program to manage the effects of special events occurring in the Coliseum/Convention Center area.

STRATEGY 3: DEMAND MANAGEMENT

- 3.1 Establish a program for employers to support demand management programs.

Objective: Encourage employees to use transit, carpool, rideshare, and other alternatives to the single-occupant vehicle.

Implementation: Form a Transportation Management Association (TMA) of District employers to support trip reduction programs that include incentives for employee transit use, carpools, and rideshare. It is recommended that Tri-Met provide a full-time transportation coordinator to assist in the organization of the TMA and to work with individual employers to establish programs.

- 3.2 Require transportation management programs for all new large developments.

Objective: Encourage new employers to utilize transit and alternative modes.

Implementation: Develop strategies for encouraging participation in demand management programs for new developments involving greater than 50 employees. Consider requirements for including Tri-Met in the review of projects.

STRATEGY 4: TRANSIT

- 4.1 Establish more direct bus routes to the Lloyd District from locations throughout the region.

Objective: Ensure that transit is an effective substitute for using the automobile for commuting.

Implementation: It is recommended that a TMA formed by employers and supported by Tri-Met staff develop potential route extensions. Condition implementation upon establishment of a targeted level of employer participation in a transit incentive program. Promote service for employees through the TMA.

- 4.2 Improve the transfer system for Grand Avenue (#6 line) and 12th Avenue (#70 line) lines connecting southeast service.

Objective: Reduce transit travel time for southeast resident commuters to Lloyd District.

Implementation: Revise Tri-Met schedules to ensure effective transfers from southeast transit service. Provide promotional materials through the TMA to ensure that employees are aware of the service.

- 4.3 Extend Fareless Square for light rail to the Lloyd District.

Objective: Increase transit use between the Downtown and Lloyd District.

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cont.

Implementation: The application for Fareless Square extension is a joint effort with the Portland Office of Transportation, the Lloyd District TMA, and the Association for Portland Progress. The consideration for extending Fareless Square must meet the Special Fare Zone Criteria established by the Tri-Met Board. This planning process would include an evaluation of alternative strategies, impacts on the districts and adjacent neighborhoods, ridership impacts, transit impacts on operations, and financial impacts on Tri-Met. A critical element for this application is the implementation of measures to encourage transit ridership by managing on-street and off-street parking supply. Additionally, the Portland Office of Transportation will be coordinating this effort with adjacent residents, businesses, and neighborhood and business associations to mutually identify and implement appropriate strategies to minimize spillover impacts.

4.4 Increase light rail frequency by adding trolley service to light rail seven days per week.

Objective: Encourage Tri-Met to establish a high-frequency corridor (7.5-minute headways) between the Lloyd District and Downtown.

Implementation: It is recommended that the City of Portland use a portion of the revenues from parking meters to support the addition of trolley service on the rail line from Lloyd Center to Downtown. Service could be added from 10 a.m. to 3 p.m. between light rail cars Monday through Friday assuring 7.5-minute frequency for rail service throughout the business day. At other hours, existing rail service meets the higher frequency.

Transit Actions

1. Improve direct express service to the Lloyd District from southwest transit centers.
2. Increase the mid-day frequency of MAX service between Downtown and the Lloyd District.
3. Provide direct service to the Lloyd District from the southeast.
4. Increase the frequency of service to the Lloyd District from Northwest, North, Northeast, Southeast, and Southwest Portland.
5. Develop a transit center in the office core of the Lloyd District (Lloyd Central).
6. Consider extension of Fareless Square to Lloyd District.

STRATEGY 5: SECTORS

5.1 Establish sectors within the District to enable specific transportation management strategies to be targeted to certain areas.

Objective: Target transportation strategies for specific needs of the District.

Implementation: It is recommended that the City of Portland, in conjunction with the Transportation Management Association to be set up and affected neighborhoods, and business associations, businesses and citizens, develop "mini-plans" for each of the following sectors in the District:

- a) Coliseum, Blazer Arena, and riverfront,
- b) NE Broadway-Weidler Retail couplet (24th to River),

- c) North of NE Multnomah to NE Weidler, 7th Ave. to River (West Lloyd District),
- d) Holladay Park spine between Multnomah and Oregon Streets,
- e) Convention Center and NE Lloyd Boulevard edge and,
- f) Lloyd Center.

STRATEGY 6: PEDESTRIAN AND BICYCLE IMPROVEMENTS

6.1 Develop pedestrian improvements for the major street crossings in and to the District.

Objective: Improve the pedestrian environment in the District to reduce automobile dominance. Achievement of this objective will require the City Engineer and PDOT to accommodate pedestrians at the same level, or on a higher priority level than vehicles.

Implementation: Identify and prioritize targeted street crossings in the District that require capital improvements. To the extent possible, the City should implement the capital improvements and changes.

Discussion: The Task Force identified some specific areas of concern. These concerns are listed in order of priority:

- a) NE Broadway/Weidler/15th: A significant retail area that has essentially six lanes of traffic or parking to cross with significant turning movements. The Task Force urges that the sidewalks be extended at corners and reduction in the number of lanes be considered. Other ideas such as slowing the speed of traffic, and changing the number of traffic and/or frequency of traffic lights, should also be considered.
- b) NE Broadway/Weidler: The retail corridor from NE 16th to NE Grand on NE Broadway has pedestrian requirements in the Central City Plan. Additional improvements to pedestrian access along various locations is encouraged.
- c) NE 15th/16th: The Task Force recommends that the new 15th/16th project between NE Weidler and NE Multnomah contain more pedestrian crossings to enable greater interaction with the neighborhood. The lack of a crossing from NE Multnomah to NE Halsey is the concern. The need for a crosswalk at NE Clackamas St. will be determined with the next phase of the Lloyd Center expansion. The speed of traffic and number of traffic lights should also be reviewed.
- d) Coliseum: Pedestrian access in the Coliseum/Arena area is expected to change with the new construction. Pedestrians should be accommodated from all directions.
- e) NE Grand/MLK: The NE Grand/MLK crossings involve considerable distance and traffic conflicts. The area of specific concern is at the Convention Center and NE Holladay where considerable transit transfers are expected to occur.

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cont.**

- 6.2 Incorporate the proposed CCTMP pedestrian system into the Central City Plan.

Objective: Increase pedestrian trips in the District.

Implementation: The Task Force recommends that the Bureau of Planning review the Central City Plan for the potential of incorporating the proposed pedestrian system. *(Adoption of the CCTMP as part of the Transportation Element of the Comprehensive Plan partially accomplishes this action.)*

- 6.3 Incorporate the bicycle policies and actions into the CCTMP.

Objective: Increase the use of bicycles in the District.

Implementation: It is recommended that the capital improvements strategy and specific regulations developed for the Lloyd District include requirements for bike parking and demand management that reflect the bicycle component of the CCTMP.

Pedestrian Actions

1. Improve pedestrian linkages between the Lloyd District and Downtown.
2. Develop pedestrian improvements and increase pedestrian safety along, and at the intersections of, the major four-lane, one-way roads, including NE MLK, Jr. and NE Grand, NE Broadway and NE Weidler, and N Vancouver and N Williams.
3. Reinforce and enhance the pedestrian character of the retail areas of NE Broadway and Weidler by sidewalk extensions and possible reductions in the number of lanes in conjunction with the proposal to install bicycle facilities on this couplet.
4. Ensure that development of superblocks maintain continuity of pedestrian routes through the district, and provide plazas and public spaces which are inviting and easily accessible.
5. Ensure that pedestrian safety is maintained and crossing opportunities are provided in the proposed new configuration of the 15/16th Project, between NE Weidler and NE Multnomah to maintain connection with the neighborhood.
6. Ensure that pedestrian safety is maintained, and that pedestrians are accommodated in all directions in the vicinity of the Coliseum/Arena complex, at times of high pedestrian and vehicular activity.
7. Improve NE Grand/Martin Luther King, Jr. Boulevard pedestrian crossing facilities near the OCC to accommodate transit passengers.
8. Reinforce the pedestrian environment on the NE Holladay St. transit/pedestrian spine through the implementation of the Central City Fundamental and Lloyd District design guidelines to promote pedestrian scale activities and building features.
9. Prepare and implement a landscaping plan for the riverfront and bridgeheads, to reduce the visual prominence of the freeway, ramps, and railroads.

Bicycle Actions

1. In the Lloyd District, the evaluation of bicycle facilities on NE Broadway-Weidler will examine the transportation impacts on transit, pedestrians, and traffic operations. This study should evaluate the impacts of bicycle options on potential pedestrian improvements in the corridor.

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cont.

STRATEGY 7: CIRCULATION

- 7.1 Incorporate recommended circulation and access improvements for the District.

Objective: Utilize the street and freeway capacity efficiently to minimize congestion.

Implementation: Present the results of the Circulation and Access Study conducted by the City of Portland to the Lloyd Task Force.

CENTRAL EASTSIDE DISTRICT

The Central City Plan established the following policy for the Central Eastside District:

"Policy 20: CENTRAL EASTSIDE

Preserve the Central Eastside as an industrial sanctuary while improving freeway access and expanding the area devoted to the Eastbank Esplanade.

FURTHER:

B. Reinforce the district's role as a distribution center.

E. Develop Union [MLK, Jr.] and Grand Avenues as the principal north-south connection and commercial spine in the district for transit and pedestrians."

The Central Eastside Working Group has recommended specific strategies to be included in the Central Eastside Transportation Management Plan. The strategies address specific objectives and include discussion of the approach and criteria for applying the specific objectives.

Related policies, objectives, and actions that have been adopted through previous planning efforts, such as the Transportation Element of the Comprehensive Plan (1992), the Central Eastside Transportation Study (CETS, 1990), and the Central City Plan (1988) are included in an appendix.

The following discussion is taken from the "Central City Transportation Plan: Central Eastside District" (June, 1993) report of the Working Group. Full text of the report is contained in the CCTMP Technical Appendix (under separate cover). Modifications in language and strategies were made as needed to be consistent with the remainder of the CCTMP. Actions specific to the Central Eastside were generated by the Working Group or are derived from other CCTMP policies.

STRATEGY 1: PARKING

- 1.1 Examine the feasibility of implementing an Area Parking Permit Program for the Central Eastside.
- 1.2 Ensure adequate on-street parking for retail uses in the Central Eastside District commercial corridor by examining alternative parking strategies.

Objectives:

- a) Eliminate free on-street commuter spaces.

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cont.

- b) Transition on-street parking in certain areas to favor of short-term parking users.
- 1.3 Establish maximum auto parking ratios in the District for office development.
- Objective: Limit the increase in the supply of parking in the District for office uses as the density in the District increases.
- 1.4 Limit or control primary parking facilities and surface parking lots.
- Objectives:
- a) Ensure that existing and new parking is tied to economic uses, such as visitor and shopper parking for retail and commercial uses within the Central Eastside.
 - b) Discourage the removal of buildings to provide for surface parking lots.
 - c) Do not allow surface parking lots in adjacent industrial areas to be used to service the retail and commercial core.
- 1.5 Establish area parking permit programs for neighborhoods upon request with approval by affected neighborhood and business associations and the City.
- Objective: Protect neighborhoods from overflow parking from high-density development, particularly when other strategies are implemented.
- 1.6 Manage on-street parking through elimination of illegal signs, increased enforcement of parking regulations and improved City signing of on-street parking.
- 1.7 Coordinate parking regulation among zones within the Central Eastside.
- Objective: Ensure that parking in the EX zone does not spill over and impact parking needed in the IG1 zone.
- 1.8 Provide additional parking by closing unused curb cuts.
- 1.9 Balance the needs of industrial businesses for parking and loading with the need for on-street parking and pedestrian safety.

Parking Action

Construct a parking structure to support short-term and accessory parking needs in the MLK, Jr./Grand corridor.

STRATEGY 2: DEMAND MANAGEMENT

- 2.1 Establish a program for employees to use transit, carpool, rideshare, bike and walk, and use other alternatives to the single-occupant vehicle.
- 2.2 Require transportation management programs for all large, new developments.

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cont.

Objective: Encourage new employers to utilize transit, alternative modes, and alternate work hours.

- 2.3 Establish sectors within the District to enable specific transportation management strategies to be implemented.

Objective: Target transportation strategies for specific needs of the District.

STRATEGY 3: TRANSIT

- 3.1 Improve transit transfer systems in the Central Eastside, including at all bridgeheads and at major transfer points.
- 3.2 Provide transit stop amenities such as shelters, sidewalks, benches, lighting, and other design elements.
- 3.3 Support a Tri-Met study to develop options for a new generation of transit vehicles that are quieter, cleaner, and easier to board.
- 3.4 Support Tri-Met's demand management efforts to target selected markets such as the industrial district market for increased rideshare efforts such as carpools, vanpools, etc.

STRATEGY 4: PEDESTRIANS

- 4.1 Develop pedestrian improvements for the major street crossings in and to the District.
- 4.2 Improve pedestrian safety at the intersection of E. Burnside/Grand and E. Burnside and MLK, Jr..
- 4.3 Investigate the potential for pedestrian connections along the MLK, Jr. and/or Grand Avenue viaducts as part of the East Marquam Project.
- 4.4 Improve the bridges and bridgeheads for safer pedestrian areas by such means as increased illumination and increased surveillance.
- 4.5 Increase pedestrian safety and convenience along and across Major City Traffic Streets, including MLK, Jr. and Grand Avenue.
- 4.6 Prepare and implement a landscaping plan for the riverfront and bridgeheads to reduce the visual prominence of the freeway, ramps, and railroads.
- 4.7 Accommodate and enhance pedestrian activity throughout the area while recognizing that the area is an industrial area with industrial traffic.
- 4.8 Identify and remedy gaps and deficiencies in the pedestrian network and remove barriers that inhibit pedestrian movement.

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cont.**

- 4.9 Examine all "No Pedestrian Crossing" locations and identify appropriate measures to improve pedestrian accessibility in these locations.
- 4.10 Construct pedestrian improvements at the intersections of SE 12th/Sandy/Burnside and SE 11th/12th/Clinton/Division Streets.
- 4.11 Develop a pedestrian connection from the north side of the Ross Island Bridge to the west side of SE McLoughlin Boulevard.
- 4.12 Improve sidewalk connectivity and amenities on bridge viaducts from Grand Avenue to the Hawthorne and Morrison Bridge main span.
- 4.13 Resolve issues related to stairways at the east end of the Burnside Bridge.

STRATEGY 5: BICYCLES

- 5.1 Evaluate new and alternative bicycle routes proposed by the Central City Bicycle Committee.
- 5.2 Consider developing a bicycle classification scheme for the Central Eastside for both bicycle commuter routes and recreational routes.
- 5.3 Examine alternatives to improve the safety and convenience of bicycling on SE Ankeny and SE Clay Streets.
- 5.4 Examine and select a bicycle route between SE Division Place and Clinton Street.

Bicycle Actions

1. In the Central Eastside, the evaluation of bicycle facilities on Martin Luther King, Jr. Boulevard and Grand Avenue shall examine the transportation impacts on transit, pedestrians, and traffic operations. This study should also evaluate the impacts on the future Central City Streetcar project. The planning process should evaluate the need for additional north/south routes on 7th Avenue and 11th/12th Avenues.
2. Identify improvements to connect SE Clinton with the Central Eastside.

STRATEGY 6: CIRCULATION

- 6.1 Re-examine the effectiveness of the Western Edge Project on reducing non-local and industrial traffic infiltrating the residential neighborhoods in the vicinity of SE 12th Avenue. Identify additional measures if needed.
- 6.2 Consider modifying Sandy Boulevard from E Burnside to SE Stark to eliminate excess street area, realign city blocks, and improve routes and street design for pedestrians and bicyclists.

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cont.**

- 6.3 Develop a truck access plan for industrial land uses in the Central Eastside which improves connections to the regional traffic network and reduces conflicts with non-industrial land uses.

GOOSE HOLLOW DISTRICT

The Central City Plan established the following policy for Goose Hollow:

"Policy 15: GOOSE HOLLOW

Protect and enhance the character of Goose Hollow by encouraging new housing and commercial development which is compatible with a growing community.

FURTHER:

- A. Encourage development of housing, particularly for families.**
- B. Encourage retail and commercial development along the light rail corridor and in mixed use projects, which supports the needs of the residential community."**

The following actions relating to the Goose Hollow district are recommended for inclusion in the CCTMP:

1. Support the construction of the SW Salmon Street light rail station.
2. Encourage Tri-Met to provide new bus service connecting NW Portland, Goose Hollow, light rail stations, and Portland State University.
3. Continue to monitor traffic displaced by the construction of the Westside Light Rail Project and the Sunset Highway Project. Implement appropriate mitigation measures as determined by the Westside Traffic Mitigation Project.

LOWER ALBINA DISTRICT

The Central City Plan established the following policy for the Lower Albina District:

"Policy 18: LOWER ALBINA

Strengthen the economic development of the district as an industrial employment area while preserving its historic buildings and providing a connection for pedestrians to the Willamette River.

FURTHER:

- C. Provide improvements which attract industry to the district.**
- D. Provide a connection for the adjacent neighborhoods to the district and river."**

The following actions relating to the Lower Albina district are recommended for inclusion in the CCTMP:

1. Improve pedestrian accessibility to downtown by: diminishing the inhospitable environment caused by the freeway, ramps, and railroad; eliminating pedestrian-prohibited areas; providing additional sidewalks; and improvements to and on the Broadway Bridge.

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cont.

2. Monitor the Blazer Arena Traffic and Parking Mitigation Plan to insure that events at this facility have minimal impacts on the residential and industrial uses of the Lower Albina district.
3. Pursue completion of the Railroad Overpass Project.

NORTH MACADAM DISTRICT

The Central City Plan established the following policy for the North Macadam District:

**"Policy 21: NORTH MACADAM
Develop the district as a mixed use neighborhood with significant residential development along the river bank and commercial development along Macadam and the Jefferson Street light rail line.**

FURTHER:

- A. Orient new development to pedestrians and provide frequent links to the river.**
- B. Keep waterfront development low rise and allow taller buildings along the light rail corridor.**
- C. Complete the Willamette River Greenway Trail riverbank connection between John's Landing and River Place.**
- D. Improve road access and transit service within the district."**

The following actions relating to the North Macadam district are recommended for inclusion in the CCTMP:

1. Improve pedestrian access to downtown from the North Macadam district.
2. Promote mixed-used, transit-friendly development by supporting the Central City Streetcar Project.
3. Preserve the Willamette Shore Line rail corridor for future light rail.
4. Construct a through street linking North Macadam and South Waterfront so that bus service can be re-routed through the district.

**RIVER DISTRICT:
NORTH OF BURNSIDE AND NORTHWEST TRIANGLE**

The Central City Plan established the following policy for the North of Burnside District:

**"Policy 16: NORTH OF BURNSIDE
Extend downtown development toward Union Station and the Broadway Bridge while protecting existing housing and social services for the district's special needs populations.**

FURTHER:

- B. Focus development along the extended transit mall in the district to link the Downtown, Lloyd Center/Coliseum, and Northwest Triangle Districts.**

The Central City Plan established the following policy for the Northwest Triangle District:

**13-123
cont.**

"Policy 17: NORTHWEST TRIANGLE

Preserve the district's character and architectural heritage while encouraging both industrial activity and mixed use development.

FURTHER:

D. Develop Ninth Avenue as an interim connection between the North Park Blocks and the river through placement of public art, special lighting, and a park treatment until the Park Blocks extension is completed."

The following actions relating to the River District are recommended for inclusion in the CCTMP:

1. Ensure that all intercity transportation terminals (bus and train) are accessible via pedestrian facilities.
2. Improve and make safer all pedestrian crossing opportunities along W. Burnside.
3. Improve pedestrian crossings of the I-405 freeway.
4. Prepare a pedestrian plan for the area north of NW Lovejoy which defines the most direct and appropriate routes into and through the district, focusing on the important features of the area including the North Park Blocks and the Willamette Greenway trail.
5. Extend the North Park Blocks to the Willamette River via the Tanner Creek Park connection and connect the North Park Blocks with the South Park Blocks, in order to improve pedestrian movement.
6. Implement the transportation strategies of the River District plan.
7. Provide transit service on NW Front to serve the River District.

**13-123
cont.**

Resolution No. 35472 As Amended

Adopt some components of the Central City Transportation Management Plan and direct staff to continue work on some elements (Resolution)

WHEREAS, in March 1988, the City Council adopted the Central City Plan to guide the growth and livability of the Central City area. Policy 4, Transportation of the Central City Plan called for an improvement in the Central City's accessibility to the rest of the region and its ability to accommodate growth while maintaining livability; and

WHEREAS, in September 1990, the Portland City Council adopted Resolution 34771 which established a process for developing a Central City Transportation Management Plan (CCTMP). The Plan was developed in several phases with a structure of public and private sector involvement on all levels of planning effort; and

WHEREAS, the purpose of the CCTMP is to maintain air quality, promote economic development, support an efficient transportation system, and encourage the use of alternative modes of travel; and

WHEREAS, the City of Portland adopted its Comprehensive Plan on October 16, 1980 (effective date January 1, 1981). The Plan was acknowledged as being in conformance with Statewide Goals for Land Use Planning. The Plan complied with State Goal 12. The Land Conservation and Development Commission's Administrative Rule for Goal 12 (660-12), adopted April 1991, subsequently imposed additional requirements on local jurisdictions to achieve compliance with Goal 12; and

WHEREAS, the CCTMP updates the Transportation Goal and Policies to comply with State Goal 12 and the Transportation Planning Rule and replaces the Downtown Parking and Circulation Policy; and

WHEREAS, there are some elements that require further work;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portland, that the following portions of the Planning Commission Recommendation on the Central City Transportation Management Plan and Policy are adopted:

- a. The Action Items
- b. The District Strategies
- c. The explanations following the policies and objectives; and
- d. The Glossary

BE IT FURTHER RESOLVED that the Planning Commission Recommendation on the Central City Transportation Management Plan Administration Section is adopted.

13-123
cont.

BE IT FURTHER RESOLVED that the staff of the Office of Transportation and the Bureau of Planning are directed to do the following:

- a. Conduct a study to evaluate parking for facilities that have frequent, large events. The evaluation will include aspects of congestion and demand management, considering the CCTMP policies and implementation strategies. The study should be completed no later than 6 months after the effective date of the CCTMP.
- b. Continue the current interpretation of accessory parking regulations, which allows “event” parking to continue. This interpretation will continue until the issue is resolved by City Council taking final action on the study directed in a, above.
- c. Participate in development of the DEQ CO/Ozone State Implementation Plans (SIPs). After development of the two SIPs, staff is to evaluate the next steps for adopting rations for the balance of the Central City plan district.
- d. Work with Portland State University to develop a University District Strategy as described in the Memorandum of Understanding attached as Exhibit D.

**13-123
cont.**

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Thoughts, Concerns, and Questions about Vacaville's General Plan

Most of my time was focused on the **Energy and Conservation Action Strategy** and my remarks apply to that document.

First Thoughts:

It's Good News that due to already existing Federal and State emission controls already in place, **Vacaville is on-target to meet its 2020 GHG Emissions Reduction target** of 21% below the 2020 BAU (Business as Usual) forecast. As I understand it, all of the suggestions in the plan that follows are contingency options "in the event that the modeling estimates are incorrect." (Hummmm...How could they possibly go wrong? Or, they might even error on the positive side. Who knows.)

My overall comment is that you have done an excellent job minimizing mandatory actions, and have **focused for the most part on voluntary ones**, which unfortunately can't be modeled or measured accurately. My overarching suggestion regarding the entire plan is **to maintain as much local control and flexibility as is humanly possible**. **Focus on keeping "Voluntary—Voluntary!"** Beyond that, I have three general areas of concern:

1. **All of the proposals require significant additional staff time**---that sounds like expanding city manpower, monitoring, measuring, reporting, more paperwork, oversight, and collaboration with other agencies. Time = money + paper and lost trees ☺
2. **Most "actions" require amending Land Use and Development Codes**, etc. **More restrictions which further increase builders' costs and businesses' costs and will limit local flexibility in future planning and may discourage both new building and business.**
3. **Funding: Funding is still an unknown**, and I have little faith in the "pot of gold" out there somewhere. While the city has already adopted many of the 'pre-requisite strings required for "possible Grants" from MTC and ABAG, I am concerned that funding will ultimately come from the taxpayers. **I would encourage the city leaders not to overly encumber their citizens to enact voluntary measures with miniscule possibility of returns.**

p. 199 **Plan Adaption, re-inventory, and monitoring: Sounds very reasonable to me! Go SLOW!** "The Energy and Conservation Action Strategy, as a whole, will be reviewed and modified in 2019 to evaluate implementation and achievement of measure reductions and to identify potential updates. It is also anticipated that this Energy and Conservation Action Strategy will be updated at some point to address emissions beyond 2020, in which case regular reviews will continue every five years beyond 2020" Who knows what the economic and political climate will be then? —I am hoping for a political climate change!

Several Proposed "Actions" deserve further review and comment:

P. 77 TR-1 Bikeway Plan (less than 1% reduction) ("costs could range from as high as **\$550,000.00 per mile** —\$2,500.00 per mile.") \$550K per mi. is one heck of a bike trail. Is it paved with gold?

p. 79 TR-3 Reduce on-street and designated Parking in favor of more bicycle and walking access to business. The unintended consequence may be driving businesses elsewhere where parking is accessible.

p. 80 TR-4 Voluntary Trip Reduction Program Make sure this stays **VOLUNTARY!** What are the incentives? Who pays for those incentives? Business, city, taxpayer, all?

- p. **82 TR-6 School Trip Reduction** Here's another suggestion: Minimize sports practices and other activities on "**non-school days**, school holidays, etc. so that parents don't have to make multiple unnecessary trips. Eliminate double practices which also result multiple trips. This would also give families much needed relief and allow more opportunity for family time, activities, etc.
- p. **83 TR-7 Shuttle Service for Major Employment Centers** Let's **not amend the Land Use and reduce available parking until we conduct a survey to see what the response is.** Again it puts additional financial burden on employers.
- p. **84 TR-8 Parking Cash-Out** Who Pays for this? Employer or the Taxpayer? Doesn't sound like a good deal to me. Benefits also sound a little "iffy".
- p. **85 TR-9 Transit Network Expansion** Expand as the DEMAND WARRANTS and FUNDING ALLOWS ☺
- p. **89 TR-13 End-of-Trip Bike Facilities:** Potential costs to employers and potentially developers for providing bicycle parking and shower facilities. What about the employer having to pay the employee for not using the parking space TR-8??? **I don't see a win here for the employer!**
- p. **90 TR-14 Incentives for Electric Vehicle Stations** What financial support is provided now-city, state, fed?
- p. **100 TR-24 Transit Stop Amenities** (How about a Starbucks? ☺ What Land Use Development Code adjustments would need to be made? Maybe similar options for neighboring properties.)
- p. **102 TR-26 Impact Fees for Alternative Transportation** It seems to me that the VAST majority of bike trail users are recreational instead of commuting. We are giving bikers a FREE ride. How about asking them to pay for the benefit of million dollar bike trails in the form of a bicycle license, use FEE, registration, etc. Where is their "skin in the game?"
- p. **110 GB-4 Regional Green Building** Question: What does economies of scale mean?
- p. **112 Renewable Energy and Low Carbon Fuels** This fosters a reliance on a much more expensive energy source funding a technology and relies on heavy taxpayer subsidies to be even remotely viable. **It mandates greater expenses in all building with marginal returns and unforeseen costs.** Note the number of birds killed by Wind turbans.

**35-1
cont.**

Final Thoughts

I appreciate the fact that the report laid out the underlying reason for this entire costly process: compliance with a myriad of federal and state, regulations and regional requirements that are prerequisites for possible future funding. I also appreciate that the report acknowledged that the controversial theory of man-made climate change embraced by our California legislators is the basis for all this legislation and regulation. My concern is that their legislation is more about gaining control than about preserving the environment or local decision-making. **Again, I encourage you to Preserve Local Control and as much FLEXIBILITY as possible as you make the important decisions that lie ahead.**

I thank you all for all your hours and hours of hard work! Like my Dad used to say, "If it was easy, anybody could do it." Thank You All Again!

Colleen Britton

PS Greatly appreciated time staff took to meet with citizens on many occasions during this process!
Thanks!

COMMENT LETTER # 36

December 16, 2013

Fred Buder, City Planner
City of Vacaville
Community Development Department
615 Merchant Street
Vacaville, Ca 95688

RECEIVED

DEC 16 2013

CITY OF VACAVILLE
PLANNING DIVISION

Re: General Plan Update
Citywide Preferred Land Use Alternative

Specifically Concerning: Parcel #: 0141-010-040-01 (22.5 acres)
Located at Corner Byrnes and Weber Road

Dear Mr. Buder:

I am the owner of the parcel located on Weber Road at Byrnes Road. As I discussed with you at the Community Meeting located at the Town Square Library, the following three (3) points are my concerns which should be addressed before continuing with this proposed project:

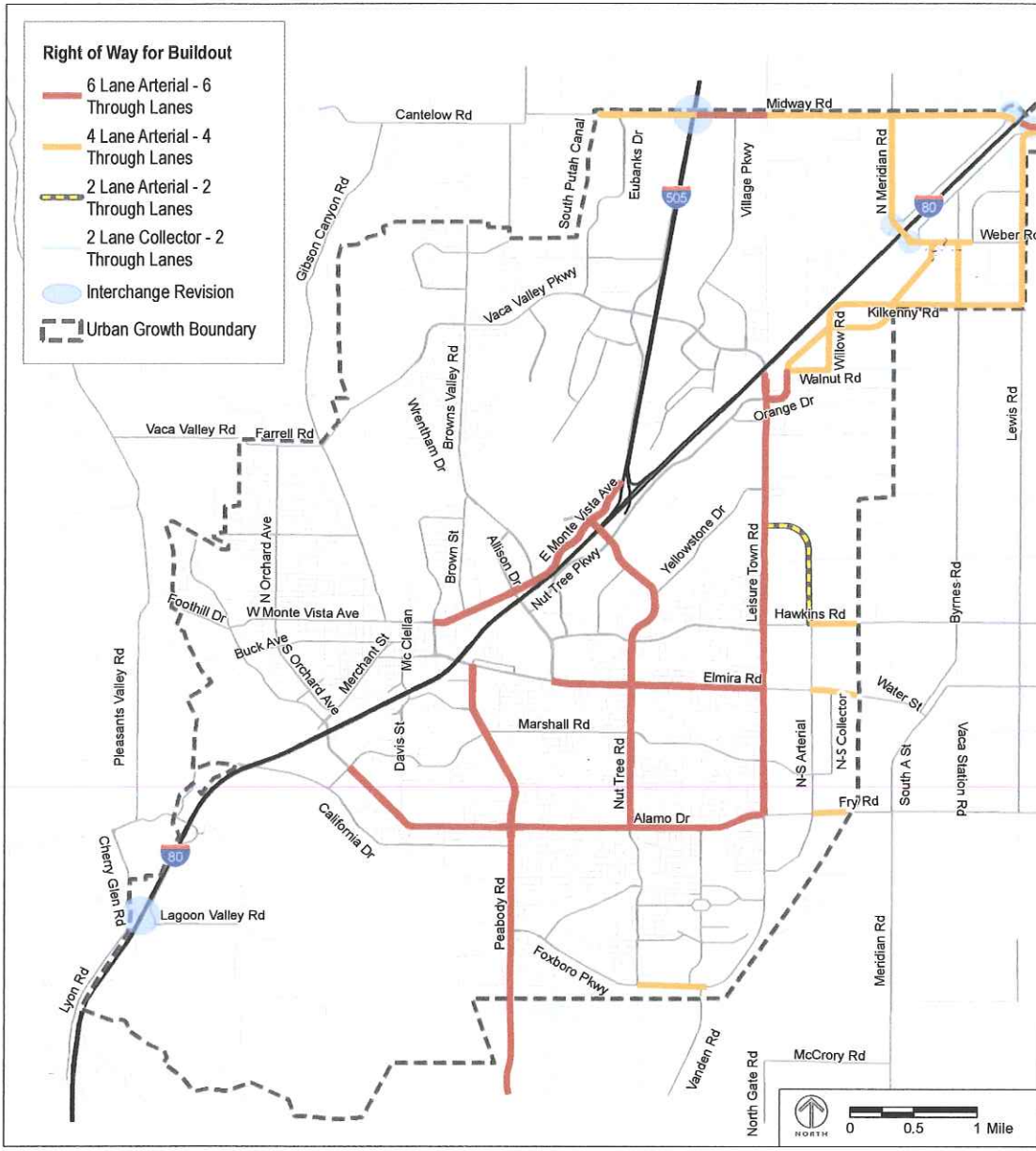
36-1
36-2
36-3
36-4
36-5

- 1.) Putting apartments on a major road (proposed on Weber Road at Byrnes Road) right across from heavy commercial property, between two (2) busy intersections and located very close to the interchange located at Weber Road and I-80 is an impact on traffic and the quality of life.
- 2.) The assumption of how Orange Drive will connect to Weber Road is unreasonable and will have a major impact on traffic. It should curve eastward and connect with Byrnes Road. It will divide the property by almost half:
 - a. The Frontage along Weber Road as Highway Commercial
 - b. The back portion as residential high density
- 3.) The most practical connection for Orange Drive is as it is in Figure TR -5 and TR-6 of the General Plan.
 - a. In this scenario also up to half of the parcel (frontage) along Weber Road should be Commercial Highway
 - b. The back half along the canal should be Residential High Density.

The last time I went to a meeting concerning the General Plan, the property was supposedly zoned Commercial Highway. We did not get any mail from the City of Vacaville concerning these proposed changes until October and November of this year.

If you have any questions, please feel free to contact me at my cell phone (707)208-4456 or at my business phone (707)678-5550. Thank you for your consideration of my input.

Sincerely,
Mahmoud Karaouni
Mahmoud Karaouni

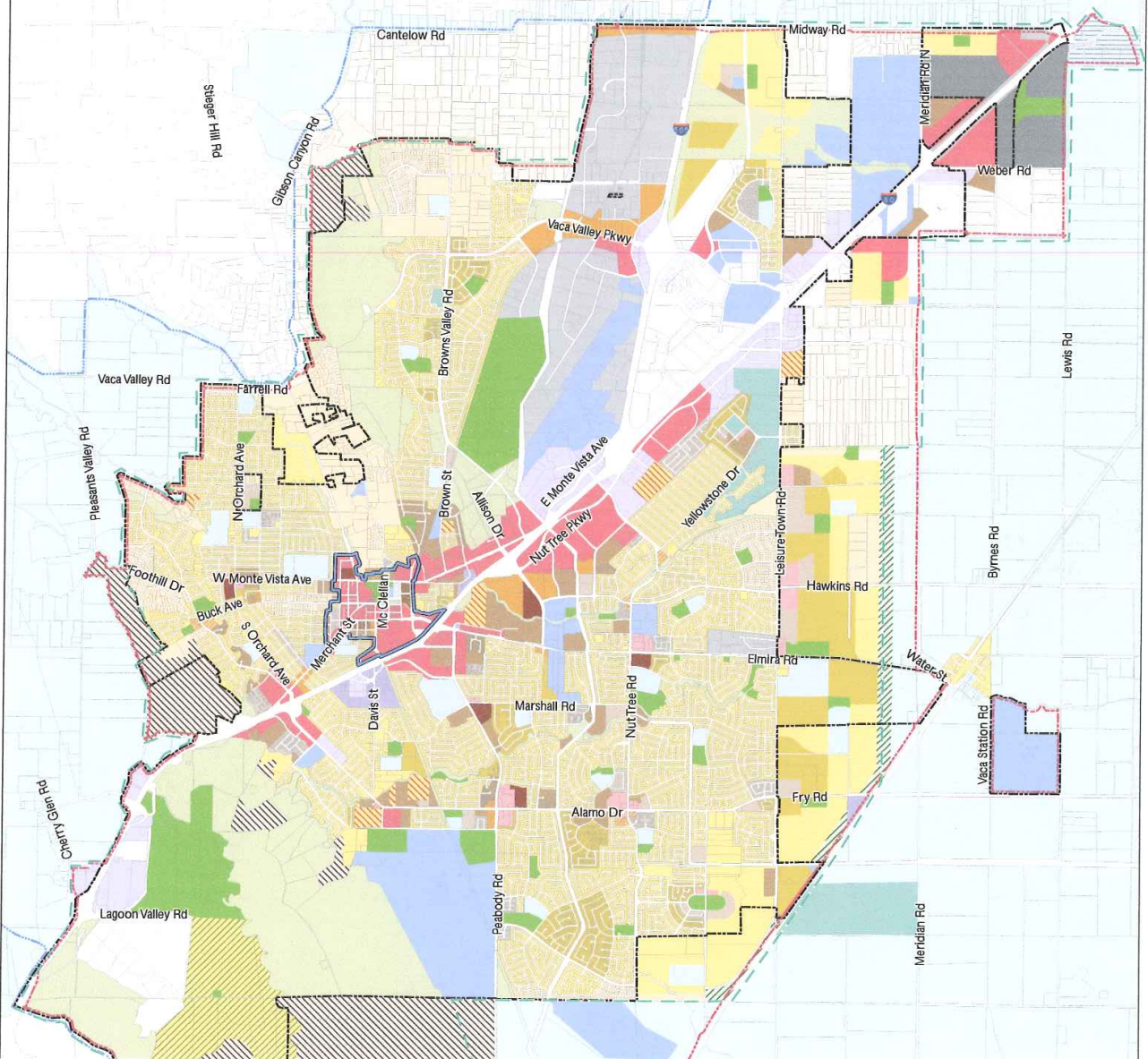


36-6

Source: Kittelson & Associates, Inc.

Note: This map shows the ultimate right-of-way that would be needed to accommodate future improvements that would likely be necessary to serve the complete buildout of all growth allowed under the General Plan, including growth that would be expected to take place beyond the 2035 horizon year. The map only shows requirements beyond the 2035 improvements that were identified in Figures TR-4 and TR-5.

FIGURE TR-6
 STREET RIGHT OF WAY FOR BUILDOUT OF GENERAL PLAN



36-6
cont.

Tyra Hays

From: Fred Buderer
Sent: Wednesday, December 18, 2013 11:09 AM
To: Tyra Hays
Subject: FW: Northeast Growth Area Concerns
Attachments: Northeast Growth Area.docx; gsharpe.pdf; Vacaville-20120121-00032.jpg; Solano Notice to Purchaser.pdf

Here is Mr. Geller's cover letter (email message) with his main points on the EIR and GPU, with his attachments.

From: Michael Geller [mailto:mgneca@sbcglobal.net]
Sent: Tuesday, December 17, 2013 8:34 AM
To: Fred Buderer
Cc: Tyra Hays
Subject: Fw: Northeast Growth Area Concerns

Fred:

Let me first thank you for giving up a Saturday to meet with those of us having concerns about the City of Vacaville General Plan Update. On behalf of myself and my family, I want to let you know how much I appreciated having the opportunity to talk to you about this.



37-1

This letter follows the concerns expressed in my email to Ms. Thornbrugh, City Clerk, dated October 19, 2011, a copy of which I have forwarded to myself and made a part of this correspondence (see the first attachment above and original email below). Since none of those concerns were addressed in what is now the final General Plan Update, I raise them again, along with additional issues and ask that you kindly confirm that you have received this electronic communication. (A simple return email would be fine.)

Our property is located at 5310 Kilkenny Road in the unincorporated area of the county that is adjacent to the Northeast Growth Area referenced in General Plan Update. I can not think of another property that will be more affected by this process than ours. If approved as presently construed, not only will we be faced with enduring all of the negative effects that result from the additional growth and traffic, we will not benefit by anything that is planned for the area, as we will still be outside the city limits, and not have access to the traditional benefits of being a part of the city, (things like water and sewer hook-ups). Stated differently, given the bucolic nature of things as they are, nothing good can come from this from our perspective. Our concern is one of mitigating the environmental impacts of the effort to funnel growth to an area that was clearly not designed to accomodate such growth. Toward that end, we raise or reiterate the following issues:



37-2

Item 1: Have affected property owners been properly notified of the potential impacts to their individual property?

Although this is no longer an issue for us, we are not at all certain surrounding (county) property owners adjacent to the proposed development area have been notified of the impacts that will come with this revision. The Singh family owns the 160 acre almond orchard that surrounds our property. Before yesterday afternoon, they were unaware of the status of your general plan review process. I believe they and others will have a legitimate complaint at a later date given the fact that



37-3

property owners outside of the city limits have not been notified of the impacts of the general plan update.

37-3
cont.

Item 2. Does the environmental impact report properly account for the Historic Architectural Resources affected by the update in the General Plan?

It is our contention that it does not. The main portion of our home, usually referred to as the Kilkenny House, a two story Victorian farmhouse, (pictured above) was constructed prior to the turn of the previous century by George H. Sharpe, renowned builder and civic leader in Vacaville. Mr. Sharpe was the builder of several homes on Buck Avenue, including both of the Buck mansions, the Harbison House, the Carnegie Library and several other homes and structures still standing today. Mr. Sharpe was also a town Trustee and Councilman, and the mayor of Vacaville from 1916-1918 (see attached account). The existing general plan makes no acknowledgement or accomodation for this historic property, and, as we will discuss below, would call for the widening of Kilkenny Road to four lanes encroaching on this property with a wider right-of-way.

37-4

Item 3. Does the Environmental Impact Report properly account for the existing agricultural use of the property adjacent to the Northeast Growth Area?

The updated General Plan does not have a sufficient buffer area on the north side of Kilkenny Road for any of the agricultural property on located on the south side of Kilkenny Road. I again assert the concerns referenced in my October 19, 2011 letter regarding farming issues that arise with both the almond bloom and the almond harvest. More importantly, people like ourselves were provided a notice from the Solano County Department of Agriculture when we purchased our property in 1990. The notice provides "that properly conducted agricultural operations will not be deemed a nuisance" (see full notice above). This begs an interesting question about the expectations of future residents to the Northeast Growth Area, given that agricultural operations are located in Solano County and their new homes/businesses will be in the City of Vacaville. Since they will only be separated by a road, we believe an additional agricultural buffer is necessary on the north side of Kilkenny Road and the land adjacent to the west side of the Singh property and other similarly situated ag/city interfaces.

37-5

Item 4. Does the Environmental Impact Report properly assess and address traffic concerns in the area?

It is our contention that it does not. The physical impact on several of the homes on Willow Road and Kilkenny Road are the two most glaring examples. If the Orange Drive extention is designed to take traffic flow to/from Leisure Town Road to Meridian Road, why are the proposed 4-lane improvements for Willow Road and Kilkenny road necessary in the first place? Where is the traffic flow that is intended to be diverted on to those roads coming from and where is it going to? What is the impact on the affected properties? Why does the proposed traffic circulation plan not move the existing road away from the few properties with existing homes? It seems that the inclusion of the additional arterials is acknowledgement that the existing freeway access provided at both Weber/Meridian and Leisure Town are inadequate to service the needs of the area in conjunction with the proposed development. We contend these traffic issues have not been properly addressed.

37-6

Item 5. What is the City of Vacaville's policy of widening roads when the zoning is such that the road is zoned as city property on one side and county on the other?

The General Plan Update as presently construed would call for the widening of Willow Road and Kilkenny Road to 4 lanes. If that were to happen, and we hope it will not, would the city take an equal measure from both sides or would it require the additional width to come from the property on the

37-7

developed (city) side? In the case of Kilkenny Road, if an arterial was actually necessary, we would like to see, at an absolute minimum, the existing road relocated to the opposite side of what is now the SID ditch as well as additional area for an ag buffer (referenced above) for the span of roadway in the developed area across from our property.

37-7
cont.

Since our property falls in Solano County, and not the City of Vacaville, there is little we can do except appeal to your sense of fair play. We would very much appreciate consideration of these issues and ask that you keep in mind the tremendous physical, economic and emotional impact your body of work will have on the handful of us who call the area "home".

37-8

Sincerely,

Michael Geller
5310 Kilkenny Road
Vacaville, CA 95687
707.446.3259 (H)
925.200.5163 (C)

----- Forwarded Message -----

From: Michael Geller <mgneca@sbcglobal.net>

To: Cityclerk@cityofvacaville.com

Sent: Wednesday, October 19, 2011 3:21 PM

Subject: Northeast Growth Area Concerns

Dear Ms. Thornbrugh:

I attended the City Council meeting yesterday hoping to share some concerns I have regarding the Northeast Growth area. I am not able to attend the Council meeting on Thursday, so I have attached a letter with the points I intended to raise.

Could you please distribute this to the City Council Members, the Steering Committee Members and City Manager for me?

Thank you for your assistance.

Mike

Michael Geller
5310 Kilkenny Road
Vacaville, CA 95687

37-9

October 19, 2011

To: Vacaville City Council Members
Vacaville Steering Committee for the General Plan Revision
Vacaville Planning Department

Subject: General Plan Update

Dear Council Members, Steering Committee Members and City Staff:

By way of introduction, my name is Michael Geller, and my family has lived at 5310 Kilkenny Road in Vacaville since 1990. The property is the old Kilkenny house, a Victorian farmhouse built by George Sharpe in the 1890's. The property is within the County, but is across the street from the southern edge of the Northeast Growth Area.

I have some concerns regarding the General Plan Update with respect to the Northeast Growth Area that I was prepared to comment on during the October 18, 2011 meeting. Unfortunately, time constraints did not allow you to take up the matter, and I will not be able to attend the October 20, 2011, meeting as I will be out of town on business. I will summarize my initial concerns below.

37-10

Item 1. The Process

I apologize for coming in after the Steering Committee has developed its recommendation. Had I received any sort of notice that this process was going on, I would have been involved much sooner. One of my concerns is that some of the people most impacted by your work do not know it is going on. My immediate neighbor, Gurmail Singh, was also unaware. I believe that sufficient notice should be provided to all residents--not just those within the city limits-- and more time should be allowed for comment. By doing so, people will have the input you envisioned. Had I not read an account in the Vacaville Reporter a little over a week ago, I would still not know what was going on. I have added my email address to your notification list for further activity in this regard.

37-11

Item 2. Traffic

We are not opposed to the development of the area in question, as long as it is done right. I did have a chance to view the Steering Committee meeting of October 14 on the General Plan website. If I could summarize what I heard with respect to traffic, none of the committee members liked it, but we have to take the bad with the good. Let us first identify who "we" is. As presently construed, all three of the alternatives will severely impact both the economic value and the utility of our property. There are only two homes on the entire one-mile length of Kilkenny Road. There has been absolutely no recognition of the impact that routing all of that traffic on Kilkenny Road will have on us, and no attempt to mitigate any impact. Kilkenny Road is currently in a condition that could be labeled "third-world" at best. There is no shoulder on either side and two cars cannot bypass each other in most areas without slowing down and pulling over. None of you that live in town would put up with living on a road in that condition. We don't complain about it, as we realize the City and County do not have the resources to apply to a road that gets so little traffic. We believe that a new, east/west road through the proposed developed area on the north side of the existing SID ditch is necessary, and would not be significantly more expensive than rebuilding the existing road to the level that would be necessary to support the anticipated volume of traffic. We would like to see the existing Kilkenny Road remain as is to service the existing needs of the area.

37-12

Item #3. Agricultural Buffer Zones

Our property (approximately 3 acres) is surrounded by 160 acres of almonds. During the bloom in early March, our neighbors spray to enhance pollination. That process involves a crop duster, and I am quite sure that whatever use is ultimately allowed across the street will not appreciate the noise or the drifting spray. Also, I invite you to come by during the harvest (now) so that you can witness the amount of dust generated by the sweepers that pick up the nuts on the ground. The prevailing wind pattern at this time of year is from the southwest, so we are talking about a significant nuisance to the developed area. We would like to see a buffer between the agricultural area on the south side of Kilkenny and the developed area on the north side.

37-13

I would like to thank each of you that have volunteered your time to see this process through. We are not opposed to the development of the area, but would like to see the accommodations mentioned above to mitigate the impact on our property. We would like to thank each of you for consideration, and share your interest in making Vacaville the best it can be.

37-14

Michael Geller
5310 Kilkenny Road
Vacaville CA 94553
707-446-3259 (H)
707-446-3259 (F)
925-200-5163 (C)

HISTORY

Finda - Let's save this photo

citydesk@TheReporter.com

He created landmarks and a legacy

Historic buildings remain a tribute to George Sharpe's skill

Among the sights we all love about Vacaville are the historic buildings downtown, such as the Carnegie Library (which today houses the Chamber of Commerce) and the Victorian mansions along Buck Avenue.

Many of these landmarks are the work of building contractor George Hutton Sharpe.

Sharpe was born in England around 1861. The family came to the United States when he was 9 years old. They settled in Kansas, where young George and his brothers and sisters grew up. Here he met and married Angie Parker. Their two eldest children were born in Kansas.

While many of Sharpe's siblings remained in farming, he became a builder and contractor, apparently without much formal training.

In 1888, the Sharpe family arrived in Solano County. His wife had an uncle in Elmira who operated a livery stable. For a couple of years, the family lived in Elmira, before settling down in Vacaville, where they raised their three surviving children, Millard, Maude and Esther. This move seems to coincide with the first buildings on the newly established Buck Avenue.

Sharpe immediately set to work as a contractor. Among his first jobs were the Buck Mansion and the William Buck house, both built in 1890. Other buildings on Buck Avenue and Mason Street followed.

His granddaughter, Mary Eldredge, recalled: "They (the Sharpe family) always lived ... in town because he built a lot of the houses on Buck Avenue ... on speculation really. He would build them and live in them until someone came along and

wanted to buy them, and then he would sell it to them and then he would build another house for himself and his family. So, that went on for about five or six houses on Buck Avenue and a few that have been torn down over on Mason."

Over the years, Sharpe would build most of the civic buildings in Vacaville. He constructed both the grammar school and, in 1898, the high school, a much-beloved building that was torn down in 1950.

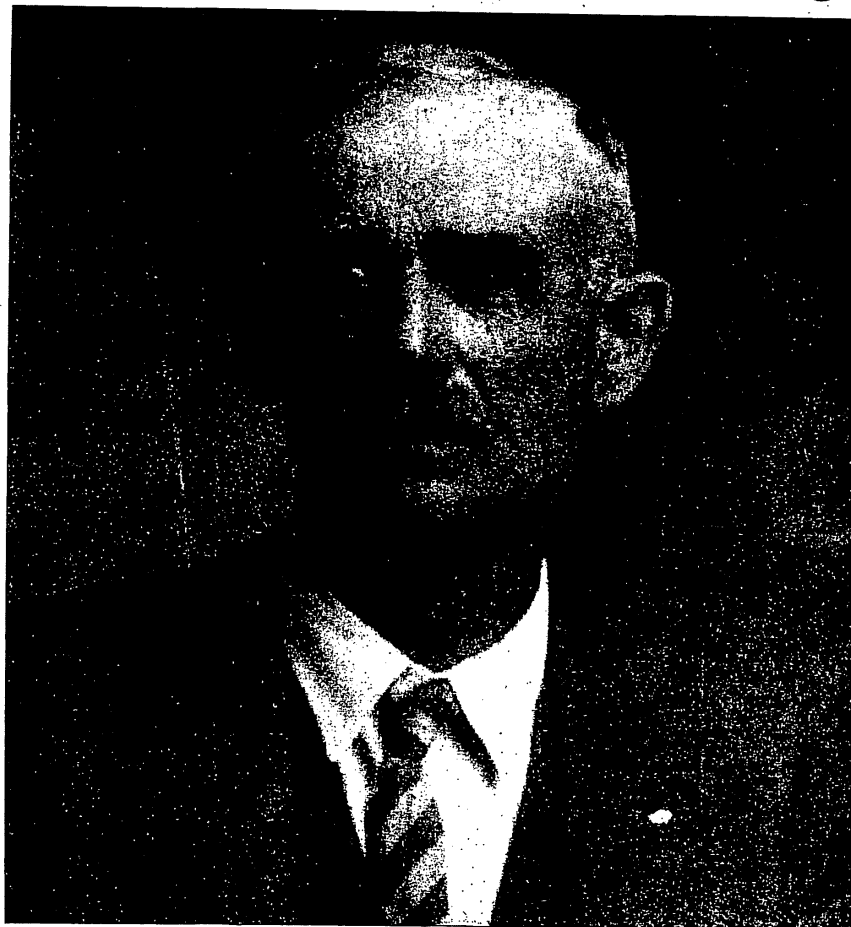
In 1891, he was awarded a bid of \$4,975 to construct the Christian Church, which he built in 90 days. Other public buildings included the Masonic Hall and the Carnegie Library on Main Street.

The women of the Saturday Club had been instrumental in raising

the funds for a Carnegie Library. When town officials called for bids, Sharpe resigned his town trusteeship in order to bid on the project. Though his bid of \$11,815 was \$388 higher than that of his closest rival, the trustees awarded him the contract. Sharpe finished the reinforced concrete building with its typical Carnegie library facade in 1915.

George Sharpe was renowned for the quality of his work. The Vacaville Reporter wrote in his obituary on March 25, 1938: "He was extremely conscientious in his building contracts; always using the best material obtainable. He subscribed to publications devoted to his craft and was ever ready to adopt new methods when shown to be better."

He also was a creative builder, ever willing to fulfill his client's wishes and design ideas. Often he would include a surprise free upgrade. Such was the case when he built Harbi-



George Hutton Sharpe built many of the historic homes on Buck Avenue and throughout Vacaville.

Courtesy Vacaville Museum/Mary Eldredge Collection

son House for his friend Luther Harbison. Luther and his wife wanted Sharpe to install a large window on the staircase landing to be able to admire the view across their orchards. Instead, to their dismay, Sharpe surprised them with a lovely stained glass window.

Sharpe did not just create a legacy in Vacaville through his buildings. He also served as a town trustee and council member and was Vacaville's mayor from 1916 to 1918.

His death at age 77 was widely noted. The Vacaville Reporter wrote in its obituary: "George H. Sharpe passed away at his home here Sunday after an illness extending over a

period of four months. A heart attack which he sustained in November was the cause of death."

In a graveside tribute, the Reverend Arthur F. Fruhling said: "The extreme modesty of George Sharpe and respect for his last wishes forbid any lengthy eulogy on this occasion, but on the other hand, the life that he lived, the work that he performed and the services that he rendered forbid absolute silence; and so, on behalf of the community in which he lived for so many years and on behalf of the lodges in which he was a faithful member for so long I feel compelled to try and express what ought to be said.

"Brother Sharpe was an operative Mason as well as a speculative one. He so handled the tools of his craft as to become the master builder of Vacaville. Public buildings and private homes of long standing and recent construction are monuments to his faithful work well done. They stand as a lasting tribute to his skill as a workman, but more, they bespeak of honesty and integrity in all his dealings.

"Likewise in the realm of speculative Masonry Brother Sharpe was indeed a Master Mason. He built better than he himself realized. He was a consistently self-controlled personality, always being

the same man in the community, in business, in the lodges and among friends and strangers as he was in his own home."

Sharpe's good friend Willis Linn Jepson added in his own eulogy: "The measure of the man was such that just to know him was something; to have his acquaintance was an honor; to have his friendship, a beneficence."

Sabine Goerke-Shrode is a local historian, free-lance and grants writer. She alternates the history column every other week with Jerry Bowen of the Vacaville Historical Society. For suggestions, or to submit historical photos or information, she can be reached via e-mail at smshrode@worldnet.att.net.

JOHN M. DONAHUE
AGRICULTURAL COMMISSIONER
STATE PLANT QUARANTINE OFFICER
OFFICE PHONE 429-6465 OR 429.6466

GARY SILVERIA
ASST. COMMISSIONER



DEPARTMENT OF AGRICULTURE
2000 WEST TEXAS STREET
FAIRFIELD, CALIFORNIA 94533

NOTICE TO PURCHASER OF REAL PROPERTY

Solano County is an agricultural county with many areas zoned for agricultural operations. The presence of farms and ranches yields significant aesthetic and economic benefits to the residents of the County. Thus, the County's agriculture must be protected, including in areas where it is near residential development. To do this, Solano County has enacted Chapter 2A of its County Code which provides that properly conducted agricultural operations will not be deemed a nuisance.

The ordinance further requires the County to give notice of the ordinance and its provisions to buyers of real property located in Solano County. Accordingly, you are hereby notified that if the property you are purchasing is located close to agricultural lands or operations, you may be subject to inconvenience or discomfort from the following agricultural operations: cultivation and tillage of the soil; burning of agricultural waste products; lawful and proper use of agricultural chemicals including, but not limited to, the application of pesticides and fertilizers; and production, irrigation, pruning, growing, harvesting and processing of any agricultural commodity, including horticulture, timber, apiculture, the raising of livestock, fish, poultry, and commercial practices performed as incident to or in conjunction with such agricultural operation, including preparation for market, delivery to storage or market, or to carriers or transportation to market. These operations may generate dust, smoke, noise and odor.

If you live near an agricultural area, you should be prepared to accept such inconveniences or discomfort as a normal and necessary aspect of living in a county with a strong rural character and a healthy agricultural sector.

To assist in resolving problems between residential and agricultural land use, an Agricultural Grievance Committee has been created in Solano County to arbitrate and mediate disputes concerning agricultural operations.

For information concerning where agricultural operations are located in relation to your property, you may contact the Solano County Department of Environmental Management, Solano County Courthouse, Fairfield. For questions concerning the specific kinds of agricultural operations in your area, including their use of fertilizers and pesticides, and information on the Agricultural Grievance Committee, you should contact the Solano County Agricultural Commission, 2000 West Texas Street, Fairfield, (707) 429-6465.

This Notice is given for informational purposes only and nothing in the Ordinance or this Notice should be deemed to prevent you from complaining to any appropriate agency or taking any other available remedy concerning any unlawful or improper agricultural practice.

37-15
cont.

December 17, 2013

John and Lynn Holbrook
6375 Katleba Lane
Vacaville, CA 95687-9429

Tyra Hays, AICP
Senior Planner, Planning Division
City of Vacaville
Community Development Department
650 Merchant Street
Vacaville, CA 95688

Dear Ms. Hays:

Thank you for requesting public input for the proposed Vacaville General Plan update, with the accompanying EIR.

38-1

Is the City of Vacaville in an insurmountable quandary? Citizens and city officials are expected to comply with legal requirements for General Plans and environmental impact statements related to projected growth, while simultaneously protecting the environment (e.g., reducing greenhouse emissions) and providing affordable housing.

38-2

The EIR warns the city about dire consequences to Vacaville and the surrounding area, if the area is built according to even 50% of the proposed build out. Does Vacaville, without geographic boundaries to limit its growth (such as the ocean or mountains on the east side of the city) want to implement and encourage urban sprawl to ultimately look (and smell) like larger cities such as Los Angeles or Beijing?

Will our City be facing fines when we are unable to meet the federal requirements for air quality, which are already exceeded? As of November 20, 2013, according to an article in The Reporter on page 3A: “Ground-level ozone is the only air pollutant for which Yolo-Solano does not meet federal health standards.” This is from an article encouraging students to apply for “Clean Air Classroom grants.” If that situation exists now, how much worse can we expect when we read in the current EIR under review in Table 2-1 dealing with Air Quality (AIR-1) that suggested mitigation factors only allow for an end result of “Significant and Unavoidable” Impact?

38-3

We encourage our students to enter contests to encourage water awareness, as seen in the December 17, 2013, edition of The Reporter, page 3A. On the same day, the public is requested to come to a meeting in which they review the EIR document that says in Table 2-1 dealing with Biological Resources (BIO-1) that due to water issues the destruction of the “important wildlife corridor” would be “Significant and Unavoidable.” What kind of message are we giving to our youth about the importance of providing water not only for ourselves but for the wildlife we are responsible for, safeguarding it for future generations?

38-4

Money seems to be at the bottom line. Under Population and Housing (POP-1), the statement is made: “The proposed general plan would induce substantial population growth within the EIR Study Area.” It goes on to say that by limiting housing, states that this could “drive up home prices in Vacaville, reducing housing opportunities for Vacaville residents and changing the character of the city.” The EIR concludes that there is a “Significant and Unavoidable” Impact, made in part by previous decisions by the City to allow growth that would irreparably destroy what we currently enjoy about Vacaville. The “small town” feeling is leaving us as we continue to discuss issues.

38-5

Author Denis Waitley has said: “Expect the best, plan for the worst, and prepare to be surprised.” We do expect the best of Vacaville city officials. We see that the general plan is not planning for the worst, as it seems to be progressing toward **twenty-nine** “significant and unavoidable impacts” as stated in Table 2-1. The surprises that may need to be prepared for are fines for not complying with environmental laws.

38-6

Vacaville must not see itself as an isolated unit. It will be impacting nearby I-80 as it funnels in large number of vehicles (even if some may be electric cars or buses). Let’s prepare to be surprised. Let’s not surprise our future children with how insensitive we were to the environment. Let’s surprise our future generations (and ourselves) when we saw the “significant and unavoidable impacts” and avoided them.

Sincerely,

John & Lynn Holbrook

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39-1

[REDACTED]

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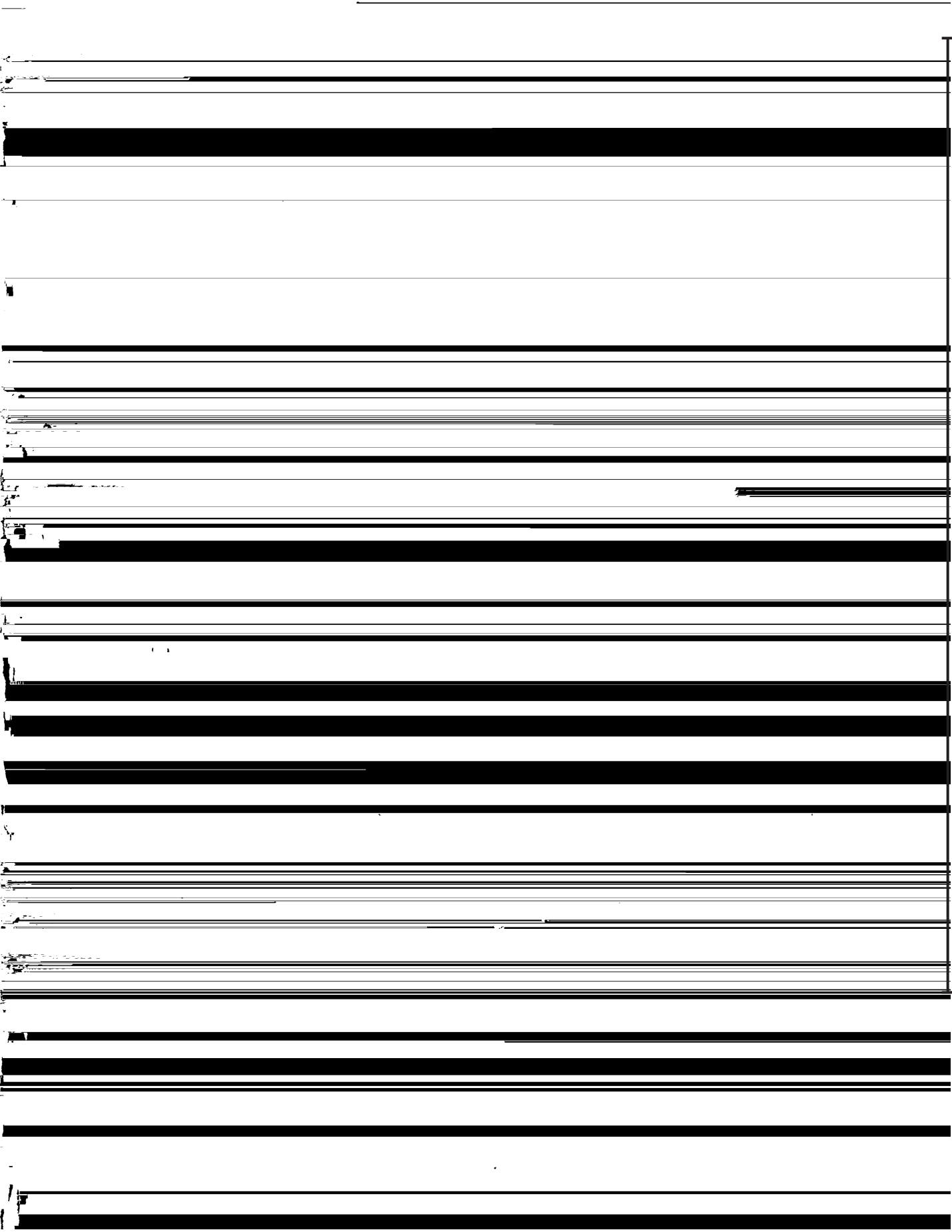
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cont.

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40-8

40-9



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R. Clark Morrison
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cmorrison@coxcastle.com

File No. 99999

December 17, 2013

VIA E-MAIL AND U.S. MAIL
gupdate@cityofvacaville.com

Tyra Hays
Project Manager
City of Vacaville, Community Development Department,
650 Merchant Street
Vacaville, CA, 95688

Re: Draft General Plan and Environmental Impact Report

Dear Ms. Hays:

On behalf of the Jepson Ranch Landowners Group (“JPLG”), the members of which collectively own or control approximately 1,182.51 acres of land located East of Leisure Town Road (the “ELTR Area”) and 331.84 acres of land located in the Northeast Growth Area (the “NE Area”), we submit these comments on the October 25 public review draft of the City of Vacaville General Plan (the “Draft General Plan”) and the draft environmental impact report prepared in connection therewith (the “DEIR”).

41-1

We appreciate the opportunity to review and comment on the Draft General Plan and DEIR. Our comments, which are set forth below, address questions related to (1) land use policy, (2) agricultural policy, and (3) biological resource mitigation.

A. Land Use Policy

1. Policies for New Growth Areas.

On December 8, 2011, the Vacaville City Council, with the support of the JRLG, identified a preferred land use alternative for the Draft General Plan. We are pleased to see this alternative reflected in the General Plan. And we further support the use of multiple specific plans within the new growth areas to facilitate the rational planning of land use and infrastructure development (although we note that Figure LU-2 should be clarified as it tends to suggest that there would be only a single specific plan for each new growth area, which is not consistent with the language of the policies under Goal LU-17).

41-2

Policy LU-P17-6 is intended to communicate that the DEIR assumes that, by 2035 (the horizon year of the Draft General Plan), the ELTR Area will not have reached full build-out (i.e., that 2,340 residential units and 12 acres of commercial space will have been developed) and

41-3

that virtually no commercial development would occur in the NE Area. And it correctly states, at least in general, that development exceeding these assumptions would require additional environmental review under CEQA. We do believe, however, that this language – and the associated language in the Draft EIR -- requires a few basic clarifications, as follows:

a. Development Assumptions.

The Draft General Plan should be clear that the numbers assumed for growth under Policy LU-P17-6 do not represent a cap or maximum permitted density or building intensity. The General Plan EIR projects that the City will have 9,680 new dwelling units and 1 million square feet of new commercial development in 2035. Therefore, development beyond the stated 2,340 units and 160,000 square feet of commercial development projected by the General Plan EIR in the ELTR Area (and any commercial development in the NE Area) would not require a general plan amendment if this subset of development exceeds the EIR's projection for the new growth areas.

41-3
cont.

b. CEQA Requirements.

In some instances, the language under LU-P17.6 and LU P17.7 may not correctly reflect the requirements of CEQA. For example, when the first specific plan for the ELTR Area is submitted for review, that specific plan may need to assume growth in the ELTR Area beyond the thresholds described under LU-P17.6 in order to appropriately size major infrastructure. Thus, rather than say that additional environmental review will be required only for those plans calling for growth that, cumulatively, exceeds the DEIR's assumptions, the City should require environmental review for any development in the ELTR Area and the NE Area to the extent required under the relevant provisions of CEQA (e.g., Section 21166 and related guidelines).

41-4

These provisions of CEQA require an individualized determination, at the time of initial study, as to the scope of any needed environmental review in light of, among other things, (i) the assumptions in the EIR prepared for the general plan, (ii) changed circumstances, and (iii) new information. In our view, the language of Policy LU-P17.6 and LU-P17.7 should be modified simply to say that the City will conduct the appropriate scoping at the time of initial study for any specific plan, all in accordance with these requirements.

c. Phasing of Development.

We are quite concerned that the "Project Description" in the DEIR contains information purporting to show where, within the ELTR Area and NE Area, growth will occur or be approved prior to 2035. See, e.g., DEIR Figure 3-6 and Table 3-3. Although this information apparently is intended to be illustrative only, from a CEQA perspective it would tend to suggest that a complete environmental review will be required for any development that occurs within the areas not assumed for development under these figures and tables. Moreover, these figures might tend to further the incorrect notion that a general plan amendment would be required either for development that exceeds the thresholds identified in Policy LU P17-6, or any development below that threshold that is not assumed for development in the DEIR's "Project Description."

41-5

The approval and development of projects within the ELTR Area and NE Area should be guided by market forces and opportunities and constraints relative to the construction of public infrastructure and facilities. To our knowledge, the information in Figure 3-6 and Table 3-3 do not take these factors into consideration, nor could they given the limited information available to us today. Accordingly, we recommend that they be deleted from the DEIR, along with any appropriate text modifications. It is somewhat troubling to the JRLG that development within the ELTR Area and NE Area is limited by the absorption assumptions stated in LU P17-6 and LU P17-6, a treatment that is not applied to other development within the Draft General Plan or regional growth in general. But we do understand the need for growth assumptions associated with the 2035 horizon year. We just believe that, as currently drafted, these growth assumptions might improperly be applied in the future as actual regulatory constraints on entitlements or actual development or the phasing thereof.

41-6

41-7

d. Commercial Development.

We are concerned about Action LU-A17-3, which calls for an amendment to the City Gateways Design Master Plan to “address billboard development” in the NE Area. The Draft General Plan does not provide any associated policy guidance for this action, thus deferring the question entirely to a future master plan amendment. We would appreciate some discussion with the City about what is intended here, as we believe any billboard issues can and should be addressed through the specific plan process.

We also have concerns that the Draft General Plan’s policies and action items related to commercial uses may be overly restrictive and may unnecessarily foreclose successful new commercial and mixed-use developments. Restricting commercial uses in new residential areas may also impact the livability and attractiveness of new residential development. We request the following revisions be made to provide more flexibility in the determination in whether a specific commercial development is appropriate for a specific location:

41-8

Policy LU-P13.8 Locate appropriately-scaled commercial centers with reasonable access to the residential neighborhoods they serve. Regional commercial centers should be located at sites that would provide adequate access, circulation, and visibility to draw customers from a broad geographic area. Provide new commercial sites in new residential areas only in proportion to additional demand so that existing sites are not abandoned. (2.6-G10)

Action LU-A13.2 Revise the Land Use and Development Code to set specific limits on the size of neighborhood shopping centers to preserve opportunities for local-serving businesses and to exclude region-serving stores likely to generate high traffic volumes. Require increased setbacks from residential neighborhoods. (2.6-I5)

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

~~competing land uses~~ appropriate siting standards.

e. Priority Development Areas.

Page LU-47 and 48 of the Draft General Plan contain narrative regarding priority development areas identified by ABAG for the Allison Policy Plan and Downtown Vacaville. We believe this text should be moved to its more appropriate location under Goal LU-18. It is currently located under Goal LU-17.

41-8
cont.

B. Agricultural Policy.

Under Goal LU-5 (Maintain the City's Urban Growth Boundary), the Draft General Plan identifies a number of agricultural protection policies that were adopted by the voters in connection with their adoption of the City's urban growth boundary. Under Goal LU-4, the Draft General Plan contains one policy (LU-P2.4), that is more restrictive than those contains under Goal LU-5 in that, among other things, it does not provide for an agricultural in lieu fee. Please modify LU-P2.4 to be consistent with the Draft General Plan's other policies on agricultural protection.

C. Biological Resource Mitigation.

The draft Solano HCP has been in preparation for several years. Although the HCP contains a great deal of helpful biological data, it has not been finalized, reviewed under CEPA or NEPA, or adopted by any agency with appropriate implementing agreements or established governance structure. We believe it is therefore inappropriate to defer to the mitigation policies contained in that draft plan, particularly given that these policies are still subject to change during the public review process. Moreover, the building industry and other private development interests have expressed concern about the feasibility of the policies contained in the Draft HCP.

41-9

We would strongly recommend removing Policy COS-P1.12 and Action COS-A1-1 from the Draft General Plan. Policy COS-P1.12, which requires landowners to comply with all of the avoidance and minimization measures contained in the HCP, should be replaced with a policy requiring that the resource management components of future specific plans (Policy COS-P1.11) be prepared in a manner that satisfies the applicable performance standards established under, e.g., the Federal Clean Water Act ("no net loss"), the California Endangered Species Act ("minimization and mitigation to the maximum extent practicable") and Federal Endangered Species Act ("FESA") (either "no jeopardy" or the standards established under Section 10 of FESA, as applicable). These performance standards can be used under CEQA to evaluate the biological impacts of development under the general plan without deferring to a planning tool (i.e., the HCP) that does not yet exist.

41-10

We also strongly suggest removing any requirement that, in the event permits are not required, "verifiable statements" be provided by USFWS and CDFG [sic] prior to receiving "grading permits or other approvals" (e.g., specific plans) that would permit any land disturbing activity, habitat conversion or other impact to protected species. Given the workload and very limited staffing of these state and federal agencies, such "verifiable statements" can be extremely difficult and time-consuming (if not impossible) to secure, even in cases where there is no question about whether

41-11

a permit is required. Moreover, in some instances (e.g., relative to streambed alteration agreements under Section 1602 of the Fish and Game Code), it is state policy to require the submission of actual permit applications (and payment of fees) before CDFW will determine whether or not a permit is required.

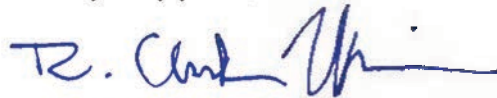
Most significantly, it is commonplace for CDFW or USFWS personnel to decline “no permit required” statements until protocol surveys have been completed and, in many instances, even where protocol surveys have been completed with negative results. This is not due to any particular malfeasance on the part of agency personnel, but rather because in most cases it is impossible to provide a biological negative with 100 percent certainty. Thus, the agencies are reluctant to issue such statements, in recognition that the risk of compliance is to be shouldered by individual landowners.

Given that the case law under CEQA has clearly established that municipal lead agencies are fully authorized to make their own determinations about the impacts of particular activities (see, e.g., *Ass'n of Irrigated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383) we believe that any permitting requirements should be determined at the specific plan stage in consultation with qualified biologists.

D. Other Comments.

We appreciate the opportunity to comment on the Draft General Plan and DEIR. Attached to this letter as Exhibit A are additional technical comments related to the policy concerns expressed above. We look forward to meeting with the City in the coming months to address these and any other issues or questions and will likely have additional comments on the Draft General Plan as the update process progresses.

Very truly yours,



R. Clark Morrison

RCM/CHC/mlh

Attachment
099999\5905076v2

41-11
cont.

41-12

Exhibit A

Specific Plans

In order to harmonize the General Plan's intent regarding specific plans with the City's obligations under CEQA, we recommend the following revision on Draft General Plan p. LU-7.

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

And amend General Plan Policy LU.17.2 as follows:

Require that specific plans for the East of Leisure Town Road and Northeast Growth Areas include a diagram showing the distribution of land uses and define permitted and conditionally permitted land uses, major public facilities (including schools, parks, roads, and water, sewer, and drainage facilities), phasing, infrastructure financing mechanisms, interim fire protection measures, and any other elements that may be needed to ensure an orderly development process ~~with minimal adverse impacts~~ that minimizes significant adverse environmental impacts to the extent feasible to the existing community.

41-13

Master Water Agreement

To clarify that a general plan amendment would not be required if the Master Water Agreement is amended, we recommend the following revision to Policy LU-P3.3:

Provide urban services in accordance with the May 1995 City of Vacaville/Solano Irrigation District Master Water Agreement, provide urban services only to development within the Urban Service Area Boundary, which is shown in Figure LU-3, as it may be amended from time to time . (2.2-11)

Solano HCP

Because the Draft HCP has not been adopted and may be substantially modified prior to final approval, we recommend the following revisions be made to the Draft EIR:

41-14

4.10-26

Revise discussion of draft HCP to conform with revisions to draft General Plan Policy COS-P.1.12 and Action COS-A1-1.

4.4-49

Result in a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans (~~including the current Draft of the Solano HCP~~), policies, regulations, or by the CDFG or USFWS.

4.4-50

The largest overall effect under the General Plan is the potential conversion of 6,543 acres of habitat areas to more residential, commercial, or industrial uses within the city limits and Urban Growth Boundary (UGB) ~~and with implementation of the avoidance, minimization, and mitigation measures contained within the Solano HCP.~~

4.4-51

a. Result in a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans (~~including the current Draft of the Solano HCP~~), policies, regulations, or by the CDFG or USFWS.

4.4-52

These impacts would occur within areas proposed to be designated by the current draft of the Solano HCP as medium value conservation areas, low value conservation areas, and isolated wetlands within agricultural areas.

4.4-54

Revise general plan policies and action items to be consistent with proposed general plan revisions.

...

When the Solano HCP is adopted, the City of Vacaville, as a required plan participant, will be required to implement the measures in the Solano HCP, helping to potentially further reduce the projected impacts of implementing the proposed General Plan.

4.4-55

Approximately 33 acres of riparian, stream, and freshwater marsh habi-tat are anticipated to be impacted with implementation of the relevant General Plan policies and objectives, ~~including implementation of the Solano HCP.~~

...

41-14
cont.

Overall, implementation of the ~~Solano HCP~~ and the proposed General Plan policies and actions, in combination with federal and State laws, would reduce potential impacts to special-status species associated with valley floor grassland and vernal pool habitats to a less-than-significant level.

Indirect effects to riparian, stream, and freshwater marsh habitat include changes in channel morphology (e.g. down-cutting and bank erosion) from increased peak and base flows. If the General Plan policies and actions avoidance and minimization measures and conservation measures in the Solano HCP are implemented, they will maintain peak and base flows by establishing buffers and detention basins and will result in substantial riparian and stream restoration. In addition, and the buffers required by Section 14.12.174.050 of the Vacaville Land Use and Development Code would protect the re-maining riparian resources, channel morphology, and the quality of in-stream habitat.

4.4-56-57

Revise general plan policies and action items to be consistent with proposed general plan revisions.

4.4-58

In addition, as described in Section D.1.a.i.d, the City of Vacaville, as a required plan participant of the Solano HCP, will implement the measures in the Solano HCP, which will potentially further mitigate potential impacts of the proposed project. Even without adoption of the Solano HCP, Therefore, implementation of the ~~Solano HCP~~ and the proposed General Plan and ECAS policies, actions, and measures, in combination with federal and State laws, would reduce potential impacts to special-status species associated with riparian, stream, and freshwater marsh habitats to a less-than-significant level.

In addition, as described in Section D.1.a.i.d, the City of Vacaville, as a required plan participant of the Solano HCP, will implement the measures in the Solano HCP, which will potentially further mitigate potential impacts of the proposed project. Therefore, Even without adoption of the Solano HCP, implementation of the ~~Solano HCP~~ and the proposed General Plan and ECAS policies, actions, and measures, in combination with federal and State laws, would reduce potential impacts to special-status species associated with riparian, stream, and freshwater marsh habitats to a less-than-significant level.

...

In addition, as described in Section D.1.a.i.e, the City of Vacaville, as a required plan participant of the Solano HCP, will implement the measures in the Solano HCP, which will potentially further mitigate potential impacts of the proposed project. Even without adoption of the Solano HCP, Therefore, implementation of the ~~Solano HCP~~ and the proposed General Plan and ECAS policies, actions, and measures, in combination with federal and State laws, would reduce potential impacts to Swainson's hawks to a less-than-significant level.

41-14
cont.

4.4-59-60

Therefore, implementation of the ~~Solano HCP and the~~ proposed General Plan policies and actions, in combination with federal and State laws, would reduce potential impacts to burrowing owls to a less-than-significant level.

4.4-60

As with the potential impacts to other special-status species discussed above, implementation of the ~~Solano HCP and the~~ proposed General Plan policies and actions, in combination with federal and State laws, would reduce potential impacts to tricolored blackbirds to a less-than-significant level.

4.4-61

As with the potential impacts to other special-status species discussed above, implementation of the ~~Solano HCP and the~~ proposed General Plan policies and actions, in combination with federal and State laws, would reduce potential impacts to these species to a less-than-significant level.

4.4-63

Therefore, implementation of the ~~Solano HCP and the~~ proposed General Plan policies and actions, in combination with federal and State laws, would reduce potential impacts to vernal pools and other seasonal wetlands to a less-than-significant level.

...

Development allowed by the proposed General Plan is estimated to directly impact approximately 33 of the 145 acres of riparian habitats within the EIR Study Area with implementation of the avoidance and minimization requirements currently proposed contained in the Solano HCP.

...

Also, as described in Section D.1.a.ii, potential indicated impacts on riparian habitat include changes in channel morphology (e.g. down-cutting and bank erosion) from increased peak and base flows. ~~However, If the General Plan policies and actions avoidance and minimization measures and conservation measures in the Solano HCP are implemented, they will maintain peak and base flows by establishing buffers and detention basins and will result in substantial riparian and stream restoration. In addition, and~~ the buffers required by Section 14.12.174.050 of the Vacaville Land Use and Development Code would protect the remaining riparian resources, channel morphology, and the quality of in-stream habitat.

4.4-64

Therefore, implementation of the ~~Solano HCP and the~~ proposed General Plan policies and actions, in combination with federal and State laws, would reduce potential impacts to riparian habitats to a less-than-significant level.

41-14
cont.

4.4-64

In addition, oak woodlands are not proposed to be covered under the Solano HCP.

4.4-65

Therefore, imple-mentation of the ~~Solano HCP and the~~ proposed General Plan policies and actions, in combina-tion with federal and State laws, would reduce potential impacts to vernal pools and other sea-sonal wetlands to a less-than-significant level.

...

Approximately 33 acres of riparian, stream, and freshwater marsh habitat are anticipated to be impacted with implementation of the relevant General Plan policies and objectives, ~~including implementation of the Solano HCP.~~

...

Therefore, implementation of ~~the Solano HCP and the~~ proposed General Plan policies and actions, in combination with federal and State laws, would reduce potential impacts to wetlands to a less-than-significant level.

...

Therefore, implementation of ~~the Solano HCP and the~~ proposed General Plan policies and actions, in combination with feder-al and State laws, would reduce potential impacts to wildlife corridors to a less-than-significant level.

**41-14
cont.**

4.4-67

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

The Solano HCP is not an adopted conservation plan thus the proposed Project would have no impact related to a conflict with an adopted Habitat Conservation Plan. Nevertheless, the City of Vacaville, being a plan participant, has used the draft plan to develop goals, policies, and actions, ~~such that the proposed General Plan will be consistent with the HCP once it is adopted.~~ Specifically, Policy COS-P1.1 supports efforts to prepare and implement the HCP, ~~and Action COS-A1.1 directs the City to adopt and implement the requirements of the HCP. This policy and action would mitigate potential impacts related to conflicts with an adopted HCP to a less than-significant level.~~

4.4-68

~~As directed by the proposed Policy COS-P1.1 and Action COS-A1.1, the City of Vacaville, as a required plan participant, will implement the measures in the Solano HCP, Implementation of the proposed General Plan and ECAS policies, actions, and measures, in combination with federal and State laws, would reduce the proposed General Plan’s contribution to the cumulative impacts of this loss/conversion of habi-tats for the anticipated development within the county to a less-than-significant level.~~

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COMMENT LETTER # 48

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48-4

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COMMENT LETTER # 49

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PLANNING COMMISSION MINUTES
Planning Commission - Regular Meeting
City of Vacaville
7:00 p.m. - Council Chambers

December 17, 2013

CALL TO ORDER:

The regular meeting of the Vacaville Planning Commission was called to order by Chairman Niccoli at 7:00 p.m.

A. Roll Call

Deputy City Clerk Claudia Archer administered the oath of office to newly appointed Planning Commissioner Jan Aldrich.

Present: Chairman Niccoli, Vice-Chair Wilkins, Commissioner Aldrich, Commissioner Johnson, Commissioner Nadasdy, and Commissioner Woolsey.

Absent: Commissioner La Bar.

Also Present: Community Development Director Carson, City Planner Buderer, Assistant City Attorney Faber, Associate Civil Engineer Burke, and Public Works Director Hartwig.

2. [GENERAL PLAN UPDATE AND ENERGY & CONSERVATION ACTION STRATEGY \(ECAS\) - DRAFT ENVIRONMENTAL IMPACT REPORT \(DEIR\) PUBLIC COMMENT HEARING - City of Vacaville](#) Staff Contact: Tyra Hays

a. *Accept public comments on the adequacy of the Draft EIR for the General Plan Update and ECAS.*

*DEIR Public Comment Period: October 25, 2013 - 5pm December 18, 2013
The General Plan Update and Energy & Conservation Action Strategy (ECAS) Draft Environmental Impact Report (DEIR) provides an assessment of the potential environmental impacts of implementing the proposed General Plan and ECAS. The proposed General Plan is intended to serve as the principal policy document to guide future conservation and development in the City of Vacaville. The proposed General Plan includes goals, policies, and actions that have been designed to implement the City's and community's vision for Vacaville. The policies and actions would be used by the City to guide day-to-day decision making so there would be continuing progress toward attainment of the Plan's goals. The proposed ECAS is intended to serve as a detailed long-range strategy to reduce greenhouse gas (GHG) emissions and achieve greater sustainability in the City of Vacaville. The proposed ECAS includes measures that will guide the City of Vacaville's actions to reduce its contribution to global climate change*

and achieve its State-mandated emission reduction target. The Draft EIR identifies significant environmental impacts related to Aesthetics, (alteration of visual character and scenic vistas; light & glare); Agricultural Resources (farmland conversion); Air Quality (construction and operation); Biological Resources (construction; habitat loss; wetland impacts); Greenhouse Gas Emissions; Hydrology and Water Quality (construction impacts, flooding); Noise (traffic, construction, school); Population and Housing (infrastructure extension/growth); Traffic & Transportation. Significant and unavoidable impacts are identified in Aesthetics, Agriculture, Air Quality, Biological Resources, Greenhouse Gas Emissions, Hydrology and Water Quality, Population and Housing, and Traffic and Transportation. The DEIR and supporting documents may be reviewed at the City of Vacaville, Community Development Department, 650 Merchant Street, Vacaville, CA, 95688 during regular business hours. The DEIR is also on file at the Vacaville Public Library/Ulatis Community Center, 1000 Ulatis Drive, Vacaville and the Vacaville Public Library/Town Square, 1 Town Square, Vacaville. The DEIR is accessible through the City of Vacaville website, www.cityofvacaville.com and at www.VacavilleGeneralPlan.org. All written comments on the DEIR should be sent/delivered to Tyra Hays, Project Manager, City of Vacaville, Community Development Department, 650 Merchant Street, Vacaville, CA, 95688 by 5pm, December 18, 2013. FAX (707)-449-5423; phone 449-5366; email: thays@cityofvacaville.com. Recommended Action: This is an informational item and no action is required at this time. The Planning Commission hearing will provide an opportunity for any interested persons to make verbal comments on the adequacy of the Draft EIR.

Item G.2

JoAnna Jansen, DC&E reviewed the three documents to reviewed, which are the General Plan, The Energy Conservation Stragegy and the Draft EIR. She also reviewed the public comment period for review of the documents.

PUBLIC HEARING OPENED:

A Vacaville High Student, Lizbeth Cervalis, speaking on behalf of the Vacaville Reach Coalition, stated that their organization is working to improve the Markham area trail (“Rocky Hill Trail”) with the help of non-profit organizations, which provides connections to the neighborhood. This area has safety concerns due to how it attracts crime and abusive activities and they are working with other orgainzations to clean up the area and make is safer for area residents. She explained how many citizens do not feel safe on the trail and how there is no lighting - it’s not paved, and it is difficult to travel in general. She asked that the City include the Rocky Hill Trail as part of the General Plan trail system to allow future improvements for family and law enforcement.

52-1

Anna Caren, Vacaville High Student and Reach participant also asked that the Rocky Hill Trail be included in the General Plan, adding that action needs to be taken to make the area safer. She explained how people are harassed, and do not feel safe – especially at night. Needs to be a safer trail because many people use it out of necessity. Provided example of how she doesn’t feel safe using the road due to the threat of something bad happening every time she uses it.

52-2

Kelisha Webb, a Vaca High student and member of the Vacaville Reach Collation (intern) also requested that awareness be brought to the trail and that Reach polled middle school students and most do not feel safe using the trail. Stated that doing this requires city awareness and that the trail should be recognized as a bike trail on the General Plan.

52-3

Clark Morrison, legal counsel and expert in Land Use Law, representing the Jepson Ranch Land Group, expressed the group’s appreciation for work on the General Plan and the excellent technical work that has been done on the document. He stated that a written comment letter was submitted and the group is pleased with DEIR for future development purposes.

52-4

Steven Fawl, Locke Paddon Colony, expressed concern with the air quality analysis portion of the draft DEIR (referenced AB32). With the imposition of reducing greenhouse gases, the DEIR states that the City is currently compliant with this requirement, but the larger Sacramento area is out of compliance, so the reduction of greenhouse gases should be reduced even further. He noted that the DEIR does not address full build out so we may not be in compliance in the future, and air quality should be more of a concern because of this. He noted that the DEIR is inadequate because it was based on a horizon year versus full build out of the General Plan area. He felt that there is more information needed to determine if compliance can be met and that there is no exact percentage of full buildout. He pointed out that there are thirty (30) significant and unavoidable impacts and believes that the City is not being accountable for these mitigations and is finding ways around mitigation by stating the impacts as unavoidable. He noted that if there is no feasible mitigation then “don’t build” should be an option of mitigation when some impacts are significant and unavoidable, and that the city should consider changes to land uses densities as well. He expressed that the DEIR is inadequate; it must evaluate build out of the General Plan. CEQA requires “adequate review of the project and its impacts.” The DEIR does not reveal what the full build out looks like. The DEIR is on the entire General Plan, not a part of it; General Plan DEIR must address the significant development proposed by the entire General Plan area. He believes that the verbiage in the DEIR is an illusion of doing the right thing by stating things like “We will discourage...” versus “We won’t...” The DEIR should contain much stronger wording. The City needs to go back to the drawing board (*concerning the review of impacts and wording of policies*).

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Ellen Fawl, Chair of the Solano Growth Committee, stated that the DEIR is “overreaching” by going over 20 years. The DEIR does not analyze full buildout and it assumes that traffic will be bad and nothing can be done about it. She noted that the impact to the existing citizens who live in the area needs to be considered. She expressed her belief that the city should not build or find new ways to handle traffic.

52-10

Bob Panzer agreed that the DEIR does not take into account unintended consequences of traffic and could end up being much worse than we have considered.

52-11

Tony Smith commented that the DEIR does not address maintenance of parks and trail systems (drew upon his own firsthand experience from working within the City). Loss of jobs in the city means less people to actually buy the houses being developed, and that more houses and development provides more stress on all City departments. He added that they need to focus on the industrial park areas versus housing, which stresses parks and schools.

52-12

Roberto Valdez, commented that:

- The DEIR needs to include more creative "green bridges" or (underground) tunnels to provide for wildlife movement. 52-13
- 4.4-55, SCWA detention basins do not add to wildlife habitat and have no environmental benefits. 52-14
- 4.4-65, Solano County has at least 8 corridors (rather than 6) for wildlife movement. 52-15
- 4.4-7, City need to recognize migratory pathways and also burrowing owls. 52-16
- 4.4, the City needs to clarify the urban growth boundary in Lagoon Valley with regards to the Habitat Conservation Plan. 52-17
- 4.4-9, include the California Goldfields. 52-18
- 4.4-52 questioned the appropriately timed surveys. 52-19
- 4.4-53, no mention of bumble bees in upper areas. 52-20
- 4.4-58 exercise caution with wind turbines. 52-21
- Eucalyptus trees provide valuable habitat for butterflies and Swainson Hawk. 52-22
- 4.4-5, separate and identify hillside acreage. 52-23
- 4.4-9, wind turbines harm bird species (specifically burrowing oals, bald eagles, and golden eagles). 52-24
- 4.4-64, for minimal protection of Oaks, provide a 3:1 replacement plus 5 year monitoring. 52-25
- 4.4-67 DEIR does not substitute the HCP. 52-26
- 4.4-67, corridor between Vacaville and Fairfield needs to lessen impacts. 52-27
- BIO-1, not enough mitigation of impacts. Expressed the idea of an "environmental mobility team" to ensure the safety of the environment and animal's habitats. 52-28

Nancy Martin, Maple Road (Locke Paddon) resident, commented that traffic is an issue especially pertaining to emergency disaster issues. Flooding is an issue in Locke Paddon. Also, that the City needs to look at these areas before development takes place. 52-29

Laura Peters, Locke Paddon Colony resident, stated that the proposed DEIR is "intentionally negligent" with word choice and structure, incomplete, and there are impacts that are not included. The language "needs to be chiseled" and not broad. The property north of Leisure Town should be Urban Reserve because the cost to provide services is too great to justify allowing urban designations now. 52-30
52-31

Dr. Ellie Bush stated that the language of the DEIR is too vague and was concerned about the loss of 2,000 ± acres of ag land, which is a significant and unavoidable impact. Also, that the difference of amount between what could be developed versus what will be developed is vague. She commented that she was in favor of a "no project" alternative and suggested that development occur more in the center of the community where vacant land is underutilized. Echoed Steven Fawl's argument against growth in ag land. Vast expansion east of Leisure Town should be reconsidered. Development is for the multi-zoned development of Downtown. The policy of preserving the small town feel of Vacaville is not consistent with what is proposed. And lastly, that there is a lot of potential controversy within the document. 52-32
52-33
52-34

Dennis Fergurson, Quinn Road resident, questioned development east of Leisure Town Road, adding concern about the water levels in the area (cited evidence from his own well). Went further to explain that with current development plan, one pump would have to be used 24/7 for a detention basin to work with other pumps on hand for storm vats. There is a high water table that results in the ground consistently swelling and shrinking according to the climate (cited visible evidence on his property and others in surrounding areas nearby). He stated that ag land is more appropriate, and residential development should be closer to I-505 or towards the hills. He felt that the City is responsible for preserving ag land.

52-35

52-36

Doug Bush commented that Vacaville's assets - agricultural and park land being one of the main ones - are being eliminated and that the DEIR is an opportunity for reflection on where the City should develop from here. Stated that the city should not just be going through the motions and should take this opportunity to think about what we all want Vacaville to be.

52-37

Mike Geller, Kilkenny Road resident, stated that the EIR does not address historic structures in the Kilkenny area and that traffic is definitely a concern with too many large arterials that go to nowhere. He questioned the need for a four lane road on Kilkenny Road stating that it would be unfair to existing residents – should be rerouted since the Orange Drive Extension should be fine for Leisure Town and Meridian. The existing almond farmers will create a significant impact on new residential or industrial development in the area in September and October due to dust that is generated. Traffic will also be a significant impact. And that significant and unavoidable is not a good enough response by the city.

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Tom Phillippi, Phillippi Engineering thanked everyone who was involved in the process, and reviewed the work that has occurred with the land owners in the area. He requested that they establish a firm schedule for completion of the process for everyone to be able to follow along and to help aid in a difficult process.

52-42

City Planner Buderer noted when the comment period would close on December 18th at 5pm.

52-43

COMMISSION COMMENTS:

Commissioner Nadasdy, commented that the 2010 data for public services and recreation statistics should be updated.

52-44

Commissioner Johnson encouraged comments to help improve the current document and went on to state that home based solar and wind power should be addressed. The City is deficient in parks, but the issue of expanding park space becomes a concern regarding maintenance of the parks and how that is paid for (explained how it is based on revenue from new development and that there is no way to catch up to increased park production without development). He commented that the issue may need to be addressed by a vote of the citizens, because there is a lot of open space that have the potential to become parks, but no good mechanism on how to maintain parks. Other impacts not mitigated are traffic on Leisure Town Road, the Fairfield rail station and additional homes (that will increase traffic if we do nothing), how do we pay for the expansion of Leisure town Road (argued that that is through the right amount of development).

52-45

Vice-Chair Wilkins, noted the importance of capturing the comments that have been made. He commented that air quality is an issue and that there needs to be a number attached to buildout. He thanked the Vaca High students for making an effort to ensure that the Markham trail is within the General Plan. Stated that the trail is an issue that should be improved today and will forward information along to the police department and others. Appreciated the turn-out and in the end wants people in the future to look back and see us as people with a good view.



52-46

Commission comment closed.