



VALLEJO PLANNING COMMISSION REGULAR MEETING 7:00 PM

JANUARY 22, 2025

HYBRID MEETING
www.Cityofvallejo.net

**Council Chambers
555 Santa Clara Street
Vallejo, CA 94590**

COMMISSIONERS

Eric Blind, (Chair)
Anthony Taylor, (Vice-Chair)
Donald Douglass
Wanda Madeiros
Tara Beasley-Stansberry
Phillip Balbuena
Craig Standafer

NOTICE: Members of the Public will be able to participate in-person or remotely via Zoom	City Hall and the Council Chambers will be open to members of the public 30 minutes prior to the start of the meeting.
PUBLIC COMMENT: Members of the Public may provide public comments during the City Council Meeting in person or via ZOOM (https://ZoomRegular.Cityofvallejo.net) , or via phone, by dialing (669) 900-6833.	For additional instructions on how to speak remotely during public comment, please visit, www.cityofvallejo.net/publiccomment
<u>VIEW THE MEETING:</u> There are four different ways you can view this public meeting: • In Person • Watch Vallejo local channel 28 • Stream from the City website: www.cityofvallejo.net/Streaming • Join the Zoom webinar: https://ZoomRegular.Cityofvallejo.net	
Hybrid Options are available for members of the public to participate. To participate remotely	
<u>Option to Join by Computer</u> From your browser go to https://ZoomRegular.CityofVallejo.net to launch and join the zoom application. Meeting ID: 914 0075 0676# Meeting Password: 131313	<u>Option to Join by Phone</u> Dial (669) 900-6833 Enter Meeting ID: 914 0075 0676# Meeting Password: 131313 Press *9 to digitally raise your hand from the phone. Press *6 to unmute/mute
Any supplemental writing related to an agenda item for an open session of a regular meeting that is distributed to all or a majority of all members of the City Council less than 72 hours before the meeting will be posted concurrently on the City's website at www.cityofvallejo.net/agendas Written material distributed during the meeting, will be available at the meeting if prepared by the City or after the meeting if prepared by someone else. Such materials may be obtained from the City Clerk	
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AGENDA

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. CONSENT CALENDAR AND APPROVAL OF THE AGENDA**

Consent Calendar items appear below, with the Secretary's or City Attorney's designation as such. Members of the public wishing to address the Commission on Consent Calendar items are asked to address the Secretary and submit a completed speaker card prior to the approval of the agenda. Such requests shall be granted, and items will be addressed in the order in which they appear in the agenda. After making any changes to the agenda, the agenda shall be approved. All matters are approved under one motion unless requested to be removed for discussion by a commissioner or any member of the public.

A. APPROVAL OF AGENDA

B. APPROVAL OF MINUTES

Recommendation: By motion Approve January 6, 2025 - Regular Meeting Minutes

- 5. REPORT OF THE CITY COUNCIL LIAISON**
- 6. COMMUNITY FORUM**

Anyone wishing to address the Commission on any matter for which another opportunity to speak is not provided on the agenda, and which is within the jurisdiction of the Commission to resolve, is requested to submit a completed speaker card to the Secretary. When called upon, each speaker should step to the podium, state his/her name and address for the record. The conduct of the community forum shall follow those as the City Council and shall be limited to a maximum of fifteen (15) minutes, with each speaker limited to three minutes pursuant to Vallejo Municipal Code Section 2.20.300. The Commission may take information but may not take action on any item not on the agenda.

7. PUBLIC HEARING

A. Wise Vallejo Auto Complex - DR23-0014, DVR23-0032, LR23-0006, MUP23-0014, PM23-0004, VAR23-0003, & EXC24-0005

Recommendation: Staff recommends that the Planning Commission find the project meets the requirements of CEQA Guidelines Sections 15162 and 15183, and approve Design Review (DR23-0014), Development Review (DVR23-0032), Landscape Review (LR23-0006), Minor Use Permit (MUP23-0014), Parcel Map (PM23-0004), Variance (VAR23-0003), and Exception (EXC24-0005), based on the findings provided in the attached Resolution and subject to the Conditions of Approval provided as Exhibit A to the resolution.

Contact: Laura Solomon, Associate Planner
(707) 648-5391
Laura.solomon@cityofvallejo.net

8. **WRITTEN COMMUNICATIONS**
9. **REPORT OF THE PRESIDING OFFICER AND MEMBERS OF THE PLANNING COMMISSION**
10. **OTHER**
11. **ADJOURNMENT**

ADDITIONAL CITY INFORMATION

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- Sign up for emergency alerts at: alertsolano.com

I, Dalia Vidor, Staff Secretary do hereby certify that I have caused a true copy of the above notice and agenda to be delivered to

Eric Blind, (Chair)
Anthony Taylor, (Vice-Chair)
Donald Douglass
Wanda Madeiros
Tara Beasley-Stansberry
Phillip Balbuena
Craig Standafer,

at the time and in the manner prescribed by law and that this agenda was posted at City Hall, 555 Santa Clara Street, CA at
5:00 PM, January 16, 2025.

Dated: January 16, 2025

Dalia Vidor

Dalia Vidor, Staff Secretary

**CITY OF VALLEJO PLANNING COMMISSION
REGULAR MEETING MINUTES
COUNCIL CHAMBERS
January 6, 2024**

1. CALL TO ORDER

The meeting was called to order at 7:03 p.m.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present: Chair Blind, Vice-Chair Taylor, Commissioners Madeiros, Standafer, Douglass, and Balbuena

Absent: Commissioners Beasley-Stansberry

Staff present: Planning and Development Services Director Pollot, and Planning Manager Orozco – Current Development

4. CONSENT CALENDAR AND APPROVAL OF AGENDA

A. APPROVAL OF AGENDA

B. APPROVAL OF MINUTES

- a. November 18, 2024 – Regular Meeting
- b. December 11, 2024 – Special Meeting

C. OTHER CONSENT ITEMS – None

Action: Commissioner Madeiros, seconded by Commissioner Douglass and carried unanimously (Absent – Beasley-Stansberry) to approve the agenda, approval of the November 18, 2024 – regular meeting minutes and December 11, 2024 – Special Meeting.

5. REPORT OF THE CITY COUNCIL LIASION - None

6. COMMUNITY FORUM - None

7. PUBLIC HEARING

A. PROJECT TITLE:

Wise Vallejo Auto Complex

PROJECT NUMBER:

Design Review (DR23-0014), Development Review (DVR23-0032), Landscape Review (LR23-0006), Minor Use Permit (MUP23-0014),

Parcel Map (PM23-0004), Variance (VAR23-0003), and Exception (EXC24-0005)

RECOMMENDATION:

Find the project meets the requirements of CEQA Guidelines Sections 15162 and 15183, and approve Design Review (DR23-0014), Development Review (DVR23-0032), Landscape Review (LR23-0006), Minor Use Permit (MUP23-0014), Parcel Map (PM23-0004), Variance (VAR23-0003), and Exception (EXC24-0005), based on the findings provided in the attached Resolution and subject to the Conditions of Approval provided as Exhibit A to the resolution.

Staff requested the Planning Commission continue the public hearing item to January 22, 2025, to address the conditions of approval from public works and the water division.

Action: Moved by Vice-Chair Taylor, seconded by Commissioner, and carried unanimously (Absent – Beasley-Stansberry) to continue the public hearing to the regular scheduled meeting of January 22, 2025.

8. WRITTEN COMMUNICATIONS

Staff received a letter of objection of the proposed Wise Vallejo Auto Complex.

9. REGULAR REPORTS

A. SECRETARY'S REPORT

Planning Manager Orozco provided an updated on the recently certified housing element, commented on the pre-meeting discussion between the chair and vice-chair including their request to receive more updates on upcoming projects, and informed the commission of the appeal regarding the "Springtowne Bottleshop."

B. CITY ATTORNEY'S REPORT - None

C. REPORT OF THE PRESIDING OFFICER AND MEMBERS OF THE PLANNING COMMISSION

Chair Blind commented on a previous action the commission took on the Springtowne Bottleshop project and the discussion with the planning manager on creating a process to track violations on existing use permit conditions of approval.

Commissioner Madeiros commented on potential training for the Planning Commissioners.

D. REPORT OF THE SUBCOMMITTEES – None

10. OTHER AGENDA ITEMS

A. INFORMATIONAL ITEM - None

B. DISSCUSSION OF FUTURE AGENDA ITEMS - None

11. ADJOURNMENT

The meeting was adjourned at 7:25 p.m.

ATTEST:

ERIC BLIND, CHAIR

ATTEST:

Cesar Orozco
SECRETARY



**STAFF REPORT – PLANNING
CITY OF VALLEJO
PLANNING COMMISSION**

DATE: January 22, 2025
TO: Planning Commission
FROM: Laura Solomon, Associate Planner
SUBJECT: **Wise Vallejo Auto Complex - DR23-0014, DVR23-0032, LR23-0006, MUP23-0014, PM23-0004, VAR23-0003, & EXC24-0005**

PROJECT INFORMATION

Project Name: Wise Vallejo Auto Complex

Project Summary: The project consists of a subdivision of an existing 12.45 vacant parcel into three parcels (Parcel A at 4.64 acres, Parcel B at 4.17 acres, and Parcel C at 3.64 acres), and the development on the new Parcel B of a 24,963 square-foot auto dealership with a 1,437 square-foot car wash for the Hyundai automotive brand. The project also includes a total of 37,792 square feet of new landscaping, frontage improvements along Sonoma Boulevard, and 294 off-street parking spaces for customers, employees and vehicle storage.

Project Number(s): Design Review (DR23-0014)
Development Review (DVR23-0032)
Landscape Review (LR23-0006)
Minor Use Permit (MUP23-0014)
Parcel Map (PM23-0004)
Variance (VAR23-0003)
Exception (EXC24-0005)

Location: 500 Redwood Street / APN: 0051-010-320

Applicant: Goree Whitfield

Owner: Yanni Limited, LLC

General Plan Land Use Designation: Business / Limited Residential (B/LR)

Zoning District: Central Commercial Corridor (CC)

Specific Plan: White Slough Specific Plan

CEQA: The project has been evaluated under the provisions of the California Environmental Quality Act (CEQA) Guidelines, pursuant to Sections 15162 (Subsequent Environmental Impact Reports [EIRs] and Negative Declarations) and 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning), and it has been determined that the project is

consistent with Vallejo General Plan, is within the scope of the General EIR, and as such, no subsequent environmental review is required.

RECOMMENDATION

Staff recommends that the Planning Commission find the project meets the requirements of CEQA Guidelines Sections 15162 and 15183, and approve Design Review (DR23-0014), Development Review (DVR23-0032), Landscape Review (LR23-0006), Minor Use Permit (MUP23-0014), Parcel Map (PM23-0004), Variance (VAR23-0003), and Exception (EXC24-0005), based on the findings provided in the attached Resolution and subject to the Conditions of Approval provided as Exhibit A to the resolution.

BACKGROUND AND DISCUSSION

Background

On November 28, 1995, the Vallejo City Council approved the White Slough Specific Area Plan to provide for the protection and enhancement of habitat value, and the improvements of transportation, flood control and other infrastructure facilities. The White Slough area is bounded generally by the Napa River to the west, the California Meadows residential to the north, Sonoma Boulevard (Interstate-80), and makes up about 415-acres to the north and 365 acres to the south. Approximately half of the area is within Vallejo city limits, while the remaining area is unincorporated within Vallejo's Sphere of Influence.

The project site was formerly developed as a commercial shopping center with Kmart being the major anchor store. Following the closure of Kmart, no other businesses occupied the space, and the commercial center was demolished in May 2004 . The site has remained vacant since that time.

On February 8, 2006, a Use Permit, Specific Plan Amendment and Planned Development – Unit Plan was submitted to the City for a new Super Wal-Mart. The applications were later withdrawn on July 21, 2009.

On June 22, 2021, the City of Vallejo City Council adopted a new Zoning Code and an ordinance amending the White Slough Specific Plan to incorporate the new VMC Title 16 (Zoning Code) for land use regulations and development standards. The remaining vision and policies of the White Slough Specific Plan remain applicable.

On November 28, 2022, the applicant, Yanni Limited, LLC, submitted a preliminary review application for early feedback from City staff on a concept plan to develop the vacant site as an automotive dealership complex.

On June 22, 2023, the applicant formally submitted for a Design Review, Development Review, Landscape Review, Minor Use Permit, Parcel Map, Variance and Exception, to subdivide an existing 12.45 vacant parcel and develop three auto dealerships. The project plans were routed to various agencies for their review and the City determined the application to be complete on September 20, 2024.

On September 27, 2024, the applicant requested a modification to the application to reduce the scope of the project. The revised scope proposes subdivision of the vacant parcel into three lots and development of only one auto dealership and a car wash, instead of the three dealerships originally proposed.

Location and Land Use Context

The project site is located off Sonoma Boulevard (State Route 29 (SR29)) and Redwood Street and is surrounded by existing commercial uses. The subject site is bounded by a commercial use and vacant land to

the north, SR29 and commercial retail center to the east, a vacant parcel to the south, and Redwood Street and commercial uses and the White Slough area to the west.

Interstate 80 (I-80) is approximately 1.5 miles to the east, State Route 37 (SR 37) is approximately 0.75-mile north and SR29 is adjacent to the project site. Each provide regional access while both SR29 and Redwood Street provide direct access to the project site. The immediate vicinity of the project site is characterized by existing commercial uses and vacant land (see Figure 1 in Attachment 2). The site's General Plan 2040 Land Use Designation is Business/ Limited Residential (B/LR) and is implemented by Zoning District of Central Commercial Corridor (CC).

Project Description

The project consists of a subdivision of a vacant 12.45-acre site vacant parcel into three parcels—Parcels A, B, and C— and the development of an auto dealership with a car wash on Parcel B. After the subdivision, Parcel A would have a total area of 4.64-acres, Parcel B would have a total area of 4.17-acres, and Parcel C would have a total area of 3.64-acres. Parcel A and C will be left vacant.

Parcel B would be developed into a 24,963 square-foot auto dealership for the “Hyundai” automotive brand. The auto dealership is proposed to have 6,672 square feet of the building dedicated to the showroom and customer focus area, 787 square feet of general office space, 13,310 square feet for 16 service bays and service reception, and 4,194 square feet for the parts department and parts mezzanine. Additionally, a 1,437 drive-through car wash would be installed solely for the use of the dealership.

The Hyundai dealership design includes an insulated glass system for the primary front façade (showroom space), with the rest of the building including a mixture of sandblast stucco finish, painted a soft tan color with dark brown accents, and an aluminum composite material (ACM) primarily along the roof line, also in a dark brown color (see Figures 3 and 4 in Attachment 4). The car wash building is proposed to match these finish standards.

The project also includes a total of 37,792 square feet of new landscaping along SR29 and throughout the site; frontage improvements along SR29, such as repair and replacement of sidewalk, curb and gutter, new trash receptacles, benches and street lighting; a 448 square-foot trash enclosure; lighting throughout the site; short term and long term bicycle parking; and 294 off-street parking spaces, 27 for employees, 21 for customers, 24 for service and 222 for storage of vehicles (see Figure 2 in Attachment 4).

I. Required Entitlements.

Design Review: VMC Section 16.604.01 provides that design review is required for new non-residential development that consist of five thousand square feet or more.

Development Review: VMC Section 16.605.01.D provides that development review is required for all permits for new construction and other improvements to a development site.

Minor Use Permit: VMC Table 16.301 – A: “Land Use Regulations” provides that Auto/Vehicle New Sales, Leasing and Rentals and Auto/Vehicle Washing and Detailing in the Central Corridor Commercial Zoning district requires a Minor Use Permit and that this use is subject to the additional use standards in VMC Chapter 16.308 – Automobile/Vehicle Sales, Leasing and Rentals and Chapter 16.310 – Automobile/Vehicle Washing of the Zoning Code.

Parcel Map: VMC Section 15.14.020 provides that a parcel map shall be required for subdivisions [of less than five lots.]

Variance: Section 16.607.01.A provides that a variance from the terms of the Zoning Code is required to modify dimensional and performance standards. VMC Section 16.204 requires a street frontage setback of zero feet in the Central Corridor Commercial zoning district. A Variance is required to waive this requirement.

Exception: VMC Section 16.608.01 states that the director may grant relief from the dimensional requirements specified in the Zoning Code, not to exceed twenty-five percent of the requirement with an Exception. It should be further noted that according to this section, an Exception is intended to provide an "alternate means of relief from the Zoning Code's requirements, when so doing is consistent with the Code's objectives and not possible to grant a variance." Since the findings needed to grant a variance to increase the length of the building cannot be met, the exception is required. As such, a request for an Exception has been made to increase the building length by 25 percent.

In accordance with Table 16.601-A: Permit Review Authority and Section 16.601.04.M of the Zoning Code, the Planning Commission will act on the Design Review, Development Review, Landscape Review, Variance, Minor Use Permit, Parcel Map, and Exception entitlements. If approved, this project would also require a building and utility permit(s) from the City of Vallejo, Public Works maintenance agreement, and an encroachment permit through Caltrans as outlined in Exhibit A - Conditions of Approval.

II. General Plan Consistency

The General Plan 2040 Land Use Designation for the subject property is Business/ Limited Residential (B/LR). The General Plan characterizes this designation as follows:

The B/LR designation is intended to facilitate high quality employment-based businesses, including professional office; health care and life sciences; research and development; production, distribution, and repair (PDR); and light industrial, manufacturing and similar uses conducted primarily inside of buildings. A mix of lot sizes is encouraged to accommodate small businesses as well as larger campus style uses. Restaurants, retail stores, automotive services, personal and business services, hotels, and recreational facilities that cater to the needs of businesses, employees, and residents of the surrounding area are accommodated in the B/LR designation. Residential-only or mixed-use projects containing a residential component are also accommodated, providing that findings of compatibility can be made. The maximum permitted FAR in the B/LR designation is 2.0, with minimum residential density of 25 dwelling units per acre up to 50 dwelling units per acre.

The project is consistent with the B/LR land use designation in that it the proposed automotive dealership would facilitate high-quality employment and provide automotive services to businesses, employees, and residents of the surrounding area. The project proposes a floor area ratio (FAR) of 0.15, meeting the maximum FAR of 2.0.

Additionally, the project is also consistent with applicable General Plan 2040 policies and actions such as Urban Forest, Inviting, Compatible Design, Infill Development, and Energy Efficiency (see Table 1 in Attachment 2 for staff's analysis).

III. Zoning Code Consistency

The project site has a zoning designation of Central Commercial Corridor (CC). The Zoning Code provides the following description for the CC Zoning District:

The CC Zoning District is intended to create and establish regulations for community serving mixed-use areas along the Sonoma Boulevard Central Corridor and areas subject to the Sonoma Boulevard Specific Plan. Land uses include mixed-use with housing, medium and high density residential or non-residential uses at street level, subject to design and development standards to promote a mixed-use and pedestrian orientation.

The project proposes the land uses of "Auto/Vehicle New Sales," "which is a permitted use in the CC Zoning District with a Minor Use Permit, and Auto/Vehicle Washing and Detailing Under 2,500 sq. ft., which is a permitted use.

The Sonoma Boulevard Specific Plan is not applicable to the project as the project site lies outside of the bounds of the specific plan.

The proposed project is consistent with the zoning regulations for the CC Zoning District because it includes the request for a Minor Use Permit to allow for the sale of new automobiles and vehicles and the car wash is a permitted use, measuring under 2,500 sq. ft. at 1,437 sq. ft. The project is consistent with the applicable development standards in the CC zoning district, such as setbacks, FAR, height, landscaping requirements, etc., as demonstrated in the Table 2 of Attachment 2. In addition to the applicable development standards in the CC zoning district, the project is consistent with applicable development standards found in VMC Chapter 16.308 – Automotive/Vehicle Sales, Leasing and Rentals, as demonstrated in the attached Table 3 in Attachment 2.

IV. White Slough Specific Area Plan

The White Slough Specific Area Plan (WSSAP) is intended to provide for the protection and enhancement of habitat value, and the improvements of transportation, flood control and other infrastructure facilities. The White Slough area is bounded generally by the Napa River to the west, the California Meadows residential development to the north, SR-29 to the east, and makes up about 415-acres to the north and 365 acres to the south. Approximately half of the area is within Vallejo city Limits, while the remaining area is unincorporated within Vallejo's Sphere of influence. The original intent for the WSSAP was to provide "a blue print for cooperatively and imaginatively resolving the White Slough issues through seven interdependent projects. These projects are: habitat enhancement; State Route 37 improvements; flood control improvements; provision of public access; land use changes; sanitary sewer relocation; and surface street improvements."

On June 7, 2021, the WSSAP was amended in conjunction with the adoption of the new Zoning Code. This amendment removed all zoning standards (land use regulations) previously contained within Appendix 2, and instead now refers any development within the plan area to the base zoning regulations, contained in the VMC Title 16 (see discussion above for the consistency analysis).

The WSSAP Development Standards within Appendix 2, were retained during the 2021 Zoning Code update; however, they were modified to ensure consistency with the new Zoning Code. The WSSAP Development Standards specific to “other properties within the planning area” (since the development site, proposed Parcel B, is not considered “adjacent to the South White Slough and East Lagoon”), addresses site organization, architectural design, landscaping, screening and fencing, parking and loading, and signage.

The proposed project complies with the applicable Development Standards, in that:

- i. The site design is compatible with adjacent less intensive uses; the site layout is organized in a manner that places service and loading areas behind the building (away from public view); and the development proposes a floor-area-ratio (FAR) of 0.14, which is below the maximum allowable FAR of 3.0 established for the applicable CC zoning district.
- ii. The architectural style proposed for the dealership and car wash building is contemporary; all roof top equipment would be fully screened from view; and the proposed building height at 26'-0," would not exceed the maximum allowed height of 8 stories for the applicable CC zoning district.
- iii. Proposed landscaping would be provided around all parking areas, screening all service and loading areas from public view as required by the now applicable landscape and screening provisions contained VMC Chapter 16.504.
- iv. The 294 off-street parking spaces proposed (including 27 for employees, 21 for customers, 24 for service and 222 for storage of vehicles) exceeds the parking requirement provided in VMC Table 16.508-B, of 1 space per 1000 square feet for automotive sales, leasing and repair uses (or 250 total parking spaces).
- v. No signage for the use is proposed at this time.

V. Required Findings

1. Design Review Findings

VMC Section 16.604.03 (B), requires the review authority, Planning Commission to make the following findings prior to granting a Design Review:

That the project:

1. Is consistent with the purposes of this chapter, the design policies of the general plan and any applicable specific plan, any adopted applicable design guidelines;
2. Is consistent with any planning or zoning approvals by the director or the planning commission;
3. Complies with any other relevant city policies or regulations; and
4. Meets the following criteria:
 - a. The aesthetic design, including its exterior design and landscaping, is appropriate to the function of the project and will provide an attractive and comfortable environment for occupants, visitors, and the general community.
 - b. Project details, colors, materials, and landscaping are fully integrated with one another and used in a manner that is visually consistent with the proposed architectural design.
 - c. The project has been designed with consideration of neighboring development.
 - d. The project contributes to the creation of an attractive and visually interesting built environment that includes well-articulated structures that present varied building facades, rooflines, and building heights and encourages increased pedestrian activity and transit use.

- e. Street frontages are attractive and interesting for pedestrians, address the street and provide for greater safety by allowing for surveillance of the street by people inside buildings and elsewhere.
- f. The proposed design is compatible with the historical or visual character of any area recognized by the city as having such character.
- g. The aesthetic design preserves significant public views and vistas from public streets and open spaces and enhances them by providing areas for pedestrian activity.
- h. The proposed landscaping plan is suitable for the type of project and will improve the appearance of the community by enhancing the building, minimizing hardscape and softening walls; and the landscape plan incorporates plant materials that are drought-tolerant, will minimize water usage, and are compatible with Vallejo's climate.
- i. The project has been designed to be energy efficient including, but not limited to, landscape design and green or eco-friendly design and materials.
- j. The project design protects and integrates natural features including creeks, open space, significant vegetation, and geologic features.

2. Development Review Findings

VMC Section 16.605.03, requires the review authority, Planning Commission to make the following findings prior to granting a Development Review:

That the project:

- 1. Complies with all applicable specific standards and criteria of this Zoning Code;
- 2. Is consistent with the general plan and any applicable approved specific plan or planned development;
- 3. Complies with any design conditions, standards, or requirements imposed by a discretionary approval including but not limited to a major or minor use permit, variance, specific plan, planned development, or tentative map applicable to the project or the location where it is proposed;
- 4. Is in substantial compliance with any applicable adopted design guidelines;
- 5. Will serve to achieve groupings of structures that are well related one to another and which, taken together, will result in a well-composed urban design, with consideration given to site, height, arrangement, texture, material, color and appurtenances, the relation of these factors to other structures in the immediate area, and the relation of the development to the total setting as seen from key points in the surrounding area; only elements of design which have some significant relationship to outside appearance shall be considered;
- 6. Will be of a quality and demonstrates thoughtful site planning that will serve to protect the value of private and public investments in the area; and
- 7. That the project has been reviewed in compliance with the California Environmental Quality Act, if applicable, and the requirements of this chapter.

3. Minor Use Permit Findings

VMC Section 16.606.03, requires the review authority, Planning Commission to make the following findings prior to granting a Minor Use Permit:

- 1. The proposed use is conditionally allowed within the applicable zoning district and complies with all other applicable provisions of the Zoning Code and all other titles of the Vallejo Municipal Code;
- 2. The proposed use is consistent with the general plan and any applicable specific plan or planned development and any other applicable plans;
- 3. [Parcel B] is physically suitable for the type of land use being proposed;

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4. The proposed use is compatible with existing and permissible land uses within the zoning district and the general area in which the proposed use is to be located which may include but not be limited to size, intensity, hours of operation, number of employees, or the nature of the operation;
 5. The physical location or placement of the use on the site is compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood;
 6. The proposed use and related project features will not create any nuisances arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding ambient conditions and would not otherwise be detrimental to the public interest, health, safety, or general welfare; and
 7. The project has been reviewed in compliance with the California Environmental Quality Act and the requirements of this chapter.

4. Variance Findings

VMC Section 16.607.03, requires the review authority, Planning Commission to make the following findings prior to granting a Variance:

1. That a hardship peculiar to the property and not created by any act of the owner exists. In this context, personal, family or financial difficulties, loss of prospective profits and neighboring violations are not hardships justifying a variance. Further, a previous variance can never set a precedent, for each case must be considered only on its individual merits;
2. That such variance is necessary for the preservation and enjoyment of substantial property rights possessed by other conforming property in the same vicinity and that a variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his neighbors;
3. That the granting of the variance will not be materially detrimental to the public health, safety or welfare or will not impair an adequate supply of light and air to adjacent property;
4. That the conditions upon which the requested variance is based would not be applicable, generally, to other property within the same zoning classification;
5. That either the variance is so insignificant that granting it will not be incompatible with the general plan; or the potentially adverse effects of the variance on said plan, which would be avoided by denying the variance, are exceeded by the individual hardship which would be relieved by granting the variance; and
6. The project has been reviewed in compliance with the California Environmental Quality Act and the requirements of this chapter.

5. Exception Findings

VMC Section 16.608.05 requires the review authority, Planning Commission to make the following findings prior to granting an Exception:

1. The exception is necessary due to the physical characteristics of the property and the proposed use or structure or other circumstances, including, but not limited to, topography, noise exposure, irregular property boundaries, or other unusual circumstance;
2. There are no alternatives to the requested exception that could provide an equivalent level of benefit to the applicant with less potential detriment to surrounding owners and occupants or to the general public

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3. The granting of the requested exception will not be detrimental to the health or safety of the public or the occupants of the property or result in a change in land use or density that would be inconsistent with the requirements of the Zoning Code;
 4. If the exception requested is to provide reasonable accommodation pursuant to state or federal law, the review authority must also make the following findings in addition to any other findings that this Zoning Code requires:
 - a. That the subject housing or property will be used by an individual or organization entitled to protection;
 - b. If the request for accommodation is to provide fair access to housing, that the request is necessary to make specific housing available to an individual protected under state or federal law;
 - c. That the conditions imposed, if any, are necessary to further a compelling public interest and represent the least restrictive means of furthering that interest; and
 - d. That denial of the requested exception would impose a substantial burden on religious exercise or would conflict with any state or federal statute requiring reasonable accommodation to provide access to housing; and
 5. The project has been reviewed in compliance with the California Environmental Quality Act and the requirements of this chapter.

6. Parcel Map Findings

VMC Section 15.08.050 requires the review authority, Planning Commission to make the following findings before approving a subdivision:

1. Is consistent with the goals and policies of the Vallejo general plan and any applicable specific plans; and
2. Conforms with this title and the zoning ordinance; and
3. Conforms with the Subdivision Map Act.

Staff Analysis

Staff believes all the applicable Design Review, Development Review, Minor Use Permit, Variance, Exception and Parcel Map findings as listed above, can be made for the proposed project. A summary staff analysis is included below, with specific analysis associated with each required finding, including recommended statement of fact, incorporated in the attached Resolution (Attachment 1 of this report).

I. Architecture

The architectural design of the proposed dealership would reflect a modern and minimalist style with recessed windows and rooflines. The proposed building is intended to be visually interesting and would be constructed with a variety of high-quality building materials and painted with different colors. Vertical and horizontal façade breaks, and appropriate building massing have been incorporated into the design of the building.

The proposed “Hyundai” dealership building would be one-story with an overall building height of 26 feet and would be oriented towards the public right-of-way facing Sonoma Boulevard (SR29). The car wash structure would have an overall height of 15 feet and be located in the rear half of the site. Exterior materials proposed for the dealership include a mixture of Exterior Insulation Finishing System (EIFS) wall finish with the sandblast stucco finish, to be painted a soft tan with accents of medium brown. The proposed façade along Sonoma Boulevard incorporates an insulating glass system and “Sky-Shaped” Aluminum Composite (ACM) wall panels in medium brown along, with the above stucco finish (see Figures 3 and 4 of Attachment 2). Both exteriors of the car wash and trash enclosure structures would be similar in style to the main structure having

the same stucco sandblast finishes of soft tan and medium brown EIFS walls, built of CMU construction. The trash enclosure would also have a standing seam metal roof painted to match the main structure.

II. Landscaping

The proposed landscaping is designed to complement the new buildings and provide transition from the buildings to the public realm. A variety of new drought tolerant shrubs, ground cover and trees totaling 37,792 square feet of new landscaping, would be planted throughout the site to enhance the public realm within the property. The twelve trees proposed include London Planetree and Purple Crape Myrtle which are both found on the City of Vallejo approved tree list (See Figure 2 of Attachment 2).

Landscaping would be installed throughout the new parking lot with landscaping caps at the end of each row of parking and a landscaping island every eight consecutive parking spaces. Each of the landscaping caps and islands will incorporate shrubs or ornamental grasses respectively and as conditioned, will include a 15-gallon tree. Also, landscaping will be installed along the north property line, adjacent to the commercial use to the north to create additional buffer. Additionally, as conditioned at least one 15-gallon tree will be installed each 30 linear feet along the north property line as required in the Central Corridor Commercial Zoning District by VMC Table 16.204-A: Development Standards: Commercial Districts.

As proposed, the project does not include street trees along Sonoma Boulevard (SR29) due to an existing 10-foot Pacific Gas and Electric (PG&E) easement that runs parallel to Sonoma Boulevard (SR29). Staff has coordinated with PG&E on the allowed landscaping within their easements and only lawns, flowers, low-profile grasses and low-growing herbaceous plants are permitted. Staff is recommending a condition of approval be added install the required seven (7) street trees outside of the PG&E easement that meet both the requirements of the VMC and PG&E requirements.

Lastly, it should be noted that as part of this project, a condition has been added that an arborist report must be submitted if any existing trees on site need to be removed.

III. Overall Building Length

As proposed, the project building length will be 182 feet. An exception to increase the allowed building length by 32 feet is necessary due to physical characteristics of the property and the accommodation of each part of the proposed use. The development is proposed as close as possible to the front of the property where the site is narrowest while still allowing for the required 20' fire lane on one side and customer parking and drive aisle on the other. The proposed building length is 182 feet total including a 36'-8" deep showroom, 45'-4" for office spaces and bathrooms, and 100' for the service and storage areas. Removing 30' from this building length would take away a significant portion of any one of these ancillary uses making the request to increase the building length necessary for this project.

IV. Increase to the Setback

The requested variance to eliminate the requirement of a zero-foot front setback is due to subject site being within the Federal Emergency Management Agency (FEMA) floodplain. The FEMA floodplain requires the finished grade of the site to be raised by 2.7 feet. The FEMA mandated pad height increase of 2.7 feet impacts vehicular approach angle, sight lines and path of travel for pedestrians. The FEMA floodplain requirements has created significant issues that are not created by any act of the property owner. Therefore, with a variance, the building can be located appropriately on the site to comply with the allowed maximum driveway slopes for vehicular and pedestrian traffic entering and exiting.

V. Access, Circulation and Parking

Vehicular access to the project site would be provided via two ingress/egress driveways off Sonoma Boulevard/SR 29. The driveway located on the north side of the project site would be used by customers and staff, which would be facilitated by a new 25-foot curb cut. The driveway on the southern portion of the lot would be used as a fire access lane as well as for truck deliveries and would be facilitated by a new 20-foot curb cut. The fire access lane would be 20 feet. Figure 3 shows the proposed site plan for the proposed project.

Pedestrian access to the site would be available via Sonoma Boulevard and would include an ADA-compliant pedestrian ramp per California Department of Transportation (Caltrans) Standard Plan A88A. In addition, if found to be in poor condition, and with compliance with the standard condition of approval, the sidewalk along Sonoma Boulevard would be replaced and would include frontage improvements such as streetlights, benches and trash receptacles.

The proposed project also would include a new surface parking area, consisting of 294 parking spaces. The parking area would provide the following spaces: 27 employee parking spaces, 21 customer parking spaces, 24 service parking spaces, 222 parking spaces divided between used and new for vehicle sales. In addition, parking would include a total of 6 electric vehicle charging ports; two of which would be Level 3 Fast chargers, and two Level 2 chargers. The parking area would only be open during operation hours and would not be available for public use, and a motorized gate would allow access in and out of the property. In addition, the project site would also contain an automotive hauler loading zone on the east side of the project site. Each loading area would be 35 feet by 12 feet.

VI. Vehicle Miles Traveled (VMT)

According to the VMT Analysis report by Fehr & Peers dated August 20, 2024, the project proposes to construct one standalone auto dealership, which will relocate the existing Vallejo Hyundai facility located at 3266 Sonoma Boulevard, which is approximately 0.6-miles from the proposed Project site. Results of the VMT analysis indicate that the Project would result in a net VMT decrease, and thus the Project's impact with regards to VMT is less-than-significant.

ENVIRONMENTAL REVIEW

The project is consistent with the Vallejo General Plan, the White Slough Specific Plan and is within the scope of the previously prepared Vallejo General Plan EIR), and will not trigger any of the conditions requiring preparation of a subsequent or supplemental EIR, satisfying the requirements of CEQA Guidelines Sections 15162 (Subsequent EIRs and Negative Declarations), and 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning).

Specifically, in accordance with CEQA Guidelines Sections 15162, "no subsequent EIR shall be prepared for a project unless the lead agency determines ... one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of

new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative."

Section 15183 states that "projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site... In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

1. Are peculiar to the project or the parcel on which the project would be located;
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent;
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

This section shall apply only to projects which meet the following conditions:

1. The project is consistent with:
 - a. A community plan adopted as part of a general plan;
 - b. A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development; or
 - c. A general plan of a local agency, and
2. An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan."

To further support and confirm the conditions described above, the City retained LSA Associates, Inc (LSA), to conduct a comprehensive environmental review of the project. The full report prepared by LSA is included as Attachment 3 to this staff report, and it concludes that the project meets the requirements of CEQA under Sections 15162 (Subsequent EIRs and Negative Declarations) and 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning), and therefore, no environmental review is required beyond that which is provided.

Notice And Comments

On December 22, 2024, pursuant to VMC Section 16.602.08 – Noticing, a 14-calendar day notice of this hearing was published in the Times Herald, mailed to all active neighborhood groups and all property owners within 500 feet of the subject parcel, and any other local agency expected to provide water, wastewater treatment, or other essential facilities or services to the project, as well as to members of the Planning Commission, the applicant and property owner.

Staff received a letter of objection dated January 6, 2025. Staff has reviewed the specific allegations included in that letter and determined them to be unfounded, either because the subject project has been adequately reviewed under CEQA, as part of this project an Exception and Variance are being reviewed and processed, and is otherwise consistent with all applicable General Plan, Specific Plan, and Zoning requirements as noted in the findings in the Resolution.

NOTICE AND COMMENTS

CONCLUSION

Based on the analysis contained in this staff report, staff recommends that the Planning Commission: 1) find that the project meets the requirements of CEQA guidelines Sections 15162 and 15183, and APPROVE Design Review (DR23-0014), Development Review (DVR23-0032), Landscape Review (LR23-0006), Minor Use Permit (MUP23-0014), Parcel Map (PM23-0004), Variance (VAR23-0003), and Exception (EXC24-0005), based on the findings provided in the attached Resolution and subject to the Conditions of Approval provided as Exhibit A to the Resolution.

EXPIRATION

Pursuant to VMC Section 16.602.12(A.2), approval of Design Review (DR23-0014), Development Review (DVR23-0032), Landscape Review (LR23-0006), Minor Use Permit (MUP23-0014), Parcel Map (PM23-0004), Variance (VAR23-0003), and Exception (EXC24-0005) shall automatically expire 24 months after its approval unless authorized construction has commenced prior to the expiration date (January 22, 2027; if approved at this meeting and not appealed).

APPEAL PROCEDURE

The applicant, or any party adversely affected by the decision of the Planning Commission may, within ten days after the rendering of the decision of the Planning Commission appeal in writing to the City Council by filing a written appeal with a fee as prescribed in the Master Fee Schedule with the City Clerk. Such written appeal shall state the reason or reasons for the appeal and why the applicant believes he or she is adversely affected by the decision of the Planning Commission. Such appeal shall not be timely filed unless it is actually received by the City Clerk or designee no later than the close of business on the tenth calendar day after the rendition of the decision of the Planning Commission. If such date falls on a weekend or City holiday, then the deadline shall be extended until the next regular business day.

Notice of the appeal, including the date and time of the City Council's consideration of the appeal, shall be sent by the City Clerk to all property owners within five hundred feet of the project boundary. The Council may affirm, reverse, or modify any decision of the Planning Commission that is appealed.

This item is subject to the Levine Act. City elected and appointed officials, including candidates for City elected office, (City Officers) who have received a campaign contribution of more than \$250 within 12 months prior from a party, participant, or their representatives involved in this proceeding may do either of the following: (1) disclose the contribution on the record and recuse themselves from this proceeding; OR (2) return the portion of the contribution that exceeds \$250 within 30 days from the time the elected official knew or should have known about the contribution and participate in the proceeding.

All parties, participants, and their representatives must disclose on the record of this proceeding any contribution of more than \$250 made to the City Officers, such as the Mayor and/or Councilmembers, within 12 months prior to the date of the proceeding. City Officers are prohibited from accepting, soliciting, or directing a contribution of more than \$250 from a party, participant, or their representatives during a proceeding and for 12 months following the date a final decision is rendered.

ATTACHMENTS

1.	Resolution PC25-XX
2.	Exhibit A - Conditions of Approval
3.	Supporting Information (Tables and Images)
4.	Section 15162 and 15183 -Memorandum – Prepared by LSA Associates, Inc, dated December 30, 2024. Attachment 3 - CEQA Memorandum FinalwithAppendix
5.	Project Plans
6.	Material Sample Board
7.	Letter of objection to City of Vallejo Design Review Board
8.	Letter of objection to City of Vallejo Planning Commission

CONTACT

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CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC 24-XX

A RESOLUTION APPROVING DESIGN REVIEW (DR23-0014), DEVELOPMENT REVIEW (DVR23-0032), MINOR USE PERMIT (MUP23-0014), PARCEL MAP (PM23-0004), VARIANCE (VAR23-0003), EXCEPTION (EXC24-0005), AND LANDSCAPE REVIEW (LR23-0006), FOR THE WISE VALLEJO AUTO COMPLEX AT 500 REDWOOD STREET (APN: 0051-010-320)

I. RECITALS

WHEREAS, On November 28, 1995, the Vallejo City Council approved the White Slough Specific Area Plan (WSSAP) to provide for the protection and enhancement of habitat value and the improvements of transportation, flood control and other infrastructure facilities; and

WHEREAS, on August 29, 2017, the City Council adopted the CEQA Findings of Fact, Statement of Significance, and Mitigation Monitoring and Reporting Program, and certified the Environmental Impact Report (EIR) for the Vallejo General Plan 2040 (SCH#2014112035); and

WHEREAS, on August 29, 2017, the City Council adopted General Plan 2040; and

WHEREAS, the property has a General Plan 2040 land use designation of Business/Limited Residential; and

WHEREAS, in July 2021, the City Council adopted a new Zoning Code and Zoning Map; and

WHEREAS, in conjunction with the adoption of the new Zoning Code, the City Council amended the WSSAP to repeal its specific land use regulations and replace them with those of the new Zoning Code; and

WHEREAS, the proposed project is located in the Central Corridor Commercial Zoning District; and

WHEREAS, on June 22, 2023, Goree Whitfield, the applicant, on behalf of Yanni Limmitted, LLC, the property owner, submitted an application for a Design Review, Development Review, Landscape Review, Minor Use Permit, Parcel Map, and Variance, to subdivide an existing 12.45 vacant parcel into three parcels (Parcels A, B, and C) and to develop the site with three new automotive dealerships at 500 Redwood Street (APN: 0051-010-320); and

WHEREAS, on September 20, 2024, the application for the project was determined to be complete for processing; and

WHEREAS, on September 27, 2024, the applicant revised the application to reduce the scope of the project and add the Exception to request an increase in the maximum allowable building length. The revised scope proposes subdivision of the vacant parcel into three lots, but would develop only one auto dealership with a car wash; and

WHEREAS, on December 22, 2024, pursuant to VMC Section 16.602.08(A), notice of this hearing was published in the Times Herald and mailed to all active neighborhood groups and

property owners within 500 feet of the subject property and electronically mailed to the members of the Planning Commission and to the applicant; and

WHEREAS, the Record of Proceedings (“Record”) upon which the Planning Commission bases its decision on the Project at issue herein, includes, but is not limited to: (1) the environmental document prepared for the Project and the appendices and technical reports cited in and/or relied upon in preparing same; (2) the staff reports, City files and records and other documents, prepared for and/or submitted to the City relating to the environmental document and the Project; (3) the evidence, facts, findings and other determinations set forth in this resolution; (4) the City of Vallejo General Plan and its related EIR; (5) the Vallejo Municipal Code and its related environmental documents; (6) all designs, plans, studies, data and correspondence submitted to the City in connection with the environmental document and the Project; (7) all documentary and oral evidence received at public workshops, meetings, and hearings regarding the environmental document(s) and the Project; (8) all other matters of common knowledge to the Planning Commission including, but not limited to, City, state, and federal laws, policies, rules, regulations, reports, records and projections related to development within the City of Vallejo and its surrounding areas; and

WHEREAS, the location and custodian of the records is the Director of the City of Vallejo Development Services Department, Planning Division, 555 Santa Clara Street, Vallejo, California 94590; and

WHEREAS, on January 6, 2025, the City of Vallejo Planning Commission, after giving all public notices required by State law and the City of Vallejo Municipal Code, conducted a duly noticed public hearing; and

WHEREAS, the Planning Commission considered all public comments continued the public hearing to January 22, 2025; and

WHEREAS, on January 22, 2025, the City of Vallejo Planning Commission, after giving all public notices required by State law and the City of Vallejo Municipal Code, conducted a duly noticed public hearing; and

WHEREAS, the Planning Commission considered all public comments and evidence, both written and oral, provided at the public hearing, as well as other documents contained in the record of proceedings relating to the project; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission hereby finds and resolves that, based on substantial evidence in the record:

II. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

Pursuant to the facts and analysis in the “500 Redwood Street Project” memorandum, dated December 30, 2024, and prepared by LSA Associates, Inc, the project is consistent with the Vallejo General Plan, the WSSAP, and is within the scope of the previously prepared Vallejo General Plan Environmental Impact Report (EIR), and will not trigger any of the conditions requiring preparation of a subsequent or supplemental EIR, satisfying the requirements of the California Environmental Quality Act (CEQA) Guidelines, Sections 15162 (Subsequent EIRs and Negative Declarations) and 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning). Therefore, no further environmental review is required.

- A. CEQA Guidelines, Section 15162 Findings. The proposed project has been evaluated for significant impacts pursuant to CEQA and no new information of substantial importance meeting the criteria listed in CEQA Guidelines Section 15162 has been identified. Under CEQA Guidelines Section 15162, the determination is that the proposed project’s impacts have been considered in the General Plan EIR that was reviewed and certified by the City

Council, and that the General Plan EIR provides a sufficient and adequate analysis of the environmental impacts of the proposed project. More specifically, the proposed project does not include:

- 1) Substantial changes in the project analyzed in the certified EIR that would require major revisions to the certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (CEQA Guidelines Section 15162(a)(1)), in that the proposed project will result in only minor changes within the context of the General Plan EIR; the proposed project will be consistent with the community plan, land use designation, and zoning outlined in the General Plan EIR; the General Plan EIR analyzed impacts at a programmatic level and does not consist of specific projects; the overall use and intent of the proposed project will be consistent with the General Plan EIR; and the proposed project will not require major revisions to the certified EIR and the proposed project will not result in any new impacts that will require additional mitigation measures beyond those required in the General Plan EIR.
 - 2) Substantial changes in the circumstances under which the project is undertaken that would result in new significant impacts or substantially increase the severity of a previously identified significant impact that was not evaluated and mitigated by the certified EIR (CEQA Guidelines Section 15162(a)(2)), in that the proposed subdivision and car dealership development project is consistent with the City's General Plan and zoning, and no amendments to the General Plan or zoning designations are required, thereby resulting in no new circumstances that will result in new significant impacts or substantially more severe impacts from what has been anticipated for the site in the General Plan EIR.
 - 3) New information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete (CEQA Guidelines Section 15162(a)(3)). New information of substantial importance includes: (1) one or more significant effects not discussed in the previous EIR; (2) significant effects previously examined that are substantially more severe than shown in the previous EIR; (3) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (4) mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
- B. CEQA Guidelines, Section 15183 Findings. The proposed project has been evaluated for significant impacts pursuant to CEQA and no new information of substantial importance meeting the criteria listed in CEQA Guidelines Section 15183 has been identified. Under CEQA Guidelines Section 15183, the determination is that the proposed project's impacts have been considered in the General Plan EIR that was reviewed and certified by the City Council, and that the General Plan EIR provides a sufficient and adequate analysis of the environmental impacts of the proposed project.
- 1) Pursuant to CEQA Guidelines Section 15183(a), the proposed project is consistent with the land uses, densities, and other zoning and development standards set forth in the General Plan EIR, in that the project site is located within the WSSAP area of the City of Vallejo and is subject to the certified General Plan EIR. The City's General Plan 2040 designates the project site as Business/Limited Residential (B/LR), and the project site is zoned Central Corridor Commercial

(CC), within the WSSAP (SP-2) on the City of Vallejo Zoning Map, which allows for automotive dealership uses. The proposed project will result in minor changes within the context of the General Plan EIR but is consistent with the community plan, land use designation, and zoning outlined in the General Plan EIR. The General Plan EIR analyzed impacts at a programmatic level and does not consist of specific projects, thereby the overall use and intent of the proposed project is consistent with the General Plan EIR. The proposed project does not require major revisions to the certified EIR and the proposed project will not result in any new impacts that will require additional mitigation measures beyond those required in the General Plan EIR.

- 2) Pursuant to CEQA Guidelines Section 15183(b)(1), the project would not result in environmental effects that are peculiar to the project or the parcel on which the project would be located, and no additional mitigation measures are required to reduce project-specific impacts to a less than significant level other than those required in the prior EIR. Construction and operational impacts of the proposed project will be the same as or similar to, those impacts identified in the General Plan EIR. Therefore, impacts of the proposed project related to effects on biological resources, cumulative impacts, and effects on human beings will not change the conclusions of the General Plan EIR, and there are no impacts peculiar to the project or the project site.
- 3) Pursuant to CEQA Guidelines Section 15183(b)(2), the project would not result in any environmental effects that were not analyzed as significant effects in the General Plan EIR on the related documents (e.g., General Plan amendments, zoning actions) with which the project is consistent. As discussed above, the proposed project will not result in any new environmental impacts that were not previously analyzed, and the proposed project will implement the associated mitigation measures from the prior certified General Plan EIR, and as such will be consistent with the findings of the General Plan EIR.
- 4) Pursuant to CEQA Guidelines Section 15183(b)(3), the project would not result in any environmental effects that are potentially significant off-site impacts and cumulative impacts that were not discussed in the General Plan EIR. The proposed project will not increase significant off-site or cumulative impacts, nor will the project contribute significantly to public utility demand, traffic, air quality, etc., given that the appropriate mitigation measures discussed in the General Plan EIR will be implemented during construction operation of the proposed project. In addition, as identified above, the proposed project will not result in more severe impacts for any environmental resource category than those analyzed in the General Plan EIR.
- 5) Pursuant to CEQA Guidelines Section 15183(b)(4), the project would not result in any environmental effects that are previously identified significant effects which, as a result of substantial new information that was not known at the time the General Plan EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR. The General Plan EIR was certified in 2017. Updated planning documents, including ordinances, that were adopted by the City after General Plan EIR certification did not provide substantial new information that was not known at the time the EIR was certified. Additionally, the proposed project will comply with all updated regulations, such as building codes, zoning amendments, and any other updates to the zoning code, as required by the City. Since no substantial new information not known at the time of the General Plan EIR is available, no updated analyses or other studies are required for the proposed project.

III. FINDINGS RELEVANT TO THE APPROVAL OF THE DESIGN REVIEW PERMIT (VMC Section 16.604.03.B)

- A. That the application is consistent with the purposes of this chapter, the design policies of the general plan and any applicable specific plan, any adopted applicable design guidelines.

Purposes of the Chapter

1. **Establish regulations for an objective process that applies urban design principles to ensure that new construction supports the best of the city's architectural traditions.**

As proposed, the project meets the objective design standards called out in VMC Chapter 16.204 – Commercial Districts, as discussed in detail below.

2. **Encourage new structures that show creativity and imagination, add distinction, interest, and variety to the community, and are environmentally sustainable.**

The project will be constructed with a variety of high-quality building materials and painted with simple, earth tone colors. Vertical and horizontal façade breaks, and appropriate building massing have been incorporated into the design of the building and will create distinction in the established commercial district. The project will incorporate short and long-term bicycle parking and provide electric vehicle (EV) chargers, to be environmentally sustainable. Additionally, the project will be designed to meet the California Building Code Title 24 (energy efficiency standards) and the Green Building Standards.

3. **Promote architectural and design excellence in new construction and discourage poor quality development.**

Exterior materials of the dealership will include a mixture of Exterior Insulation Finishing System (EIFS) wall finish with the sandblast stucco finish to be painted a soft tan with accents of medium brown. The façade on Sonoma Boulevard will incorporate an insulating glass system and “Sky-Shaped” Aluminum Composite (ACM) wall panels in medium brown along with the above stucco finish (see Figures 3 and 4 in Attachment 4). Overall, the project will use high-quality, long-lasting material which promotes architectural excellence through new construction and will discourage poor quality development on adjacent vacant parcels.

4. **Ensure that future development should:**
 - a. **Reflect the values of the community.**
 - b. **Enhance the surrounding environment.**
 - c. **Visually harmonize with its surroundings and not unnecessarily obstruct scenic views; and**
 - d. **Avoid nostalgic misrepresentations that may confuse the relationships among structures over time.**

The project will develop an underutilized vacant site, which is consistent with Policy NBE-2.5 in the General Plan. The project will enhance the surrounding environment by adding new landscaping and street frontage improvements. The new project will enhance the surrounding environment by enhancing a city gateway and adding a new commercial business to serve residents and

visitors alike. Due to its location, the project will not obstruct scenic views, and due to its nature and design it will not confuse existing relationships among structures over time.

5. **Ensure that decisions on housing development projects are based on objective design standards as required by the State Housing Accountability Act (Government Code Section 65589.5).**

Not applicable; the proposed project is non-residential and therefore not subject to the State Housing Accountability Act.

6. **Provide for new landscaping to create a visually pleasing setting for structures on the site.**

The project will include a total of 37,792 square feet of new drought tolerant landscaping throughout the site. The trees proposed include London Planetree and Purple Crape Myrtle, which are both found on the City of Vallejo approved tree list. As proposed, landscaping islands will be installed throughout the new parking lot with landscaping caps at the end of each row of parking and around the perimeter of the site. Staff has determined that the new landscaping will create a visually pleasing setting.

7. **Promote the protection and retention of landmark, native, and specimen trees and if feasible mature canopy trees and other significant landscaping of aesthetic and environmental value.**

Per proposed landscape plans, no existing trees are indicated as being removed. The conditions of approval for this project will require an arborist report to be submitted if any existing trees are to be removed.

8. **Ensure that the design, quality, and location of signs are consistent with the character and scale of the structures to which they are attached and are visually harmonious with surrounding development.**

Not applicable; the applicant has requested signage be reviewed later under a separate Zoning Compliance Review application.

9. **Promote the conservation, enhancement, preservation, and protection of historic resources.**

Not applicable; there are no historic resources near this project's location.

Design policies of the General Plan

The proposed project is consistent with General Plan Policy NBE-2.3, which promotes "attractive development that is compatible with surrounding uses," in that the project architecture is of a high quality that unifies the buildings of the proposed development with a variety of materials and architectural features that break up the expanse of wall planes.

2. **Is consistent with any planning and zoning approvals by the director or the planning commission.**

The project is consistent with the CC zoning district in that it proposes an auto dealership meets all appropriate development standards of the VMC.

3. Complies with any other relevant city policies or regulations.

The project is consistent with the objective development standards in VMC Chapter 16.308 - Automobile/Vehicle Sales, Leasing and Rentals, in that the showroom shall be constructed to achieve the minimum required façade height of 15 feet by proposing a height of 18 feet. As proposed the street-facing façade will have transparent glazing of at least 75 percent of the building wall area and no wall will include a continuous horizontal plane for more than 25 feet without an opening. No parking is proposed between the vehicle showroom and Sonoma Boulevard.

The project is consistent with the development standards in VMC Chapter 16.310 in that it does not abut a Residential Zoning District, and all related activities of the car wash facility will be located within an enclosed service building. As proposed, the project meets the minimum landscaping of 15 percent of the site by providing 20.8 percent total landscaping area with planters being surrounded by concrete curbs to preclude motor vehicles from driving across the sidewalk at locations other than access driveways.

4. Meets the following criteria:

- a. The aesthetic design, including its exterior design and landscaping, is appropriate to the function of the project and will provide an attractive and comfortable environment for occupants, visitors, and the general community.**

The overall design and landscaping of the project is appropriate to the function of the project and will provide an attractive environment for visitors and the general community. The proposed project will activate and enhance an underutilized vacant site with a new project and landscaping.

- b. Project details, colors, materials, and landscaping are fully integrated with one another and used in a manner that is visually consistent with the proposed architectural design.**

The automobile dealership, car wash and trash enclosure will be constructed with various materials, such as Exterior Insulation Finishing System (EIFS) wall finish with the sandblast stucco finish to be painted a soft tan with accents of medium brown. The façade on Sonoma Boulevard will incorporate an insulating glass system and "Sky-Shaped" Aluminum Composite (ACM) wall panels in medium brown along with the above stucco finish. The project details, colors, materials, and landscaping are integrated with one another in a way that will create a visually consistent proposal.

- c. The project has been designed with consideration of neighboring development.**

The project has been designed with consideration of existing neighboring development in that the materials and colors chosen are neutral in tone and the structure will enhance the currently underutilized vacant parcel. The project also includes appropriate landscaping throughout, and all lighting on the site will be properly screened and directed to point to the ground to avoid unintended light spillage onto neighboring development.

- d. The project contributes to the creation of an attractive and visually interesting built environment that includes well-articulated structures**

that present varied building facades, rooflines, and building heights and encourages increased pedestrian activity and transit use.

The proposed building is visually interesting and will be constructed with a variety of high-quality building materials and painted with simple, complementary colors. Vertical and horizontal façade breaks, and appropriate building massing have been incorporated into the design of the building. The building features undulation, wall articulation, and materials that are aesthetically pleasing and compatible with other newer developments in the community.

- e. Street frontages are attractive and interesting for pedestrians, address the street and provide for greater safety by allowing for surveillance of the street by people inside buildings and elsewhere.**

The proposed project will activate an underutilized vacant site, by maintaining and enhancing existing street frontage and site improvements to create an attractive street presence for pedestrians and passing motorists.

- f. The proposed design is compatible with the historical or visual character of any area recognized by the city as having such character.**

Not applicable; subject site is not within any historic district of the city.

- g. The aesthetic design preserves significant public views and vistas from public streets and open spaces and enhances them by providing areas for pedestrian activity.**

The project has been designed to preserve the public views and maintain the existing wetlands within the WSSAP. Additionally, the project will enhance the surrounding environment by adding new landscaping and street frontage improvements, while not unnecessarily obstructing scenic views.

- h. The proposed landscaping plan is suitable for the type of project and will improve the appearance of the community by enhancing the building, minimizing hardscape and softening walls; and the landscape plan incorporates plant materials that are drought-tolerant, will minimize water usage, and are compatible with Vallejo's climate.**

The proposed landscaping, including trees, shrubs and ground covering, has been designed to improve the appearance of an underutilized site and minimize hardscape. The landscaping incorporates plant materials that are drought-tolerant, will minimize water usage, and are compatible with City of Vallejo's climate.

- i. The project has been designed to be energy efficient including, but not limited to, landscape design and green or eco-friendly design and materials.**

As required by the California Building Code, the project has been designed to be energy efficient and will include features such as properly shielded LED lighting installed throughout the site and 2 EV charging stations. Further, the proposed landscaping has been designed to incorporate plant materials that are drought tolerant, consistent with the California Water Efficient Landscaping Standards.

- j. **The project design protects and integrates natural features including creeks, open space, significant vegetation, and geologic features.**

Not applicable; other than the existing wetland west of Sonoma Boulevard which the project layout avoids, there are no natural features including creeks, open space, significant vegetation, and geologic features on the subject site.

IV. FINDINGS RELEVANT TO THE APPROVAL OF THE DEVELOPMENT REVIEW PERMIT (VMC Section 16.605.03)

- 1. Complies with all applicable specific standards and criteria of this Zoning Code;**

The proposed project is located on a property zoned Central Corridor Commercial (CC). The project includes the construction of a new auto dealership and associated site improvements, on an underutilized vacant site that will provide new employment and sales opportunities for residents as well as consumers and visitors from the region. The project, as proposed and conditioned, is consistent with the applicable development standards outlined in VMC Title 16, as noted in the report.

- 2. Is consistent with the general plan and any applicable approved specific plan or planned development;**

The project site is designated as Business/Limited Residential on the General Plan Land Use Map. The General Plan 2040 B/LR designation is intended to facilitate high quality employment-based businesses, including professional office; health care and life sciences; research and development; production, distribution, and repair (PDR); and light industrial, manufacturing, and similar uses conducted primarily inside of buildings. A mix of lot sizes is encouraged to accommodate small businesses as well as larger campus-style uses. Restaurants, retail stores, automotive services, personal and business services, hotels, and recreational facilities that cater to the needs of businesses, employees, and residents of the surrounding area are accommodated in the B/LR designation. The proposed project is consistent with the B/LR land use designation in that it includes construction of a new auto dealership that provides high-quality employment opportunities as well as automotive services, catering to the needs of businesses, employees, and residents of the surrounding area as well as consumers and visitors from a wider region. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions, as detailed above.

- 3. Complies with any design conditions, standards, or requirements imposed by a discretionary approval including but not limited to a major or minor use permit, variance, specific plan, planned development, or tentative map applicable to the project or the location where it is proposed;**

The new development will comply with the approved design and conditions of approval imposed by the attached Resolution.

- 4. Is in substantial compliance with any applicable adopted design guidelines;**

Not applicable; the project is not subject to any applicable adopted design guidelines

- 5. Will serve to achieve groupings of structures that are well related one to another and which, taken together, will result in a well-composed urban design, with consideration given to site, height, arrangement, texture, material, color and appurtenances, the relation of these factors to other structures in the immediate area, and the relation of the development to the total setting as seen from key points in the surrounding area; only elements of design which have some significant relationship to outside appearance shall be considered;**

The proposed project consists of the establishment of a new auto dealership, car wash and automotive services along with site improvements, such as new landscaping, lighting, and a new trash enclosure. The overall building height and massing is consistent with buildings in the immediate area and the design includes a mixture of aluminum composite siding and an insulated glass system, resulting in a well-composed urban design. The new development will also activate an underutilized, vacant site and will complement the existing uses in the immediate area.

- 6. Will be of a quality and demonstrates thoughtful site planning that will serve to protect the value of private and public investments in the area; and**

The proposed project demonstrates thoughtful site planning in that it meets all the development standards required in the subject location and will serve to protect the value of the private and public investments.

- 7. That the project has been reviewed in compliance with the California Environmental Quality Act, if applicable, and the requirements of this chapter.**

See Section II above.

V. FINDINGS RELEVANT TO THE APPROVAL OF THE MINOR USE PERMIT (VMC SECTION 16.606.03)

- 1. The proposed use is conditionally allowed within the applicable zoning district and complies with all other applicable provisions of the Zoning Code and all other titles of the Vallejo Municipal Code;**

The proposed project aligns with the Central Corridor Commercial (CC) Zoning District regulations outlined in VMC Table 16.301-A, which conditionally permits an auto sales facility. To comply with these regulations, a Minor Use Permit (MNP) is required. The project also adheres to the applicable development standards specific in Title 16 of the VMC, as proposed and condition.

- 2. The proposed use is consistent with the general plan and any applicable specific plan or planned development and any other applicable plans;**

The project site is designated as Business/Limited Residential (B/LR) in the General Plan Land Use Map. The General Plan 2040 B/LR designation is intended to facilitate high quality employment-based businesses, including professional office; health care and life sciences; research and development; production, distribution, and repair (PDR); and light industrial, manufacturing and similar uses conducted primarily inside of buildings. A mix of lot sizes is encouraged to accommodate small businesses as well as larger campus style uses. Restaurants, retail stores, automotive services, personal and business services, hotels, and recreational facilities that cater to the needs of businesses, employees, and residents of the surrounding area are accommodated in the B/LR designation. Residential-only or mixed-use projects containing a residential component are also accommodated, providing that findings of compatibility can be made. The maximum permitted FAR in the B/LR designation is 2.0, with minimum residential density of 25 dwelling units per acre up to 50 dwelling units per acre.

The project is consistent with the B/LR land use designation in that it incorporates the development of an automotive dealership providing automotive services for the needs of local residents and residents in the surrounding area. The proposed 24,963 square-foot auto dealership has a floor area ratio (FAR) of 0.14, which is within the allowable range established for the B/LR land use designation. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions such as Urban Forest, Inviting,

Compatible Design, Infill Development, and Energy Efficiency (see Table 1 in Attachment 2 for staff's analysis).

The project is also located within the WSSAP, which is intended to provide for the protection and enhancement of habitat value, and the improvements of transportation, flood control and other infrastructure facilities. The proposed project complies with the applicable WSSAP Development Standards, in that:

- 1) the site design is compatible with adjacent less intensive uses; the site layout is organized in a manner that places service and loading areas behind the building (away from public view); and the development proposes a floor-area-ratio (FAR) of 0.14, which is below the maximum allowable FAR of 3.0;*
- 2) the architectural style proposed for the dealership and car wash building is contemporary; all roof top equipment would be fully screened from view; and the proposed building height at 26'-0," would not exceed the maximum allowed height of 8 stories;*
- 3) proposed landscaping would be provided around all parking areas, screening all service and loading areas from public view as required by the now applicable landscape and screening provisions contained VMC Chapter 16.504;*
- 4) the 294 off-street parking spaces proposed (including 27 for employees, 21 for customers, 24 for service and 222 for storage of vehicles) exceeds the parking requirement provided in VMC Table 16.508-B, of 1 space per 1000 square feet for automotive sales, leasing and repair uses (or 250 total parking spaces); and*
- 5) no signage for the use is proposed at this time.*

Further, as part of the adoption of the new Zoning Code in 2021, the WSSAP was amended remove all zoning standards (land use regulations) previously contained within Appendix 2, and instead refer any new development within the plan area to the base zoning regulations contained in the VMC Title 16. The proposal is consistent with the applicable Central Commercial Corridor (CC) zoning district, as well as all applicable land use regulations and development standards as set forth in the VMC Title 16.

3. The subject parcel is physically suitable for the type of land use being proposed;

The subject parcel is physically suitable for the proposed use of auto sales and washing and will incorporate a reconfigured off-street parking, and new landscaping.

4. The proposed use is compatible with existing and permissible land uses within the zoning district and the general area in which the proposed use is to be located which may include but not be limited to size, intensity, hours of operation, number of employees, or the nature of the operation;

The proposed project is compatible with existing and permissible land uses within the CC zoning district, as auto sales is an allowed use with a Minor Use Permit and auto washing under 2,500 sq. ft. is a permitted use.

5. The physical location or placement of the use on the site is compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood;

The physical location of the proposed project on an underutilized site will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood, in that the physical development proposed will be significantly set back from the White Slough waterfront and the site design will be compatible with adjacent less intensive uses and will be laid out in a manner that places service and loading areas behind the building and away from public view.

6. **The proposed use and related project features will not create any nuisances arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding ambient conditions and would not otherwise be detrimental to the public interest, health, safety, or general welfare; and**

According to the VMT Analysis report by Fehr & Peers dated August 20, 2024, the project proposes to construct one standalone auto dealership, which will relocate the existing Vallejo Hyundai facility located at 3266 Sonoma Boulevard, which is approximately 0.6-miles from the proposed Project site. The proposed drive aisles will have adequate space to prevent vehicle spillover from outside the parking lot to ensure no interference with the adjacent public rights-of-way, nor the circulation of the site. Conditions of approval have been added to vehicle drop-off time to ensure no nuisance of noise will arise as a result of this development. As proposed and conditioned, the use will not be detrimental to the public interest, health, safety, or general welfare.

7. **The project has been reviewed in compliance with the California Environmental Quality Act, if applicable, and the requirements of this chapter.**

See Section II, above.

VI. FINDINGS RELEVANT TO THE APPROVAL OF THE VARIANCE (VMC SECTION 16.607.03)

1. **That a hardship peculiar to the property and not created by any act of the owner exists. In this context, personal, family or financial difficulties, loss of prospective profits and neighboring violations are not hardships justifying a variance. Further, a previous variance can never set a precedent, for each case must be considered only on its individual merits;**

The requested variance to eliminate the requirement of a zero-foot front setback is due to subject site being within the Federal Emergency Management Agency (FEMA) floodplain. The FEMA floodplain requires the finished grade of the site to be raised by 6 feet. The FEMA mandated pad height increase of 6 feet impacts vehicular approach angle, sight lines and path of travel for pedestrians. The FEMA floodplain requirements has created significant issues that are not created by any act of the property owner. Therefore, with a variance, the building can be located appropriately on the site to comply with the allowed maximum driveway slopes for vehicular and pedestrian traffic entering and exiting.

2. **That such variance is necessary for the preservation and enjoyment of substantial property rights possessed by other conforming property in the same vicinity and that a variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his neighbors;**

The requested variance is necessary for the preservation and enjoyment of substantial rights possessed by other conforming property in the same vicinity by allowing the proposed development of one auto dealership facility and will not constitute a special privilege of the recipient not enjoyed by his neighbors.

3. **That the granting of the variance will not be materially detrimental to the public health, safety or welfare or will not impair an adequate supply of light and air to adjacent property;**

The granting of the variance will not be materially detrimental to the public health, safety or welfare or will not impair an adequate supply of light and air to adjacent properties to the north, in that the underutilized site will be developed, installing new landscaping and enhancing the adjacent streetscape.

4. That the conditions upon which the requested variance is based would not be applicable, generally, to other property within the same zoning classification;

This condition upon the requested variance is solely based on the subject site and will not generally be applicable to other properties within the same zoning classifications.

5. That either the variance is so insignificant that granting it will not be incompatible with the general plan; or the potentially adverse effects of the variance on said plan, which would be avoided by denying the variance, are exceeded by the individual hardship which would be relieved by granting the variance; and

The granting of the variance for the increased front setback, will not be incompatible with the General Plan. Additionally, the project is found to be consistent with applicable General Plan 2040 policies and actions such as NBE-1.8: Urban Forest, NBE-2.3: Inviting, Compatible Design, NBE-2.8: Infill Development, and NBE-1.15: Energy Efficiency.

6. The project has been reviewed in compliance with the California Environmental Quality Act, if applicable, and the requirements of this chapter.

See Section II, above.

VII. FINDINGS RELEVANT TO THE APPROVAL OF THE EXCEPTION (VMC SECTION 16.608.05)

1. The exception is necessary due to the physical characteristics of the property and the proposed use or structure or other circumstances, including, but not limited to, topography, noise exposure, irregular property boundaries, or other unusual circumstance;

The development is proposed as close as possible to the front of the property where the site is narrowest while still allowing for the required 20' fire lane on one side and customer parking and drive aisle on the other. The proposed building length is 182 feet total including a 36'-8" deep showroom, 45'-4" for office spaces and bathrooms, and 100' for the service and storage areas. Removing 30' from this building length would take away a significant portion of any one of these ancillary uses making the request to increase the building length necessary for layout of this project.

2. There are no alternatives to the requested exception that could provide an equivalent level of benefit to the applicant with less potential detriment to surrounding owners and occupants or to the general public;

There are no alternatives to the requested exception to increase the allowed maximum building length by 32 feet that could provide an equivalent level of benefit to the applicant as a reduction in length would force the reduction or removal one of the necessary ancillary uses. Additionally, the increase in building length would not be detrimental to surrounding owners as the proposed development does not encroach into side setbacks.

3. The granting of the requested exception will not be detrimental to the health or safety of the public or the occupants of the property or result in a change in land use or density that would be inconsistent with the requirements of the Zoning Code;

The granting of the requested exception to increase the allowed maximum building length by 32 feet will not be detrimental to the health and safety of the public or the occupants of the property or result in a change in land use or density that would be inconsistent with the requirements of the Zoning Code.

4. If the exception requested is to provide reasonable accommodation pursuant to state or federal law, the review authority must also make the following findings in addition to any other findings that this Zoning Code requires:

- a. That the subject housing or property will be used by an individual or organization entitled to protection;
- b. If the request for accommodation is to provide fair access to housing, that the request is necessary to make specific housing available to an individual protected under state or federal law;
- c. That the conditions imposed, if any, are necessary to further a compelling public interest and represent the least restrictive means of furthering that interest; and
- d. That denial of the requested exception would impose a substantial burden on religious exercise or would conflict with any state or federal statute requiring reasonable accommodation to provide access to housing; and

Not applicable; the requested exception is not for reasonable accommodation.

- 5. The project has been reviewed in compliance with the California Environmental Quality Act, if applicable, and the requirements of this chapter.

See Section II, above.

VIII. FINDINGS RELEVANT TO THE APPROVAL OF A SUBDIVISION (VMC SECTION 15.08.050)

- 1. Is consistent with the goals and policies of the Vallejo general plan and any applicable specific plans; and

As described above, the proposed subdivision is of a 12.45-acre vacant parcel into three parcels (Parcel A at 4.64 acres, Parcel B at 4.17 acres, and Parcel C at 3.64 acres). The proposed subdivision is consistent with the goals and policies of General Plan 2040 in that it will allow the development of an automotive dealership and facilitate high-quality employment while providing automotive services to businesses, employees, and residents of the surrounding area. Additionally, the proposed subdivision is consistent with applicable General Plan 2040 policies and actions such as Urban Forest, Inviting, Compatible Design, Infill Development, and Energy Efficiency (see Table 1 in Attachment 2 for staff's analysis). The newly created parcels will continue to allow commercial development and will not change the current land use designations or zoning.

- 2. Conforms with this title and the zoning ordinance; and

As described above, the proposed subdivision conforms with Chapter 15.14 (Parcel Maps) and VMC Table 16.204-A (Development Regulations: Commercial Districts) of the VMC based on Public Works and Planning Division review of Parcel Map compliance with VMC Sections 15.12.030-15.12.050.

- 3. Conforms with the Subdivision Map Act;

The proposed parcel map conforms to the Subdivision Map Act, as the procedure for processing, approval, conditional approval, or disapproval of parcel maps as provided by local ordinance has been achieved.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission approves Design Review (DR23-0014), Development Review (DVR23-0032), Landscape Review (LR23-0006), Minor Use Permit (MUP23-0014), Parcel Map (PM23-0004), Variance (VAR23-0003), and Exception (EXC24-0005) based on the above findings and subject to the Conditions of Approval attached as Exhibit A to this Resolution.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 22nd day of January 2025 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ERIC BLIND, CHAIRPERSON
City of Vallejo Planning Commission

Attest:

Kristin Pollot, AICP, SECRETARY
City of Vallejo Planning Commission

CONDITIONS OF APPROVAL

DESIGN REVIEW (DR23-0014)
DEVELOPMENT REVIEW (DVR23-0032)
LANDSCAPE REVIEW (LR23-0006)
MINOR USE PERMIT (MUP23-0014)
PARCEL MAP (PM23-0004)
VARIANCE (VAR23-0003)
EXCEPTION (EXC24-0005)
500 REDWOOD STREET
(APN: 0051-010-320)

PERMIT DESCRIPTION: The project consists of a subdivision of an existing 12.45 vacant parcel at 500 Redwood Street into three parcels (Parcel A at 4.64 acres, Parcel B at 4.17 acres, and Parcel C at 3.64 acres), and develop the new Parcel B with a 24,963 square-foot auto dealership with a 1,437 square-foot car wash, for the Hyundai automotive brand. The project also includes a total of 37,792 square feet of new landscaping, frontage improvements along Sonoma Boulevard and 294 off-street parking spaces for customers, employees and vehicle storage.

Applicant: Taylor Seidemann
Goree Whitfield
24691 Del Prado Avenue, Suite 201
Dana Point, CA 92629

Property Owner: Yanni Limited, LLC
641 Orange Drive
Vacaville, CA 95687

A. PLANNING DIVISION

Staff contact: Laura Solomon, Associate Planner
Laura.Solomon@cityofvallejo.net | 707.648.5391

Pre-Building Permit

1. Prior to building permit issuance, submit a numbered list to the Planning Division with a written response on how each condition of approval contained in this report will be satisfied. The list should be submitted to the project planner who will coordinate continued development of the project. The approved conditions of approval shall also be included in the permit set after the cover sheet with each condition listed.
2. Prior to building permit issuance, obtain a Temporary Use Permit from the Planning Division for any temporary office or construction trailer, as necessary.
3. Prior to building permit issuance, apply for a Zoning Compliance for all new signage.
4. Prior to building permit issuance, the Planning Division shall confirm that the following has been added to the landscaping plans:
 - a. Seven (7) trees shall be added outside the PG&E easement along Sonoma Boulevard that meet both the requirements of the Vallejo Municipal Code and PG&E requirements.
 - b. All landscaping islands and caps will include a 15-gallon tree.
 - c. At least one (1) 15-gallon tree will be installed each 30 feet along the north property line.
5. Prior to building permit issuance, the **Planning Division** shall confirm that the building permit drawings and subsequent construction substantially conform with the approved Planning application drawings included in this report.
6. Prior to the issuance of a building permit, the Director may require the applicant to submit such information as proposed machinery, processes, products, or environmental impacts as may be

necessary to demonstrate the ability of the proposed uses to comply with applicable performance standards. Such required information may include reports by expert consultants. Whenever an environmental impact report has been submitted and determined to be adequate under state and city guidelines, no further information shall be required. (VMC Section 16.505.02 (B))

Prior to Construction

7. As required by the Migratory Bird Treaty Act (MBTA), Section 3513 of the California Fish and Game Code, and the General Plan EIR Mitigation Measure BIO-1, prior to construction activities occurring during the nesting bird season (February 1 through August 31), preconstruction activity surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests are disturbed during project implementation. Surveys shall be conducted no more than seven days prior to the initiation of construction activities. During this survey, the biologist shall inspect all trees and other potential nesting habitats (e.g., shrubs, ground and structures) in the impact area plus a surrounding 300-foot buffer for nests. If removal of potential nesting substrate or project grading would occur during more than one nesting season, or in different parts of the site in phases over the course of a single season, then additional pre-activity surveys must be performed within seven days prior to initiation of work in any particular area. If the preconstruction activity survey does not identify the presence of any active nests on or within 300 feet of the site, construction activities may proceed.

If nests known to have eggs or young, or that cannot be confirmed to be inactive or to lack eggs or young, are found, or adults are demonstrating nesting behavior, a qualified biologist shall establish an appropriate construction-free buffer around each nest. Generally, a buffer of 300 feet for raptors and 100 feet for songbirds are adequate to avoid causing nest abandonment. The buffer shall remain in place until the qualified biologist has confirmed that the nest is no longer active.

If less than a 100-foot nest buffer is necessary and determined to be appropriate for a particular nest or nests, a qualified biologist shall monitor the nest(s) before construction to document baseline nesting behavior and monitor the nest during construction to ensure nesting birds are not exhibiting signs of stress and territorial behavior. If signs of stress are observed during the monitoring, construction activities shall cease or the buffer shall increase, as determined by a qualified biologist, to a sufficient distance where the nesting birds are no longer exhibiting signs of stress.

To prevent encroachment, the buffer shall be clearly marked for avoidance. The established buffer shall remain in effect until the young have fledged or the nest is no longer active as confirmed by the biologist.

During Construction

8. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
9. All haul trucks transporting soil, sand, or other loose material off site shall be covered.
10. All visible mud or dirt tracked out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
11. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
12. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
13. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

14. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measures set forth in Title 13, Section 2485, of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
15. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
16. A publicly visible sign shall be posted with the telephone number and person to contact at the City of Vallejo regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations.
17. Construction activities shall be managed in compliance with the following requirements, as applicable:
 - a. Site Watering. During the construction of a project, all portions of the site shall be watered as necessary to reduce emissions of dust and other particulate matter, and all stockpiles shall be covered.
 - b. Maintenance. Streets and sidewalks shall be made dirt free at the completion of construction.
 - c. Noise. All construction and transport equipment shall be muffled in accordance with state and federal laws.
 - d. Emissions. Construction and transport equipment shall be operated so as to minimize exhaust emissions. During construction, trucks and equipment should be running only when necessary.
 - e. Hours of Operation. Grading and pile driving operations within ¼ mile of residential units shall be limited to between 8:00 am and 5:00 p.m. on weekdays to ensure compliance with the requirements for construction activity in Subsection 16.502.12.D.1., Maximum Noise Level for Temporary Construction Activity, or as otherwise restricted as part of an approval.
 - f. Water Run-off. All water run-off from construction sites shall be controlled. During construction, trucks and equipment should be running only when necessary and shall comply with Chapter 12.41 of the Vallejo Municipal Code.
18. No person shall make, or cause to suffer, or permit to be made upon any public property, public right-of-way or private property, any excessive noise, annoying noise, amplified sound or vibrations that are physically annoying to reasonable persons of normal sensitivity or that are so harsh or so prolonged or unnatural or unusual in their use, time or place as to cause or contribute to the unnecessary and unreasonable discomfort of any persons of normal sensitivity located at the lot line of the property from which these noises emanate or that interfere with the peace and comfort of residents or their guests, or the operators or customers in places of business in the vicinity, or that may detrimentally or adversely affect such residences or places of business. (VMC Section 16.502.09 (C))
19. Construction, demolition, and related loading/unloading activities that may generate noise shall be limited to the following: 7 a.m. and 6 p.m. in Monday- Friday, Saturday 9 am- 6 pm and Sundays and holidays not allowed. (VMC Section 16.502.09 (D))
20. Fencing for construction sites shall not be installed until a building permit or grading permit has been issued and shall be removed prior to final inspection. In the event that the building permits expire before the construction is completed, the Director may issue a temporary use permit pursuant to Chapter 16.339, Temporary Uses, to allow the fencing to remain for a longer period of time. (VMC Section 16.505.08 (B))

Pre-Operation

21. Prior to operation/final building inspection, the landscape architect shall provide a complete Certificate of Completion and Certificate of Installation According to the Landscape Documentation in accordance with VMC Section 16.504.09 - Water Efficient Landscape Requirements. The documentation shall include the following:
 - a. Certificate of Completion (VMC Section 16.504.09 (G.9))
 - b. Irrigation Scheduling (VMC Section 16.504.09 (G.9.c))
 - c. Schedule of Landscape and Irrigation Maintenance (VMC Section 16.504.09 (G.9.d))
 - d. Landscape Irrigation Audit Report (VMC 16.504.09 (G.9.e))
 - e. Soil Analysis Report (VMC Section 16.504.09 (G.9.f))
22. Prior to occupancy/final building inspection, the applicant shall install landscaping and irrigation per approved plans. The landscape architect shall verify in writing that the landscaping and irrigation have been installed in accordance with the approved landscape plans with respect to size, health, number and species of plants, and the overall design concept.
23. Prior to operation/final building inspection, new American Disabilities Act (ADA) improvements shall be installed including a new ADA compliant access path from the public right-of-way to the convenience store, as well as an ADA compliant restroom and a new ADA compliant parking stall.
24. Prior to occupancy/final building inspection, the site shall be inspected by the Planning Division. All inspections require a minimum 24-hour notice. Occupancy permits shall not be granted until all construction and landscaping are completed and finalized in accordance with the approved plans and required conditions of approval or a bond has been posted to cover all costs of the unfinished work as agreed to by the Director.

Landscaping and Site Maintenance

25. The site shall be maintained free of litter and graffiti at all times. The owner or operator is responsible for daily removal of trash, litter, and debris from premises and on all abutting sidewalks with twenty feet of the premises. One permanent, non-flammable trash receptacle shall be installed near all public entrances and exits to the establishment.
26. Maintenance Required. All landscaping shall be permanently maintained in a healthy and thriving condition at all times, in compliance with the approved landscape plan. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the original approved design or upgraded to reflect current best practices for water efficiency. Regular maintenance shall include:
 - a. Adjusting, checking, and repairing irrigation equipment; resetting automatic controllers; aerating and de-thatching turf areas; adding/replenishing fertilizer, mulch, soil amendments; insect control; the replacement of dead or diseased plants; pruning; watering; and weeding all landscaped areas.
 - b. The trimming of vegetation as necessary to maintain the effective functioning of solar energy facilities and passive solar design features installed both on site and on adjacent properties.
 - c. The trimming of vegetation as necessary to keep pedestrian and bicycle paths clear. (VMC Section 16.504.08 (A))
27. Litter shall be removed from all landscaped areas in a timely fashion. (VMC Section 16.504.08 (B))

28. Turf areas shall be mowed on a regular basis and be kept green. Accumulation of leaves, twigs, bark, and other similar materials shall be removed on a regular basis. Planting areas shall be kept free of weeds at all times. (VMC Section 16.504.08 (C))
29. Landscaping maintenance shall include:
- d. Pruning, cultivating, weeding, fertilizing, replacement of plants, and watering on a regular basis.
 - e. Pruning or removal of overgrown vegetation, cultivated or uncultivated, that may harbor rats, vermin, or other nuisances, or otherwise be detrimental to neighboring properties.
 - f. The removal of dead, decayed, diseased, or hazardous trees, weeds and debris that create an unsightly appearance and may be dangerous to public safety and welfare or detrimental to neighboring properties or property values. Compliance shall be by removal, replacement, or maintenance.
 - g. Landscaping (trees, shrubs, ground cover, turf, etc.) which, due to accident, damage, disease, lack of maintenance, or other cause, fails to show a healthy appearance and growth, shall be replaced. Replacement plants shall conform to all standards that govern the original planting installation, approved landscaping plan, or as approved by the Director. (VMC Section 16.504.08 (D))

Fences and Screening

30. Maintenance. Fencing on site shall be continuously maintained with no sign of rust or disrepair. Graffiti shall be removed within forty-eight hours. (VMC Section 16.505.02 (B)).
31. General Requirements. All exterior mechanical equipment, whether on a roof, on the side of a structure, or located on the ground, shall be screened from public view. Exterior mechanical equipment to be screened includes, without limitation, heating, ventilation, air conditioning, refrigeration equipment, plumbing lines, ductwork, transformers, smoke exhaust fans, water meters, backflow preventers, service entry section, back-up and emergency generators, and similar utility devices.
- a. Screening shall be architecturally integrated into the main structure with regard to materials, color, shape, and size to appear as an integral part of the building or structure.
 - b. Equipment shall be screened on all sides, and screening materials shall be opaque.
 - c. When screening with plants, evergreen types of vegetation shall be planted and maintained. Plant material sizes and types shall be selected and installed so that, at the time of building occupancy, such plants effectively screen their respective equipment.
 - d. The use of wood expanded metal lath, and chain link for the purpose of screening is prohibited. (VMC Section 16.505.10)

Lighting

32. Lighting shall be designed, located, and installed to be directed downward or toward structures, be shielded or fully shielded, and shall be well-maintained in order to prevent glare, light trespass (unwanted light on adjacent lots and public rights-of-way), and light pollution to the maximum extent feasible. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the Director. (VMC Section 16.506.04 (B))
33. Timing. All outdoor lighting in non-residential zoning districts shall be turned off during daylight hours and during any hours when the building is not in use and the lighting is not required for security. Time clocks or photo-sensor systems may be required as a condition of approval of a discretionary permit. (VMC Section 16.506.04 (D))

Signs

34. No signs be installed until the applicant receives Zoning Compliance Review approval by City of Vallejo Planning Division.
35. Temporary Signs Within Commercial Zoning Districts. Temporary signs are allowed within commercial zoning districts without a sign permit for a maximum of sixty days after the opening of a new business, provided that the area of the temporary signs shall not exceed fifty percent of the total sign area allowed on the site by Section 16.509.04, General Requirements for All Signs. (VMC Section 16.509.03 (P)).
36. Moving, Flashing, Electronic/Digital and Windblown Signs. No moving, rotating, flashing, or changing of color intensity or signs with electronic/digitally created content (i.e., electronic reader board signs), and no windblown signs, such as posters, pennants, streamers, or strings of light bulbs, balloons, or other inflated objects are permitted. The only exceptions to these requirements are time and temperature devices and signs installed by a governmental agency in carrying out its responsibility to protect public health, safety, and general welfare. (VMC Section 16.509.07 (C))
37. Portable Signs. An "A" frame sign or other sign attached to a device used to allow the sign to be rolled or moved around is prohibited. Included in this category are signs larger than three square feet affixed to a vehicle intended for the purpose of business identification, directional to a business, or advertisement of a business. (VMC Section 16.509.07 (D))

Applicable General Plan EIR Mitigation Measures

38. Mitigation Measure AQ-2b.1: As part of the City's development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District's basic control measures for reducing construction emissions of PM10 (Table 8-1, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).
39. Mitigation Measure BIO-1: The proposed General Plan shall be amended to include the following actions:
 - a. Action. Avoid potential impacts on jurisdictional wetlands and other waters as part of new development to the maximum extent feasible. This should include streams and associated riparian habitat and coastal salt marsh habitat along the Vallejo shoreline. Where complete avoidance is not possible, require that appropriate authorizations be secured from State and federal jurisdictional agencies and that adequate replacement mitigation be provided to ensure there is no net loss in habitat acreage or values.
 - b. Action. Protect the nests of raptors and other birds when in active use, as required by State and federal regulations. As part of new development, avoid disturbance to and loss of bird nests in active use by scheduling vegetation removal and new construction during the non-nesting season (September through February) or by conducting a preconstruction survey by a qualified biologist to confirm nests are absent or to define appropriate buffers until any young have successfully fledged the nest.
 - c. Action. Protect the remaining woodlands and native tree resources, and require replacement plantings where native trees must be removed.
40. Mitigation Measure CULT-2: The City shall put in place procedures to identify as-yet-unidentified archaeological resources prior to development. These procedures shall include the following measures:
 - If previously unidentified cultural resources are identified during survey of the property, recommendations for treatment of the resources shall be acquired from a qualified cultural resources professional.

- If buried archaeological deposits are discovered during development, work shall stop in the vicinity of the find, and a qualified archaeologist will be contacted to assess the discovery. If the discovery is determined to be a potentially significant archaeological site, a site-specific investigation plan will be developed by a qualified archaeologist.
41. Mitigation Measure CULT-3: The City shall put in place procedures in the event that paleontological resources are encountered during development. These procedures shall include the following measure:
- In the event that paleontological resources are encountered during development, excavations within a 50-foot radius of the find should be halted until the discovery has been evaluated by a qualified paleontologist, who will make recommendations regarding the resumption of construction. These recommendations shall be followed prior to development of the property.
42. Mitigation Measure NOI-4: During individual project review, the Planning Department shall consider project-level noise impacts as part of the environmental evaluation and approval process for individual development proposals. Where deemed necessary, the following specific measures shall be part of the conditions of approval:
- Construction activities shall be restricted to the daytime hours of between 7:00 a.m. and 7:00 p.m. on weekdays.
 - Prior to the start of construction activities, the construction contractor shall:
 - Maintain and tune all proposed equipment in accordance with the manufacturer's recommendations to minimize noise emission.
 - Inspect all proposed equipment and should fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds that are no less effective than as originally equipped by the manufacturer.
 - Post a sign, clearly visible at the site, with a contact name and telephone number of the City of Vallejo's authorized representative to respond in the event of a noise complaint.
 - Place stationary construction equipment and material delivery in loading and unloading areas as far as practicable from the residences.
 - Limit unnecessary engine idling to the extent feasible.
 - Use smart back-up alarms, which automatically adjust the alarm level based on the background noise level, or switch off back-up alarms and replace with human spotters.
 - Use low-noise emission equipment.
 - Limit use of public address systems.
 - Minimize grade surface irregularities on construction sites

General Requirements

43. This project approval shall automatically expire within two years of the effective date (January 22, 2027; if approved), unless exercised or extended.
44. If a permit is granted in conjunction with approval of new construction, issuance of a building permit shall constitute exercise of rights; provided, however, that, unless otherwise specified as a condition of project approval, the permit shall expire if:
- i. The Building Permit expires.
 - ii. Final inspection is not completed, or certificate of occupancy issued within the time specified as a condition of project approval.
 - iii. The rights granted under the permit are not exercised within one year following the earliest to occur of the following: issuance of a certificate of occupancy; or if no certificate of occupancy is required, the last required final inspection for the new construction. (VMC Section 16.602.11 (B))

45. The Director may approve a one-year extension of any permit or approval granted for a residential or non-residential project under the Zoning Code upon receipt of a written application and fees received fifteen calendar days before the expiration date with the required fee prior to expiration of the permit. (VMC Section 16.602.11 (C.1))
46. No change in the use or structure for which a permit or other approval has been issued is permitted unless the permit is modified as provided for in the Zoning Code. (VMC Section 16.602.11 (D))
47. Applicant shall obtain an inspection from the Planning Division prior to final building inspection. All Building inspections require a minimum of 24-hour notice. Occupancy permits shall not be granted until all construction and landscaping are completed and finalized in accordance with the approved plans and required conditions of approval or a bond has been posted to cover all costs of any unfinished work as agreed to by the Planning and Development Services Director.
48. For new developments, utilities including, but not limited to, all electrical, telephone, cable television, fiber-optic cable, gas, water, sewer, irrigation/recycled water, and similar distribution lines providing direct service to a project shall be installed underground within the site. This requirement may be waived by the Director upon determining that underground installation is infeasible, or the electrical line is otherwise exempt from an under-grounding requirement. (VMC Section 16.501.10)
49. Applicant shall indemnify, hold harmless, and defend City, its officers, officials, directors, employees, agents, volunteers and affiliates and each of them from any and all claims, demands, causes of action, damages, costs, expenses, actual attorney's fees, applicant's fees, expert fees, losses or liability, in law or in equity, of every kind and nature whatsoever arising out of or in connection with Applicant's operations, or any subcontractor's operations, to be performed under this agreement for Applicant's or subcontractor's tort negligence including active or passive, or strict negligence, including but not limited to personal injury including, but not limited to bodily injury, emotional injury, sickness or disease, or death to persons and/or damage to property of anyone, including loss of use thereof, caused or alleged to be caused by any act or omission of Applicant, or any subcontractor, or anyone directly or indirectly employed by any of them or anyone for the full period of time allowed by the law, regardless to any limitation by insurance, with the exception of the sole negligence or willful misconduct of the City. No modification of the project, any application, permit, certification, condition, environmental determination, other approval, change in applicable laws and regulations, or change in processing methods shall alter the Applicant's indemnity obligation.

B. BUILDING DIVISION

*Staff Contact: Bill Collins, CBO, CASp, CFM - Chief Building Official
bill.collins@cityofvallejo.net | 707.648.4387*

1. Plans and permits will be required for building, mechanical, plumbing, and electrical work per California Code of Regulations, Title 24 and applicable City Ordinance in effect at the time of the completed Building Permit application date and required fees shall be paid at the time of application.
2. Soils report will be required for foundation design plan reviews.
3. Separate permits for each structure required.
4. 2022 California Code of Regulations applies if permit application(s) are received before the end of 2025. After 12-31-2025 the 2025 California Code of Regulations will apply.
5. Accessibility required per CBC 11B and 2010 ADA.

6. Provide an accessible route from the public way to all accessible building entrances, accessible parking, trash enclosures, and common area amenities.

C. PUBLIC WORKS

*Staff Contact: Melissa Tigbao, Public Works Director
melissa.tigbao@cityofvallejo.net | 707.648.4433*

Adherence to City of Vallejo Design Standards:

1. All public improvements shall be designed and constructed to current City of Vallejo Design Standards, unless otherwise noted within the following Conditions of Approval.
2. Existing public facilities damaged during the course of construction shall be repaired by the Developer, at his sole expense, to the satisfaction of the City Engineer.

Demolition Plan:

3. The Developer's Civil Engineer shall prepare a demolition plan for the project, which shall be submitted concurrent with the construction plan package. The demolition plan shall address the following:
 - Demolition of onsite improvements, including parking lots, parking lot lights and planter islands.
 - Parking lot landscaping and irrigation
 - Tree and overgrown shrub removals
 - Fencing to be removed and fencing to remain
 - Any items to be saved in place and or protected, such as trees water meters, sewer cleanouts, drainage inlets or backflow prevention devices.

Special Flood Hazard Area:

4. **FLOOD PROTECTION.** The project is located within a Special Flood Hazard Area. Prior to obtaining a building permit, apply to FEMA for a Conditional Letter of Map Revision (CLOMR) or Conditional Letter of Map Revision based on Fill (CLOMR-F). Prior to obtaining a Certificate of Occupancy or project acceptance by the City, whichever is applicable, obtain a Letter of Map Revision (LOMR) or Letter of Map Revision based on Fill (LOMR-F) from FEMA. In each case, it could take at least 90 days for FEMA to process a complete CLOMR, CLOMR-F, LOMR, or LOMR-F application. Applicants are encouraged to submit their requests using the Online Letter of Map Change (LOMC) tool. Please visit the FEMA website at <https://www.fema.gov/glossary/conditional-letter-map-revision-clomr>. (VMC Chapter 7.98 - Flood Damage Protection).

If there is a moratorium established by FEMA to process LOMRs, the Developer will work with both FEMA and the City to allow the project to proceed to completion. The developer understands that high flood insurance rates may be realized with the absence of a completed LOMR. The completed LOMR will be the responsibility of the Developer. In the case of a FEMA established LOMR moratorium, the Developer will provide assurance that the improvements are constructed to both FEMA and City of Vallejo VMC Chapter 7.98.

Sonoma Boulevard Improvements:

5. The existing driveways to be removed shall be replaced with City Standard curb, gutter and sidewalk, with the sidewalk width matching the adjacent sidewalk width.
6. Proposed driveways shall be constructed per Caltrans Design Standards. All driveways shall be right-in, right-out turning movements only along Sonoma Boulevard.

7. All improvements along Sonoma Boulevard within the Caltrans right-of-way shall be reviewed and approved by Caltrans, as part of obtaining an encroachment permit from Caltrans. No work within the Caltrans right-of-way shall be allowed prior to obtaining an approved encroachment permit from Caltrans.
8. Developer shall replace existing streetlights along the Sonoma Boulevard frontage of the proposed development with current City Standard LED streetlight fixtures and streetlight poles to the satisfaction of the City Traffic Engineer. Developer shall exercise due diligence in protecting existing joint trench utilities and shall restore or replace in-kind, to current City standards and specifications, any conduits, conductors, and facilities damaged as a result of improvements constructed for this project.

Master Utility Plan For Phased Construction:

9. The Developer's Civil Engineer shall prepare a master utility plan covering the water, fire, sewer and storm drain systems. The purpose of the master plans is to allow phased development and installation of utilities in an orderly and cost effective way that addresses both interim and ultimate service needs. The master plan shall be prepared in advance of individual site improvement plans and shall be subject to review and approval by the City Engineer. Phased plans shall be consistent with the master plan.

Master Grading Plan for Phased Grading:

10. The Developer's Civil Engineer shall prepare a Master Grading Plan for the entire project area. The purpose of the master plan is to allow phased development and grading operations in an orderly and cost-effective way that addresses both interim and ultimate grading and drainage considerations. The Master Grading Plan shall be prepared in advance of individual site grading plans and shall be subject to review and approval by the City Engineer. Phased grading plans shall be consistent with the Master Grading Plan.

Parcel Map:

11. Prior to submitting improvement plans for City review, a Tentative Parcel Map including legal descriptions and plats shall be submitted to the City for review and approval. Construction shall not commence until a Final Parcel Map has been approved by the City and recorded. Developer shall furnish to the City of Vallejo appropriate fees to garner a mylar copy of the County-recorded map.
12. A title report, current within the past 90 days, shall be submitted with the subdivision map. The title report shall include the entire legal boundary of the property being subdivided.
13. Closure calculations shall be submitted with the initial map. All calculated points within the map shall be based upon one common set of coordinates. All information shown on the map shall be directly verifiable by information shown on the closure calculation printout. The point of beginning shall be clearly identified and all lot acreage shall be shown and verifiable from information shown on the closure calculation printout. Additionally, the square footage of each lot shall be shown on the subdivision map. Appropriate easements shall be provided for public facilities located on private property.
14. All property lines and easements shall be shown on the Parcel Map.
15. The parcel map shall be prepared in accordance with the State Map Act and all local ordinances.
16. A permanent reciprocal access/parking/utility easement shall be required across common areas shared by parcels. This easement shall be created on a separate instrument and recorded concurrently with the map. Submit a draft copy of the document for the approval by the Public Works and Planning & Development Departments. If an adjacent property has an existing reciprocal access, parking or utility easement over the subject property, such an easement shall be shown on the face of the map.

General Development Conditions

Geotechnical Investigation:

17. The Developer shall retain a registered Geotechnical Engineer to conduct a Geotechnical Investigation of the project area. Two copies of the project Geotechnical Report shall be submitted to the Public Works Department prior to submittal of Construction Plans. The Geotechnical Report shall include details and recommendations regarding the following:
 - Geologic Hazards
 - Grading Limitations and Requirements
 - Foundation Design
 - Settlement
 - Retaining Wall Design as Required
 - Parking Lot Pavement Sections
18. **ON-SITE SOILS ENGINEER.** During grading operations, the project geologist or soils engineer and necessary soils testing equipment must be present on site. In the absence of the soils engineer or his representative on site, the **Department of Public Works** shall shut down the grading operation. (VMC Chapter 12.40.080).
19. **DUST AND EROSION CONTROL.** All dust and erosion control shall be in conformance with City standards and ordinances. (VMC Chapters 12.40.050 & 12.40.070).
20. **COMPACTION TESTS.** Prior to building permit issuance or acceptance of grading, compaction test results and certification letter from the project soils engineer and civil engineer confirming that the grading is in conformance with the approved plans must be submitted to the **Department of Public Works** for review and approval. Test values must meet minimum relative compaction recommended by the soils engineer (usually at least 90 percent). (COV, Regulations & Standard Specifications, 2011, Section 2.4.1).

Grading:

21. A grading plan shall be prepared by the Developer's Civil Engineer and approved by the City Engineer. The following information shall be shown on the Grading Plan:
 - Existing contours, landscaping, fences, buildings, or other improvements
 - Furnish all necessary details to clearly convey recommendations outlined in the project geotechnical investigation
 - Cut/Fill interfaces and limits of grading
 - Limits of existing geologic hazards as identified by the Geotech. Engineer
 - Lot boundaries and road rights-of-way
 - Proposed pad elevations, finished contours and lot grading details
 - Top of curb elevations
 - Perimeter cross-sections along all sides of the project to show the proposed project's interface with abutting properties and streets
 - Plan view of proposed drainage facilities including storm drains, catch basins, manholes and underdrains
 - Parking lot surface drainage, pavement grades, ridge lines, etc.
22. Grading and drainage shall be designed so that surplus drainage (above and beyond that of the 15-year storm) not collected in site catch basins, is directed overland so as not to jeopardize existing or proposed buildings with flooding.
23. The Project Engineer shall coordinate grading design closely with the project Geotechnical Engineer. Specifically, the Geotechnical Engineer shall be consulted to evaluate and address issues related to:
 - Geologic Hazards

- Retaining Wall Design Parameters
 - Parking Lot Pavement Sections
24. Slope grading shall comply with the Geotechnical Report. Slopes steeper than 3H:1V shall not be allowed in the public right-of-way. Slopes steeper than 2H:1V shall not be allowed on-site.
25. Retaining walls over 18 inches tall shall be concrete or masonry. Retaining walls over 4 feet tall shall be designed by a Civil or Structural Engineer.

Post-Construction Stormwater Quality Treatment:

26. The project shall comply with the requirements of the most current National Pollutant Discharge Elimination System (NPDES) permit issued to the City of Vallejo, which incorporates Low Impact Development (LID) Best Management Practices in the overall design to address the issue of ongoing post-construction stormwater quality for the project site. Examples of LID treatment measures include: bio-retention and infiltration. Submit the following:
- a. Submit a Stormwater Control Plan (SWCP) prepared in accordance with the current C.3 Guidebook for review and approval by Engineering Services prior to issuance of any permit. The C.3 Guidebook shall mean the most recent version of the Contra Costa Clean Water Program (CCCWP) Stormwater C.3 Guidebook including any addenda and the most recent version of the City of Vallejo Addendum to the CCCWP Stormwater C.3 Guidebook. The SWCP shall be prepared and certified by a Civil Engineer, registered in the State of California, demonstrating an understanding of the design of treatment measures for water quality and groundwater protection principles applicable to the project site. Include features and facilities to ensure runoff is treated before leaving the site. Use the LID Design Guide including sizing factors and criteria for treatment only (ENGR).
 - b. Prior to issuance of permits for building, site improvements, or landscaping, applicant shall submit a permit application consistent with the applicant's approved Stormwater Control Plan (SWCP), and include drawings and specifications necessary for construction of site design features, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment BMP's, permanent source control BMP's, and other features that control stormwater flow and potential stormwater pollutants. The permit application shall include a completed "Stormwater Control Plan Checklist" as described in the C.3 Guidebook, and a detailed draft Stormwater BMP Operation and Maintenance Plan consistent with the general O&M plan included in the applicant's approved Stormwater Control Plan. Guidelines for the preparation of Stormwater BMP Operation and Maintenance Plans are published in the Contra Costa County C.3 Guidebook. (ENGR)
 - c. Submit a final Stormwater BMP Operation and Maintenance Plan (O&M Plan) in accordance with City of Vallejo Guidelines, for review and approval by Engineering Services, prior to occupancy approval. This O&M Plan shall incorporate City comments on the draft O&M Plan and any revisions resulting from changes made during construction. The implementation of the O&M Plan shall be the responsibility of each property owner concurrently and individually or through a recorded joint maintenance agreement where one exists or through a Business Owners Association. (ENGR)
 - d. Execute and record any agreements identified in the SWCP which pertain to the transfer of ownership, right-of-entry for inspection or abatement, and/or long-term maintenance of stormwater treatment or hydrograph modification BMPs, prior to occupancy approval. (ENGR)

Erosion & Sediment Control:

27. An erosion and sedimentation control plan shall be included and prepared by the Developer's Civil Engineer. The erosion control plan shall include protection measures such as: sedimentation basins, check dams, straw wattles and hydroseeding details.
28. The applicant shall obtain all necessary permits for storm water discharges, including but not limited to the State Water Resources Control Board Construction General Permit. Projects that disturb one or more acres of soil or projects that disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, shall obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.
29. The Developer shall be responsible for developing and implementing a Storm Water Pollution Prevention Plan which shall be reviewed and approved by the City of Vallejo.

Curb, Gutter and Sidewalk:

30. The Developer shall remove and replace damaged or nonstandard curb, gutter and sidewalk along the project frontage. Contact the Public Works Department to mark the existing curb, gutter and sidewalk along the project frontage that will need to be removed and replaced.

Trash Enclosure and Recycling:

31. The location of trash enclosures shall be shown on the construction plans. Based on the proposed building footprints and size, the developer shall be required to install a trash enclosure per current City Trash, Recycling & Organics Enclosure requirements. Developer shall construct a concrete slab that extends 10 feet from the front of the enclosure. The slab shall be a minimum of 6 inches of reinforced concrete over 6 inches of Class II aggregate base compacted to 95%. Trash enclosures shall have roofs and may require drains that connect to sanitary sewer. Enclosure shall meet all CalGreen, CalRecycle, and City requirements and checklists. Developer shall work with Public Work staff to optimize trash enclosure orientation for vehicle pick-up. Contact the Public Works Department for more details.
32. **STREET EXCAVATION PERMIT.** Obtain a street excavation permit from the **Department of Public Works** prior to performing any work within City streets or rights-of-way, or prior to any cutting and restoration work in existing public streets for utility trenches. All work shall conform to City standards. (VMC Chapter 10.08).
33. **ENCROACHMENT PERMIT.** Prior to building permit issuance, obtain an encroachment permit from the **Department of Public Works** for all work proposed within the public right-of-way. (VMC Chapter 10.16).
34. **TRAFFIC CONTROL PLAN.** Prior to start of construction; submit a traffic control plan to the **Department of Public Works** for review and approval. (CA MUTCD).
35. **COORDINATION OF CONSTRUCTION INSPECTION.** Construction inspection shall be coordinated with the **Department of Public Works** and no construction shall deviate from the approved plans. (COV, Regulation & Standard Specification Sections 1.1.4 & 1.1.5).
36. **PLAN CHANGES.** The project design engineer shall be responsible for the project plans. If plan deviations are necessary, the project engineer must first prepare a revised plan or details of the proposed change for review by the **Department of Public Works** and, when applicable, by **Vallejo Flood and Wastewater District**. Changes shall be made in the field only after approval by the City. At the completion of the project, the design engineer must prepare and sign the "as built" plans. (COV, Regulation & Standard Specification Section 1.1.9).

37. **BONDS AND FEES.** Prior to approval of construction plans, provide bonds and pay applicable fees. Bonding shall be provided to the City in the form of a "Performance Surety" and a separate "Labor and Materials Surety" in amounts stipulated by City ordinance. (VMC, Section 15.12.090)

Landscaping:

38. Landscaping plans shall be prepared by a registered Landscape Architect and City-maintained landscaping shall be designed per City standards. Landscaping and irrigation plans shall be designed to comply with the City's Water Efficient Landscaping Ordinance. Use of turf and other water intensive landscaping shall be minimized.
39. The project architect and engineer shall coordinate design closely with the project landscape designer. Specifically, they shall consult the landscape designer to evaluate and address issues related to:
- Fencing/wall layout and details
 - Locations and sizes for irrigation services
 - Sight distance constraints for fencing and landscaping
 - Depth of cover and tree setbacks over water, sewer and storm drain lines in landscape areas

D. Fire Prevention

Staff Contact: Vincent Sproete, Fire Prevention Manager
vincent.sproete@cityofvallejo.net | 707.648.4566

Fire Access

1. Access roads shall be designed and maintained to support the imposed loads of fire apparatus weighing 70,000 lbs. with an all-weather driving surface.
2. All access roads shall be installed and maintained serviceable prior to and during combustible construction.
3. Access roads shall have an unobstructed width of not less than 20' with a maximum grade of 15%. Access roads shall have a minimum of 13'-6" of vertical clearance, including trees, wires and overhead signs. Speed bumps or other vertical traffic calming devices are prohibited on routes of fire access. **Please submit a scaled drawing of the parking lot for Fire Department approval. Fire Access must meet the requirements of the 2022 California Fire Code.**
4. All vehicle access gates shall be equipped with a Knox Key switch or pad lock. Contact the Fire Department at 707-648-4546 or visit www.knoxbox.com for further information.
5. Access roads that are fire lanes shall either be posted with permanent all-weather signs constructed and installed in accordance with the Fire Department Fire Lane Marking Standards or shall all have curbs painted red and a sign posted at each entrance. Contact the Fire Prevention Bureau for further information and design templates. Location of such areas shall be determined prior to final inspection.
6. Approved impact protection shall be installed as necessary to protect hydrants from vehicular impact. Such measures shall be provided to the Fire Prevention Bureau for review and approval prior to final inspection. The building owner shall be responsible for painting of hydrants, verifying street valves are fully open and the placement of blue reflective dots prior to requesting a final inspection. Maintenance, inspection and testing of private hydrants are the responsibility of the property owner. Private hydrants shall be painted red.
7. All fire protection equipment and building utilities including gas shut-off valves, and electrical service disconnects shall be located in a single area to allow use by the fire department without

having to transit through a structure. In new construction, equipment should be located within an interior room having an exterior access door or in an exterior enclosure attached to the building, specifically for the purpose of housing such equipment.

8. The building electrical service disconnecting means shall be installed in a readily accessible location either outside the building or nearest the point of entrance of the service conductors. The disconnecting means shall be accessible to emergency personnel, either directly or by a remote actuating device without requiring transit of the building interior.
9. Prior to final Inspection, in accordance with the 2022 California Fire Code rooms or areas containing controls for HVAC systems, electrical panels, automatic fire extinguishing systems, fire alarm equipment or other detection, suppression or control elements shall be identified with appropriate signs.
10. A flush-mounted (recessed) Knox Box (key box) mounted no higher than 5 feet above the finished floor containing appropriate keys for emergency fire department access shall be provided. The minimum size box is the 3200 series with a hinged door and recessed mounting kit. The tamper kit is not required, box color may be any of the Knox options. It takes approximately 2 weeks for delivery. For more information call the Fire Prevention Division at (707) 648-4565
11. Keys for the Knox Box entry system required by the fire department shall be attached to durable tags with permanent marking identifying the door(s) or lock(s) that the key functions with. i.e. "MASTER" or "MECHANICAL ROOM".

Building Identification

12. Prior to final inspection, in accordance with the 2022 California Fire Code approved address numbers shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Said numbers shall clearly contrast with their background. The characters shall be a minimum of 4" high (**6" for Commercial**) with a 1/2" stroke. The size of the building and distance or location of the address numbers from the roadway may necessitate larger numbers. All buildings require address identification.

Building Fire Extinguishers

13. Prior to final inspection, the minimum fire-extinguisher requirement shall be one 2A-10BC rated portable unit in such locations so that maximum floor-travel distance does not exceed 75' to the nearest extinguisher from any portion of the building with a maximum of 3,000 square feet of floor area surveyed. Plan submittal shall include the proposed location of extinguishers. Final location shall be approved in the field by the fire department. Hazardous areas will require increased sizing of fire extinguishers.
14. All fire extinguishers shall be mounted in a conspicuous and readily accessible location either on a bracket or within an approved storage cabinet. Fire extinguishers shall be mounted so the top of the unit is 3 feet to 5 feet off the finished floor. If the extinguisher is not readily visible, a sign shall be located directly above the extinguisher. The sign shall be legible and of a contrasting color with its background. Final installation measures and identification signage shall be approved in the field by the Fire Department prior to final inspection sign-off.

Automatic Fire Extinguishing Systems

15. An automatic fire sprinkler system is required for these buildings. Please submit 2 sets of plans and calculations to the Fire Marshal's Office and obtain permit prior to installation. Please note the density of the system must be compatible with the occupancy classification. The plan review and permit fee is \$645 plus \$6.71 per head. This is a separate submittal for each building to the Fire Department.

NOTE: Not a requirement for the Car Wash and Detail Building.

16. All fire-sprinkler systems shall be designed and installed in accordance with NFPA Standard 13, and the California Fire and Building Code.
17. The Fire Department Connection (FDC) and (PIV) shall be located within 100 feet of the nearest fire hydrant and approved by the fire department. The FDC shall be labeled with the building address.

Fire Flow and Water Service

18. Fire-Flow requirements for buildings shall be in accordance with the 2022 California Fire Code.
19. An underground fire service main and fire hydrants are required for this building. Please submit 2 sets of plans for the underground fire service main for review and permitting requirements. The plan review and permit fee is \$781. This is a separate deferred submittal to the Fire Department.

Building Fire Alarm and Monitoring Systems

20. An approved fire alarm system shall be designed and installed as specified in the 2022 California Fire Code, California Building Code, NFPA 72, and the National Electrical Code as amended by the State of California and local ordinances. Please submit 2 sets of fire alarm plans and obtain permit from the Fire Marshal's Office prior to installation. Please include listed device selections cut sheets. Fire alarm system must be designed and installed by a C-10 Licensed Contractor or be certified as a Fire/Life Safety Technician on all systems that exceed 100VA. Audible alarm devices shall be provided on the exterior of the building in an approved location.

This is a separate submittal for each building to the Fire Department.

The plan review and permit fee is \$573 plus \$6.71 for each device.

NOTE: Not a requirement for the Car Wash and Detail Building.

21. Smoke detection/dampers for HVAC systems shall be required as set forth in the Mechanical Code. Areas served by a single or multiple units exceeding 2000 CFM shall have detectors installed and supervised by the fire alarm system. Detectors shall not trip a general alarm. Detectors shall be self-restoring, or a readily accessible manual reset shall be installed.

Building Egress

22. Means of egress illumination shall be provided and maintained at any time the building is occupied. The means of egress shall be illuminated of not less than 1 foot candle power and shall be approved by the Fire Prevention Division prior to sign-off of the final inspection.
23. Emergency exit lighting shall be provided at or near all exits and as designated by the Fire Marshal. Final exit lighting shall be approved by the Fire Marshal prior to sign-off of the final inspection.
24. In accordance with the 2022 California Fire Code Chapter 10, all emergency lighting and exit signs lights shall have two separate sources of power.
25. All buildings shall comply with the 2022 California Building Code, Chapter 10 Means of Egress requirements. Including but not limited to; exit signs, exit doors, exit hardware and exit illumination.
26. Provide a detailed means of egress, path of travel, exit plan prior to building permit approval. Due prior to Building Permit issuance.

27. Locking devices on exit doors shall conform to the 2022 California Fire Code Chapter 10, only one lock or latch requiring one motion/operation to open/unlock is required. No double keyed deadbolts are permitted on exit doors.
28. Maintain the width of the exit system; tables, chairs, merchandise storage systems and other devices shall not obstruct the means of egress along the path of exit travel based on the cumulative occupant load served. Maintain clear access to all exits at all times.

Occupancy Separations

29. Occupancy separations (fire walls) are required. Please see Table 508.4 of the 2022 California Building Code for more information. Due prior to final inspection.

Misc.

30. Tire Storage shall be in accordance with the 2022 California Fire Code, Chapter 34. A separate permit is required from the Vallejo Fire Department prior to occupancy.
31. Hazardous Materials Business Plan Requirements. Any occupancy that will be conducting operations or storing materials that are hazardous will obtain the appropriate permits from the Solano County Department of Health prior to commencing business operations.
32. All hazardous material storage tanks shall be constructed and installed in accordance with nationally recognized standards and the manufacturer's instructions. A permit is required from the Fire Department for all hazardous material storage tanks.
33. Material Data Safety Sheets (MSDS) covering all hazardous materials on site shall be readily available on the premises. Location of the MSDS sheets shall be posted in a conspicuous location approved by the Fire Prevention Division prior to sign-off of the final inspection.
34. NFPA 704 placard signs shall be posted at all hazardous material storage areas. Please indicate on the plans the location of all signage for review and approval by the Fire Prevention Division prior to final inspection.
35. Warning signs (NO SMOKING) are required per the California Fire Code.
36. All compressed gas cylinders shall be adequately secured to prevent falling or being knocked over. Fasteners used to secure cylinders shall be of non-combustible material. This requirement shall be reviewed and approved by the Fire Prevention Division prior to final inspection sign-off.
37. Provide "Roof Access" sign at roof ladder location.
38. All roof material shall be rated class "A" or better.
39. An inspector from the Vallejo Fire Department must be present during all testing procedures.
40. A final inspection from the Fire Prevention Division is required.

E. Vallejo Flood and Wastewater District

Staff Contact: Tim Burke, Contract Senior Engineer
tim.burke@ponticelloinc.com | 707.628.5245

1. The Project was reviewed by West Yost and Associates for VFWD to evaluate impacts to the Storm Water System and Sanitary Sewer Systems. Based on these Technical Memorandums, the Applicant shall make the following revisions to the proposed on-site Storm Water System:
 - Due to the Project's proximity to White Slough, the proposed bioretention basins (BRB) will be inundated up to 1.3 feet, limiting their functionality during design storm periods. Because White Slough is tidally controlled, the water that inundates the BRBs may be brackish (partially salt water), which may impact the vegetation used in the BRBs. The Applicant shall install a flap gate be installed downstream of the Project BRBs to prevent backflow of brackish water from the White Slough.
 - During the 15-year, 24-hour design storm, the peak WSE in the modeled BRB is 6.06 feet, which leaves 0.94 feet of freeboard remaining. The Applicant shall raise the BRB to ensure at least 1-foot of freeboard everywhere.
2. The VFWD's Storm Drain Master Plan (Volume 4), prepared by West Yost and Associates, was approved in March of 2020. The number one priority developed in the Master Plan includes storm drain facilities that will necessitate crossing the Project to outlet into White Slough. The Applicant shall work with the District to locate a proposed storm drain easement to provide for these facilities prior to approval of a Final Map or any VFWD encroachment permit.
3. The proposed project will realign the existing VFWD storm drain. Improvement Plans for the proposed realignment shall submitted for approval prior to the issuance of a building permit, grading permit, or encroachment permit for the Project. The Improvement Plans realigning the VFWD storm drain shall include an approval signature block for VFWD. Demolition of the existing facilities can't commence until the new facilities are operational and accepted by VFWD unless allowed by written agreement with VFWD.
4. The proposed project will realign the existing storm drain, a drainage acceptable to VFWD, shall be shown on the Parcel Map. All VFWD easements shall be a minimum of 20-feet in width per VFWD standards. Subsequent to VFWD's acceptance of the realigned storm drainage, existing 10-foot storm drainage easements that are no longer necessary, shall be abandoned prior to issuance of a building permit for Parcel B.
5. Proposed private storm drains should only connect to VFWD facilities at maintenance holes. Private storm drains from "IMP-10" (bioretention basin on the north side) should drain to the "IMP-09" (bioretention basin on the north side) instead of draining directly to the VFWD storm drain.
6. An approved full trash capture device(s), conforming to the requirements of the State Water Resources Control Board's Trash Implementation Program requirements, shall be installed in catch basins, bioretention basins or at the outfall location. Maintenance and repair of trash capture devices shall be the responsibility of the property owner. The full trash capture device(s) shall be shown on the improvement plans for VFWD approval.
7. The Applicant shall identify on the improvement plans public vs private storm drainage and sanitary sewer facilities.
8. If there are existing connections to VFWD's sanitary sewer main from the previous demolished shopping center sanitary sewer system, the Applicant shall show on improvement plans the existing on-site sewer lines and details to properly abandon the existing connections to VFWD's sewer main.

9. The Project proposes two new connections to the existing sewer main with potentially a third connection in the future for Parcel A. To minimize I&I into the sewer system and to minimize the connections to the existing VFWD sewer main, the Applicant shall modify the proposed on-site sewer system such that only one sewer line connects to the VFWD sewer main. The Project already proposes to have a sanitary sewer easement through parcel C for sewer pipes coming from Parcel B. The Applicant shall include language for maintenance of the sewer line across Parcel C such that Parcels A, B and C share costs of maintaining the pipes.
10. The Applicant shall make certain that the proper separation for sewer and other utilities (storm drainage and water) is maintained.
11. Pursuant to VFWD Ordinance No. 2018-70A and 2017-70B, Applicant shall obtain a sanitary sewer connection and storm drain connection and encroachment permit, as a result of the proposed construction of the Project.
12. The Applicant shall complete and return a Sanitary Sewer and Storm Drain Information (SSI) form describing the project. The SSI can be found on the District's website: <https://www.vallejowastewater.org/204/Permitting-Plan-Review>
13. The Applicant shall complete and return a Pretreatment Questionnaire describing non-domestic sewage discharges associated with the proposed project. The Pretreatment Questionnaire can be found on the District's website: <https://www.vallejowastewater.org/204/Permitting-Plan-Review>.
14. The Applicant will be required to submit sewer and storm drain connection fees that will be calculated following submittal of building permit documents. The Applicant shall be aware that the Project is located within the Sears Point Sewer Shed and is subject to this supplemental impact fee. Additional fees for design review and inspection may also apply. The Applicant has entered into a Plan Review and Construction Services Agreement for review and inspection of the Project.
15. All Public Storm Drainage shall be within the Public Right of Way or a minimum 20-foot wide easement dedicated to VFWD.
16. A trash capture device at the drainage outlet shall meet the State's requirements for trash capture and prevent trash from entering the green space. Confirm the depth requirements can be met for the selected trash capture device.
17. All planned development projects within the Sears Point Pump Station sewer shed shall pay a supplemental fee to Vallejo Flood and Wastewater District, prior to building permit issuance, that represents the project's fair share contribution towards wastewater capacity improvements that are needed to facilitate development of the project.
18. All Public Sanitary Sewer shall be within the Public Right of Way or within a minimum 20-foot wide easement centered over the pipe and dedicated to VFWD. Wider easements may be required depending on location, type of soil, size and depth of line, locations of maintenance holes, or as determined necessary by VFWD.

Permits:

19. Prior to beginning construction of public improvements, the Developer or his contractor shall obtain all necessary permits from the VFWD for work on the public and private storm drainage and sanitary sewer systems. All storm drainage and sanitary sewer outside of building footprints shall be reviewed and inspected by VFWD.

20. To obtain a VFWD permit, the Applicant shall submit complete improvement plans and support documentation, for proposed sanitary sewage and storm drainage work, to VFWD for review and approval. VFWD shall review the design of all improvements during the plan check process and those plans shall be revised, as needed, at the discretion of VFWD.
21. Prior to building permit issuance, a VFWD Connection Permit / Encroachment Permit is required. The Applicant shall pay all applicable review and connection fees prior to issuance of any permit .

Storm Drainage and Sanitary System Design:

22. All public improvements shall be designed and constructed to current VFWD Standards. If Conditions of Approval from VFWD, City of Vallejo or County of Solano call for differing standards of development, the higher standard shall apply.
23. Submit complete improvement plans and support documentation, for proposed on-site sanitary sewage and storm drainage work, to VFWD for review and approval. VFWD and the City shall review the design of all improvements during the plan check process and those plans shall be revised, as needed, at the discretion of VFWD and the City.
24. The Applicant shall size the storm drainpipe systems to convey the peak 15-year, 24-hour design storm flows with the hydraulic grade line (HGL) at least 1.0 feet below the gutter flow lines and maintenance hole rims.
25. The Applicant shall design building pads at least 1.0 foot above the 100-year, 24-hour design storm water surface elevations (WSEs)
26. The Applicant shall minimize the storm drainage system operations and maintenance (O&M) efforts and costs to the District.
27. Provide design details for the connection points to existing storm drain and sewer pipes and manholes.
28. Verify adequate vertical separation between on-site sewer and storm drain.
29. The Applicant is required to submit a pre-treatment questionnaire for each property / building prior to issuance of a building permit.
30. A separate grease interceptor is required for each property that is required to have one in accordance with VFWD Standards.
31. Provide a standard VFWD cleanout at the right-of-way/easement line for each lot per VFWD standards and a two-way cleanout at the building per the U.P.C.
32. Applicant shall coordinate civil design with adjacent projects on all sides of new development.
33. All sanitary sewer and storm drainage facilities shall be designated as either private or public to distinguish ownership of the facilities. Onsite sanitary sewer and storm drainage lines will be privately maintained unless approved by VFWD.
34. Refer to VFWD Standards, Section 5.2.8 Backflow Prevention Devices, which may apply to some sanitary sewer laterals.
35. Prior to building permit issuance, submit grading and erosion control plans, to VFWD for review. Do not block drainage from adjacent lands.

36. The cover of the drainage report shall include a statement signed by the Applicant's engineer stating, "I am familiar with the Engineering Design Standards and Policies of the VFWD. These hydrology/hydraulic calculations have been prepared by me, or under my direction, and have been prepared in accordance with said Standards and Policies of VFWD. These calculations verify that a storm drain collection system, designed and constructed in accordance with these calculations, will meet the requirements of said Standards and Policies of VFWD."
37. The 100-year storm overland release shall be shown on the grading plans. Provide a secondary (surface flow) drainage system to handle flows more than the capacity of the primary system (piped or channelized). The proposed building locations shall avoid this secondary path. Also, determine the 100-year storm tributary area. This may differ from the 15-year tributary area.
38. All storm drainage shall be collected onsite and conveyed underground to the public storm drain system.
39. The Applicant shall direct roof drainage across non-paved areas prior to entering storm drain inlets and gutter, when feasible.
40. Prior to building permit issuance, the Applicant shall test and repair sanitary sewer laterals per Resolution No. 89-4210.
41. Sanitary sewer and/or storm drain easements shall be confirmed and conform to VFWD standards outside the public right of way. The easements shall be indicated on the plans and all recorded maps.
42. No trees or other permanent structures will be allowed within a VFWD easement area without prior written approval.

Stormwater Quality:

43. The project shall comply with the requirements of the most current National Pollutant Discharge Elimination System (NPDES) permit issued to the City of Vallejo, which incorporates Low Impact Development (LID) Best Management Practices in the overall design to address the issue of ongoing post-construction stormwater quality for the project site. Examples of LID treatment measures include: bio-retention, harvesting and reuse, infiltration, and evapo-transpiration.
44. The trash capture device at the drainage outlet shall meet the State's requirements for trash capture and prevent trash from entering the green space. Confirm the depth requirements can be met for the selected trash capture device.
45. Bioretention/water quality basins shall not be owned, operated nor maintained by VFWD.
46. VFWD requires a maintenance manual/agreement that describes what is needed to maintain the improvements and whom will do it. When parcels are sold to new ownership, post construction storm water pollution prevention guidelines shall be given to new owners. These guidelines shall be submitted with the improvement plans for review and acceptance for distribution as part of the improvement process.
47. The Applicant shall provide pretreatment of storm drainage water runoff for the Project; storm drainage runoff shall be conveyed over landscaped areas or otherwise treated, as feasible, before discharging into the public system.
48. "No dumping drains to bay" markings per VFWD's requirements shall be installed at each new

storm water drain inlet.

49. In accordance with VFWD and the City of Vallejo's Municipal Regional Stormwater NPDES Permit, the Applicant shall minimize stormwater pollutants of concern in urban runoff through measures that include plumbing of the following discharges to the sanitary sewer for all covered trash enclosures and dumpster drips from covered trash, food waste, and compactor enclosures.
50. The Applicant shall submit proof of NOI, Storm Water Pollution Prevention Plan, and Post Construction Best Management Practice Design Plan (see current VFWD Storm Water Management Plan Appendix 4B).
51. Grading and improvement plans shall include storm water pollution prevention plans for use during site development and building construction to mitigate impacts of this development. This plan shall include calculations, measures related to debris, refueling areas, disposal of excess materials, site cleanup; hazardous substance containment, street cleaning, catch basin cleaning, and other similar measures (see current VFWD Storm Water Management Plan Section 4.4.5).

Permits and Construction:

52. Prior to issuance of a City of Vallejo building permit or grading permit, the Applicant or his contractor shall obtain all necessary permits from the VFWD for work on the public and private storm drainage and sanitary sewer systems. All storm drainage and sanitary sewer outside of building footprints shall be reviewed and inspected by VFWD.
53. To obtain a VFWD permit, the Applicant shall submit complete improvement plans and support documentation, for proposed sanitary sewage and storm drainage work, to VFWD for review and approval. VFWD shall review the design of all improvements during the plan check process and those plans shall be revised, as needed, at the discretion of VFWD. Applicant shall pay all applicable review and connection fees to VFWD prior to issuance of a VFWD permit.
54. Existing public facilities damaged during the course of construction shall be repaired by the Applicant, at his sole expense, to the satisfaction of VFWD.
55. In the event any claim, action or proceeding is commenced naming VFWD or its agents, officers, and employees as defendant, respondent or cross defendant arising or alleged to arise from VFWD's approval of the project, the project Applicant shall defend, indemnify, and hold harmless VFWD or its agents, officers and employees, from liability, damages, penalties, costs or expense in any such claim, action, or proceeding to attach, set aside, void, or annul an approval of the City of Vallejo, or any advisory agency to the City. Applicant shall defend such action at Applicant's sole cost and expense which includes court costs and attorney fees. VFWD shall promptly notify the applicant of any such claim, action, or proceeding and shall cooperate fully in the defense. Nothing in this condition shall be construed to prohibit the VFWD from participating in the defense of any claim, action, or proceeding, if VFWD bears its own attorney fees and cost, and defends the action in good faith. Applicant shall not be required to pay or perform any settlement unless the applicant in good faith approves the settlement, and the settlement imposes no direct or indirect cost on VFWD, or its agents, officers, and employees.
56. VFWD sanitary sewer or storm drains shall not be installed in the rear of any of the lots. VFWD uses a consultant to prepare or review sanitary sewer and stormwater capacity studies, to assess the impact of new flows into existing VFWD systems. The applicant shall deposit funds with the district to cover the cost of the consultant's work, and then the district will issue a Task Order to the consultant.
57. VFWD may use a consultant to provide plan review for new development. Applicant shall be responsible for all costs associated with consultant's review.

58. Provide design details for the connection points to existing (private or VFWD) sanitary sewer and storm drainage facilities.
59. The Applicant shall provide, to VFWD, Final Design Drawings for public sewer and drainage infrastructure, in AutoCAD, prior to permit issuance.
60. If relocation of existing VFWD facilities is deemed necessary, it shall be performed by the Applicant who will also be responsible to bear all expenses associated with this condition.
61. Applicant shall pay appropriate reimbursements for benefiting improvements installed by others in the amount and at the time specified by existing reimbursement agreements.
62. Applicant shall contact VFWD prior to beginning construction, for a pre-construction meeting.
63. Existing public and private VFWD facilities damaged during construction shall be repaired by the Applicant, at his/her sole expense, to the satisfaction of VFWD.
64. The conditions as set forth in this document are not all inclusive. The Applicant shall thoroughly review all VFWD, City, State, and Federal planning documents associated with this map and comply with all regulations, mitigations, and conditions set forth.
65. If a grading permit is required, the grading and erosion control plans shall be submitted to VFWD for review and comment.

F. Caltrans

*Staff Contact: Llisel Ayon, Associate Transportation Planner
Llisel.Ayon@DOT.ca.gov | 510.506.6184*

1. Project Management

- a. Caltrans project 04-2Q520 is located on State Route (SR)-29 and will be adding bike lanes at postmiles v0.0/6.0. Please reach out to Caltrans for any concerns regarding project coordination.

2. Hydraulics

- a. The proposed project site is adjacent to Sonoma Blvd (SR-29) and is located on a FEMA Flood Zone AE (EL 10), which is a Special Flood Hazard Area with 1% annual chance of flooding. The section of SR-29 between Redwood Street and the "adjacent business center north of project site" drains through an existing 24-in public storm drain (18-in per applicant's project plan) passing through the project site and outfalls into White Slough. The project is adding new impervious surface, changing existing surface grade, and adding new storm-drain systems. The project is changing the alignment and adding new lateral storm drain connections to the 24-in public storm drain. Caltrans hydraulics is concerned over the increase in flood receding time and extended period of flooding on SR-29 under post project conditions. Therefore, please consider the following:
 - i. A drainage report supported with hydrologic and hydraulic analyses should confirm whether the project will negatively impact the existing: (1) SR-29 drainage and (2) the floodplain dynamics for 5-, 10-, 50-, and 100-yr rainfall events.
 - ii. Caltrans encroachment permit may be contingent on: (1) City of Vallejo's Floodplain Development Permit, (2) FEMA Elevation Certificate to verify project meets or exceeds the FEMA Base Flood Elevation (BFE) standards, (3) other complete set of regulatory agencies' certificates.

- iii. Screenshots of "FEMA Floodplain Map" and "City of Vallejo Storm drain System" are attached.

3. Design

- a. The driveways for ingress/egress should conform to Caltrans standards and latest Hight Design Manual (HDM), Section 205 for Road Connections and Driveways (link). A detailed study and traffic impact report would be needed for left turn/ left-turn channelization.

4. Encroachment Permit

- a. Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' Right of Way (ROW) requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement.
- b. The Office of Encroachment Permit requires 100% complete design plans and supporting documents to review and circulate the permit application package. To obtain more information and download the permit application, please visit Caltrans Encroachment Permits (link). Please note that the checklist TR-0416 is used to determine the appropriate Caltrans review process for encroachment projects. Your application package may be emailed to D4Permits@dot.ca.gov.

5. Bicycle/Pedestrian

- a. The following bicycle and pedestrian improvements are recommended to reduce vehicle miles traveled (VMT) and congestion impacts to the State Transportation Network:
 - i. Upgrading the bus stop on Southbound Sonoma Blvd and providing bicycle parking on the proposed site.
 - ii. The strategies above are just an example of some tools to provide comfortable, convenient, and connected pedestrian and bicycle facilities for future employees and residents, which ultimately would reduce VMT and seamlessly connect to the surrounding neighborhood.

G. Water Department

*Staff Contact: John Peña, Associate Engineer
john.pena@cityofvallejo.net | 707.648.4307*

A. CODE REQUIREMENTS. All code requirements as stated in Title 11 of the Vallejo Municipal Code (VMC) and Vallejo Standard Specifications and Standard Drawings adopted in 2011 (VSSSD) that apply to this project shall be conformed to. The project is being made aware of codes that require extra attention by the following items.

1. **WATER SYSTEM PLANS (VSSSD Section 4.1).** All water system improvements shall be consistent with the latest Vallejo Water System Master Plan, prepared by Kennedy/Jenks Engineers. Prior to Improvement plan approval and building permit issuance, water system improvement plans shall be submitted to the **Water Department** for review and approval, and shall contain at least:
 - a. Location and size of fire sprinkler service connection(s).
 - b. Location and size of existing and proposed domestic service connection(s).

- c. Location and size of irrigation service connection(s), if any.
 - d. Location of fire hydrants.
 - e. Location of structures with respect to existing public water system improvements, such as mains, meters, etc.
 - f. Location and size of any new water mains.
 - g. Location and size of backflow prevention devices (required on water service connections to irrigation systems, certain commercial water users, and to commercial fire sprinkler systems, per City Ordinance 922 N.C. (2d).
2. **FIRE FLOW REQUIREMENTS (VSSSD Section 4.1).** Fire flow requirements of the Fire department shall be complied with. Fire flow at no less than 25 psig residual pressure shall be available within 1,000 feet of any structure. One half of the fire flow shall be available within 300 feet of any structure.
- a. For single family residential units, the fire flow is 1,500 gpm.
 - b. For other developments, see the Vallejo Water System Master Plan, 2015, prepared by Kennedy Jenks.
3. **HYDRAULIC CALCULATIONS (VSSSD Section 4.1).** Prior to Improvement Plan and building permit issuance, hydraulic calculations shall be submitted to the **Water Director** demonstrating that the fire flow requirements are complied with.
4. **FIRE PROTECTION SYSTEMS (VSSSD Section 4.1).** Fire hydrant placement and fire sprinkler system installation, if any, shall meet the requirements of the Fire Department. For combined water and fire services, the requirements of both the Fire Department and the Vallejo Water System Master Plan, with latest revisions, shall be satisfied.
5. **WATER EASEMENTS (VSSSD Section 4.1).** Easements shall be granted for all water system improvements installed outside the public right-of-way in the City's Standard Form for Grant of Water Line Easement with the following widths:
- a. 15 ft. wide (minimum) for water mains.
 - b. 10 ft. wide (minimum) for fire hydrants, water meters, backflow preventers, double detector check valves, etc.
 - c. Other facilities will be reviewed by the Water Department.
6. **WATER SERVICE BONDS AND FEES (VMC Sections 11.16, 11.18, 11.20 and 11.24).** Water service shall be provided by the City of Vallejo following completion of the required water system improvements and payment of applicable fees. Performance and payment bonds shall be provided to the City of Vallejo prior to construction of water system improvements. Fees include those fees specified in the Vallejo Municipal Code including connection and elevated storage fees, etc., and fees for tapping, tie-ins, inspections, disinfection, construction water, and other services provided by the City with respect to the water system improvements. The Water Department may be contacted for a description of applicable fees. These fees have to be paid prior to issuance of the building permit.

B. CONDITIONS OF APPROVAL

- 1. Apply and pay for Fire Flow Test with the Water Department in order to determine operation of sprinkler system and final service size.
- 2. Provide water meter and service sizing calculations per most recent California Plumbing Code, include a water fixture count table.

3. As of January 1, 2018, all units in multi-family, commercial, or combination thereof, buildings shall be individually metered (if existing plumbing allows or is re-configured) by the City, additional meters at the owner/applicant's expense; or, master metered by the City, and sub-metered by the property owner, with approved/certified meters. Per California Senate Bill 7 (SB7).
4. Prior to occupancy or final building inspection, install water system improvements as required. Backflow devices where required shall be installed in areas hidden from public view and/or shall be mitigated by landscaping.
5. Abandonment Fee will be required to abandon existing water service connections along the subdivided parcels.
6. If Parcel A is ever developed in the future, it will need to have its own separate water service per municipal code.
7. A utility plan will need to be provided showing all proposed water service connections, meters, and backflows. All meters above ground backflow devices will need to be installed in the public utility easement and 5 feet away from the edge of driveway.
8. Meters shall be located at back of sidewalk and are not permitted in driveways.

Attachment 2 – Supporting Information (Tables and Images)

Key policies and actions relevant to the project are shown in **bold**, followed by staff's analysis in *italic* (See table 1):

Table 1 – General Plan 2040 Policies and Actions	
Policies and Actions	Staff's Analysis
Policy NBE-1.8: Urban Forest. Encourage planting of street trees and landscaping to beautify the city, encourage walking and biking and create a stronger sense of identity.	<i>The project involves the planting of many trees, shrubs, and groundcovers contributing to the beautification of Vallejo and the cultivation of an urban forest. The construction of sidewalk improvements along the new commercial buildings will contribute to the pedestrian realm within the subject site.</i>
Policy NBE-2.3: Inviting, Compatible Design. Promote attractive development that is compatible with surrounding uses.	<i>The project architecture is of a high quality that unifies the buildings of the proposed development with a variety of materials and architectural features that break up the expanse of wall unarticulated planes.</i>
Policy NBE-2.8: Infill Development. Promote infill development targets vacant and underutilized sites for community-desired and enhancing uses that is compatible with surrounding uses.	<i>The project would result in the development of new commercial buildings on a currently vacant parcel enhancing this underutilized site in the community and is compatible with surrounding uses.</i>
Policy NBE-1.15: Energy Efficiency: Support measures to reduce energy consumption and increase energy efficiency in residential, commercial, industrial, and public buildings.	<i>The project shall be required to comply with standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California's Green Building Standards Code (CBC Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. The project includes sustainable and energy-efficient features and electric vehicle (EV) chargers, each provided at or exceeding City requirements.</i>

Attachment 2 – Supporting Information (Tables and Images)

Table 2 –Central Corridor Commercial Development Standards (VMC Chapter 16.204)			
Code Section	Development Standard	Proposal	Compliant
Table 16.204-A: Minimum Lot Size (sq. ft.)	5,000 sq. ft.	181,456 sq. ft.	Yes
Table 16.204-A: Minimum Lot Width	50 ft.	Parcel A is 771.53 ft., Parcel B is 210.04 ft., Parcel C is 224 ft.	Yes
Table 16.204-A: Maximum Non-Residential Floor Area Ratio (FAR)	3.0	0.14	Yes
Table 16.204-A: Maximum Height (ft.)	8 stories	26 feet (1 story)	Yes
Table 16.204-A: Street Frontage	0 or 10 when adjacent to Residential District	40	Variance requested due to FEMA requirements of site
Table 16.204-A: Interior Side	5 or 10 when adjacent to Residential District	56 feet	Yes
Table 16.204-A: Rear	5 feet	315 feet 6 inches	Yes
Table 16.204-A: Ground Floor non-residential Use	15 ft.	21 ft.	Yes
Table 16.204-A: Ground Floor Ceiling Height, Non-Residential Uses	12 ft.	15 ft.	Yes
Table 16.204-A: Minimum Amount of Landscaping	20% (Total of 36,291.26 sq. ft.)	20.8% (37,792 sq. ft.)	Yes
Table 16.204-A: Street Trees (ft. frontage)	1 per 30 ft. of frontage 210.04 ft. frontage = 7 street trees	0	No; Condition of Approval added to install 7 Crape Myrtle trees be installed at back of landscaping area, behind bioretention basin, outside of 10-foot PG&E pipeline easement.
VMC Section 16.204.03 (C.1) – Pedestrian Entrances and Paths.	All non-residential activities located at the street level shall provide one direct at grade entrance from the public right-of-way for each street frontage exceeding 50 ft.	A pedestrian path leading to the retail entrance is provided from Sonoma Boulevard.	Yes

Attachment 2 – Supporting Information (Tables and Images)

VMC Section 16.204.03 (E) - Street Preservation	Existing public right-of-way shall be preserved.	No public right-of-way is being eliminated	Yes
VMC Section 16.204.03 (F) – Frontage Improvements	New Development shall provide street frontage improvements	The existing public improvements such as drainage, and sidewalk, curb and gutter Sonoma Boulevard are identified to the protected during the construction process.	Yes
VMC Section 16.204.03 (G) – Building Orientation and Entrances	Buildings shall be oriented to face public streets; building shall be generally parallel to streets	Building is oriented to face Sonoma Boulevard	Yes
VMC Section 16.204.03 (H) – Building Transparency	Exterior walls facing and within twenty feet of a front or street side property line shall include windows, glass doors, or other openings for at least sixty percent of the building wall area located between 2.5 and seven feet above the level of the sidewalk.	The building façade which is 40 feet from right-of-way line of Sonoma Boulevard, is designed with a least five (5) contrasting building materials, decorative wall panels and an insulated window system.	Yes
VMC Table 16.204-B – Maximum Building Length	150 feet	182 feet	No; Exception requested to increase building length
VMC Table 16.204-B – Maximum Length of Blank Wall	20 feet for ground floor	None, as all walls have accent details	Yes
VMC Table 16.204-B – Bay Window Projections	Max. 3 feet from primary façade and min. 12 feet above sidewalk grade	No Bay Windows proposed	Yes
VMC Table 16.204-B – Awnings and Overhangs	Min. 4 feet from primary façade and 8 feet above sidewalk grade	5 feet from primary façade and 14 feet above sidewalk grade	Yes
VMC Table 16.204-B – Awning Setback from Curb	Min. 2 feet clear	35 feet from back of sidewalk	Yes

Table 3 –Automobile/Vehicle Sales, Leasing and Rentals Development Standards (VMC Chapter 16.308)			
Code Section	Development Standard	Proposal	Compliant
VMC Section 16.308.02 (A) - Showrooms	Maximum Setback. Showrooms shall be located no farther than fifteen feet from the property lines facing any boulevard and shall occupy at least sixty percent or one hundred feet, whichever is greater, of the site frontage along such boulevards.	40 ft.	Variance requested due to FEMA requirements of site.
	Treatment of Setbacks. If a setback is provided along any street frontage, the setback area (any area between building and sidewalk) shall be landscaped or improved as an extension of the public sidewalk to include pedestrian amenities. This requirement applies to all portions of a street-facing setback area that are not used for driveways or other accessways.	30-foot landscaping strip provided within front setback area	Yes
	Facade Height. Showrooms shall be constructed to achieve at least the minimum required facade height of the zoning district in which they are located.	15 ft.	Yes
	Transparency. Street-facing facades fronting major arterials or corridors shall have transparent glazing that provides views into display and sales areas. Transparent windows or doors shall be provided for at least seventy-five percent of the building wall area located between 2.5 and seven feet above the level of the sidewalk. No wall may run in a continuous horizontal plane for more than twenty-five feet without an opening.	The building façade which is 40 feet from right-of-way line of Sonoma Boulevard, is designed with a least five (5) contrasting building materials, decorative wall panels and an insulated window system.	Yes
VMC Section 16.308.02 (B) – Location of Required Parking and Storage	Parking and vehicle storage shall be located behind the street frontage or in a garage structure that complies with the applicable requirements of Chapter 16.508, Off-Street Parking and Loading. Parking and vehicle storage may not be located between a vehicle showroom and any adjacent street.	All parking is located behind the street frontage. Parking and vehicle storage is not located between vehicle showroom or any adjacent street.	Yes
VMC Section 16.308.02 (C) – Transition Requirements	Where an automobile/vehicle sales and leasing use is adjacent to a residential zoning district, minimum Setbacks, Landscaping and Screening standards apply.	Project is not adjacent to a residential zoning district	Yes

Attachment 2 – Supporting Information (Tables and Images)

Adjacent to Residential Zoning Districts.			
VMC Section 16.308.02 (D) – Screening	All outdoor areas used in conjunction with the business shall be screened in compliance with the requirements of Chapter 16.505, Fences, Walls and Screening.	Outdoor vehicle storage has been adequately screened from the public right of way and adjacent parcels.	Yes
VMC Section 16.308.02 (E) – Parking, Vehicle Storage, and Display. Parking structures and automobile storage uses associated with an automobile/vehicle sales and leasing business permitted to maintain inventory on the same site shall comply with the following development and design standards:	Customer parking shall comply with all standards of Chapter 16.508 , Off-Street Parking and Loading.	Customer parking area is separated from the exterior wall by a walkway a minimum of four feet in width and is paved to avoid dust, mud and standing water with each parking space clearly striped with paint or similar distinguishable material.	Yes
	Employee and inventory parking may be provided in tandem and is not subject to the minimum parking space and aisle dimensions of Chapter 16.508 , Off-Street Parking and Loading. Final design of all parking and inventory storage areas shall be subject to review and approval by the director.	Inventory parking is provided in tandem	Yes
	Parking structures shall comply with the standards found in this section.	No parking structure is proposed as part of this project.	N/A
	Lighting. Lighting shall comply with Chapter 16.506, Lighting and Glare. Light sources shall be designed to contain direct and diffuse lighting and glare on the subject property.	Each light fixture will be directed downward and away from adjoining properties and public rights-of-way, so that no on-site light fixture directly illuminates an area off the site.	Yes

Attachment 2 – Supporting Information (Tables and Images)

	Queuing of Vehicles. An adequate on-site queuing area for service customers shall be provided. On-site driveways may be used for queuing but may not interfere with access to required parking spaces. Required parking spaces may not double as queuing spaces.	26 parking spaces are indicated on the plans as service parking. Also, there is space for 4 vehicles to be queued outside the service bay doors.	Yes
	Vehicle Stacking Equipment. Vehicle-stacking equipment is permitted within structures and on surface lots for employee parking and vehicle storage when screened with an eight-foot-high solid masonry wall. The wall shall be set back from the property line at least two feet so that a landscaped buffer of up to two feet in width can be provided. Parking spaces in lifts shall not be applicable in calculating parking requirements. All facilities shall comply with the city's noise ordinance and Section 16.502.10, Noise, of this Zoning Code.	8-foot-high solid masonry wall is proposed at interior property line to screen vehicle storage from adjacent parcel.	Yes
	Resource Recovery Storage. Floor area dedicated to employee and customer parking and vehicle storage shall be excluded when applying resource recovery and recycling requirements in Section 16.501.08, Solid Waste, Recycling, and Organic Waste Storage, unless otherwise required by the director of public works in order to protect the public health, safety, and general welfare.	No indoor floor area is dedicated to employee or customer parking. Showroom vehicle storage shall be excluded from resource recovery and recycling requirements in Section 16.501.08, Solid Waste, Recycling, and Organic Waste Storage.	Yes

Figure 1 – Vicinity Map





Figure 3 – Proposed Rendering



MEMORANDUM

DATE: January 30, 2025

To: City of Vallejo

FROM: Florentina Craciun, AICP, Associate/Senior Environmental Planner

SUBJECT: 500 Redwood Street Project, City of Vallejo, Solano County, California

This memorandum prepared pursuant to the California Environmental Quality Act (CEQA) describes the proposed 500 Redwood Street Project and provides a determination that the project is within the scope of the “General Plan 2040 and Sonoma Boulevard Specific Plan Draft Environmental Impact Report” (General Plan EIR)¹ and is consistent with the development density established by existing zoning and general plan policies contained in the General Plan EIR, and no further environmental review is required. The General Plan EIR was certified, and the City of Vallejo General Plan 2040² was adopted, by the City of Vallejo City Council on August 29, 2017.

INTRODUCTION

The General Plan EIR evaluated the potential environmental impacts anticipated to result from build out of the City’s General Plan 2040, which included the identification of opportunity areas within the City where development and redevelopment could produce a significant positive impact on the sense of place. The City of Vallejo (City) is the Lead Agency for environmental review.

This memorandum is prepared pursuant to CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations) and Section 15183 (Projects Consistent with a Community Plan or Zoning). Section 15162 states that “no subsequent EIR shall be prepared for that project unless the lead agency determines ... one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

¹ City of Vallejo. 2016. General Plan 2040 and Sonoma Boulevard Specific Plan Draft EIR. July 25.

² City of Vallejo. 2017. Propel Vallejo General Plan 2040. August 29. Amendments through July 24, 2018.

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.”

Section 15183 states that “projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site... In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

1. Are peculiar to the project or the parcel on which the project would be located;
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent;
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

This section shall apply only to projects which meet the following conditions:

1. The project is consistent with:
 - a. A community plan adopted as part of a general plan;
 - b. A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development; or

- c. A general plan of a local agency, and
- 2. An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.”

This memorandum summarizes the proposed project’s applicability to be analyzed under CEQA Guidelines Section 15183 and the reasons for the City’s conclusion that the project and associated environmental effects do not meet the conditions described in CEQA Guidelines Section 15162 requiring preparation of a subsequent EIR.

PROJECT DESCRIPTION

The following describes the proposed 500 Redwood Street Project (proposed project). This section includes a description of the proposed project’s location, existing site characteristics, project components, required approvals and entitlements. The City of Vallejo (City) is the lead agency responsible for project review and approvals under CEQA.

Project Site

The following section describes the location and characteristics of the project site and provides a brief overview of the existing land uses within and in the immediate vicinity of the project site.

Location

The approximately 12.45-acre project site is located at 500 Redwood Street in the City of Vallejo, Solano County, and consists of one parcel (Assessor’s Parcel Number [APN] 0051010320). The project site is bounded by commercial uses and the White Slough wetlands to the north, vacant land to the west, Sonoma Boulevard/State Route 29 (SR 29) to the east, and commercial uses and Redwood Street to the south. Additional commercial uses are located west, south, and east of the project site. Sonoma Boulevard/SR 29 located adjacent to the site and State Route 37 (SR 37), located approximately 0.5 mile west of the project site, provide regional vehicular access to the project site. Direct access to the project site is provided by both Redwood Street and Sonoma Boulevard/SR 29. Sonoma Boulevard/SR 29 has three travel lanes in each direction and a posted speed limit of 40 miles per hour (mph). Sidewalks are present on both sides of Sonoma Boulevard/SR 29 and Redwood Street.

Figure 1 shows the project site’s regional and local context while Figure 2 is an aerial photograph of the project site and surrounding land uses.

Regulatory Setting

The City’s General Plan 2040 designates the project site as Business/Limited Residential (B/LR). The B/LR designation is intended to facilitate high quality employment-based businesses, including professional office; health care and life sciences; research and development; production, distribution, and repair (PDR); and light industrial, manufacturing and similar uses conducted primarily inside of buildings. Restaurants, retail stores, automotive services, personal and business services, hotels, and recreational facilities that cater to the needs of businesses, employees, and residents of the surrounding area are accommodated in the B/LR designation.

The project site is zoned Central Corridor Commercial (CC)⁴ and is within the boundaries of the White Slough Specific Plan (SP-2). The CC Zoning District is intended to create and establish regulations for community serving mixed-use areas along the Sonoma Boulevard Central Corridor. Land uses within the CC Zoning District include mixed-use with housing, medium and high density residential or non-residential uses at street level, subject to design and development standards to promote a mixed-use and pedestrian orientation. SP-2 was approved by the City in November 1995 and provides policies and project parameters that form the blueprint for development in the White Slough area.⁵

Existing Site Conditions

As shown on Figure 2, the project site has been previously developed and is currently occupied with remnants of a previous surface parking lot. The project site is generally flat with an elevation of approximately 6 feet above mean sea level (msl). The project site currently contains no existing structures and vegetation on the project site predominately consists of ruderal species and scattered mature trees.

Proposed Project

The proposed project would divide the approximately 12.45-acre parcel at 500 Redwood Street into three new parcels (Parcels A through C). Parcel A would be approximately 4.64 acres (202,116 square feet) and consist of the western portion of the project site, Parcel B would be approximately 4.17 acres (181,456 square feet) and consist of the northeastern corner of the project site, and Parcel C would be approximately 3.64 acres (158,607 square feet) and consist of the southeastern corner of the project site. Parcel A would be accessible from Redwood Street, Parcel B would be accessible from Sonoma Boulevard/SR 29, and Parcel C would be accessible from both Redwood Street and Sonoma Boulevard/SR 29. Figure 3 depicts the three proposed parcels.

The proposed project would also include the redevelopment of Parcel B with a new, 24,963 -square foot Hyundai car dealership and a new approximately 1,500-square-foot car wash and parking area. Parcel B would be surrounded by on the north side by a perimeter wall that would be up to 8 feet tall.

The car dealership space would include a show room, customer focus area, and general office space totaling 7,459 -square feet, a 16-bay service shop and reception area totaling 13,310 -square feet, and a parts department totaling 4,187 -square feet. The building elevation would be 26 feet including any roof equipment.

³ City of Vallejo. *Vallejo General Plan 2040* (accessed November 2024).

⁴ City of Vallejo Zoning Map. Website: <https://www.arcgis.com/apps/View/index.html?appid=7638bbc2a29d4c4387366372429f6daa&extent=-122.3063,38.0807,-122.2239,38.1134> (accessed November 2024).

⁵ City of Vallejo. *White Slough Specific Plan* (accessed November 2024).

The proposed car wash would be for internal use only and would not be open to the public, therefore the access points to the car wash would be internal to the project site. Water conservation measures include a car wash water recycling system.

The proposed project also would include a new surface parking area, consisting of 294 parking spaces. The parking area would provide the following spaces: 27 employee parking spaces, 21 customer parking spaces, 24 service parking spaces, 222 parking spaces divided between used and new for vehicle sales. In addition, parking would include a total of 6 electric vehicle charging ports; two of which would be Level 3 Fast chargers, and two Level 2 chargers. The parking area would only be open during operation hours and would not be available for public use, and a motorized gate would allow access in and out of the property. In addition, Parcel B would also contain an automotive hauler loading zone on the east side of the site. Each loading area would be 35 feet by 12 feet.

Landscaping would be provided along Sonoma Boulevard and throughout Parcel B, totaling approximately 37,792 square feet. Water efficient landscaping would include a mix of ground cover, shrubs, grasses, and trees. Existing trees would be removed and replaced in accordance with the City's tree ordinance. Landscape and irrigation plans would comply with the landscape design standards and requirements for the State Model Water Efficient Landscape Ordinance (MWELO). Roadside and on-site bioretention basins would be provided to meet the City's Low Impact Development (LID) requirements.

Site Access

Vehicular access to the project site would be provided via two ingress/egress driveways off Sonoma Boulevard/SR 29. The driveway located on the north side of the project site would be used by customers and staff, which would be facilitated by a new 25-foot curb cut. The driveway on the southern portion of the lot would be used as a fire access lane as well as for truck deliveries and would be facilitated by a new 20-foot curb cut. The fire access lane would be 20 feet. Figure 4 depicts the site plan for the proposed project.

Pedestrian access to the site would be available via Sonoma Boulevard and would include an ADA-compliant pedestrian ramp per California Department of Transportation (Caltrans) Standard Plan A88A.⁶ In addition, if found to be in poor condition, and with compliance with the standard condition of approval, the sidewalk along Sonoma Boulevard would be replaced and would include frontage improvements such as street lights, benches and trash receptacles.

Utility Services

Utility services, including sanitary sewer, water, streetlights, electrical, and telecommunications, would be extended from existing infrastructure locations, and would be provided by the City and existing utility companies.

⁶ California Department of Transportation. Standard Plan A88A. Website: <https://dot.ca.gov/-/media/dot-media/programs/design/documents/locked-2018-std-plns-dor-a11y.pdf> (accessed November 2024).

The proposed project would include new connections to the existing water line in Sonoma Boulevard/SR 29 to provide potable water and fire protection water to the project site. The proposed project would also connect to existing 4- and 6-inch sanitary sewer lines on the project site, which would convey wastewater to the existing sanitary sewer line in Redwood Street. The proposed project would connect to existing electrical and telecommunication infrastructure in the surrounding area to provide electricity and telecommunication service.

Stormwater at the project site currently sheet flows to the White Slough located north of the project site. As part of the proposed project, the existing storm drain easements at the north and east of the project site would be relocated south and west, respectively. The proposed project would generally maintain existing patterns and would include four bioretention basins to treat and manage stormwater flows from the project site in accordance with the City's latest stormwater LID requirements. One bioretention basin would be located along Sonoma Boulevard/SR 29 and the other three would be located along the north project site boundary, adjacent to the White Slough wetlands.

Construction and Grading

Construction of the proposed project is anticipated to begin in early 2025 and would last approximately 12 months. Grading of the project site would require approximately 7,000 cubic yards of imported soil. Construction of the proposed project would utilize Tier 2 construction equipment.⁷

Project Approvals

A number of permits and approvals would be required to allow development of the proposed project. As lead agency for consideration of the proposed project, the City would be responsible for the majority of the approvals required for project development. Other agencies also may have some authority related the proposed project and its approvals. A list of required permits and approvals, including the discretionary actions described above, which may be required by the City and other agencies, is provided in Table A.

⁷ Tier 2 refers to a specific standard for engine emissions set by the Environmental Protection Agency (EPA) in the United States, aimed at reducing air pollution from non-road diesel engines. These engines were subject to regulations introduced under the EPA's Nonroad Diesel Engine Emissions Standards, which set limits on the emissions of pollutants such as particulate matter (PM), nitrogen oxides (NOx), carbon monoxide (CO), and hydrocarbons (HC).

Table A: Potential Permits and Approvals

Lead Agency	Permits/Approvals
City of Vallejo	• Design Review • Development Review • Landscape Review • Use Permit • Parcel Map • Variance • Exception
Other Agencies	
City of Vallejo Fire Department	• Review/Approve fire truck access and site fire flow design
City of Vallejo Water Department	• Connection to water system • Approval of water improvements and connection permits
City of Vallejo Building Division	• Issuance of Building Permits for new construction
Pacific Gas & Electric (PG&E)	• Connection of electricity service • Approval of electric improvements and connection permits
Caltrans	• Encroachment permit
Vallejo Flood and Wastewater	• Connection to sewer system • Connection to storm water system • Approval of improvements and connection permits

Source: LSA (2024).

SECTION 15183 APPLICABILITY

As discussed above, CEQA Guidelines Section 15183 shall apply only to projects which meet the following conditions:

1. The project is consistent with:
 - a. A community plan adopted as part of a general plan;
 - b. A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development; or
 - c. A general plan of a local agency, and
2. An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.

The proposed project is consistent with the applicable General Plan designation and all applicable General Plan policies, as well as with the applicable zoning designations and regulations, as discussed below.

General Plan. The City's General Plan 2040 designates the project site as Business/Limited Residential (B/LR). The B/LR designation is intended to facilitate high quality employment-based businesses, including professional office; health care and life sciences; research and development; production, distribution, and repair (PDR); and light industrial, manufacturing and similar uses conducted primarily inside of buildings. Restaurants, retail stores, automotive services, personal and

business services, hotels, and recreational facilities that cater to the needs of businesses, employees, and residents of the surrounding area are accommodated in the B/LR designation.⁸

The proposed project would provide a high-quality automotive service that includes both offices as well as repair and sales facilities. Therefore, the proposed project would be considered consistent with the City's General Plan designation.

Zoning. The project site is zoned Central Corridor Commercial (CC)⁹ and is within the White Slough Specific Plan Area (SP-2) on the City of Vallejo Zoning Map. The CC Zoning District is intended to create and establish regulations for community serving mixed-use areas along the Sonoma Boulevard Central Corridor. Land uses within the CC Zoning District include mixed-use with housing, medium and high density residential or non-residential uses at street level, subject to design and development standards to promote a mixed-use and pedestrian orientation.¹⁰ SP-2 was approved by the City in November 1995 and provides policies and project parameters that form the blueprint for development in the White Slough Specific Plan Area.¹¹

The proposed project would provide a non-residential use at the street level. The proposed car dealership would front Sonoma Boulevard/SR 29 and would have both vehicular entrances and exits along the main frontage. In addition, the proposed project would include landscaping along Sonoma Boulevard/SR 29, thus further improving the pedestrian-oriented design. The proposed project would be required to be consistent with the City's design and development standards, therefore the proposed project would be consistent with the existing site zoning.

In addition, as previously discussed, build out of the City's General Plan has been previously evaluated in the General Plan EIR, which was certified by the City Council on August 29, 2017. Therefore, the proposed project meets the criteria of CEQA Guidelines Section 15183.

COMPARISON TO THE CONDITIONS LISTED IN CEQA GUIDELINES SECTION 15162 AND SECTION 15183

The following includes an evaluation of the potential environmental effects of the proposed project, compared to the impacts identified for build out of the City's General Plan in the General Plan EIR.

Aesthetics

Chapter 4.1 of the General Plan EIR analyzed potential impacts to aesthetics with build out of the City's General Plan, and determined that either no impact or less than significant impacts would occur. No mitigation measures were prescribed.

⁸ City of Vallejo. *Vallejo General Plan 2040* (accessed November 2024).

⁹ City of Vallejo Zoning Map. Website: <https://www.arcgis.com/apps/View/index.html?appid=7638bbc2a29d4c4387366372429f6daa&extent=-122.3063,38.0807,-122.2239,38.1134> (accessed November 2024).

¹⁰ City of Vallejo. *White Slough Specific Plan* (accessed November 2024).

¹¹ City of Vallejo. *White Slough Specific Plan* (accessed November 2024).

The proposed project would not substantially impact a scenic vista, nor would it substantially damage scenic resources within a State scenic highway. According to the California Department of Transportation (Caltrans),¹² there are no eligible or officially designated State Scenic Highways located within the Vallejo or in the immediate vicinity of the project site. The closest officially designated State Scenic Highway to the project site is the portion of State Route 12 (SR 12) located over 18 miles northwest of the project site. Due to the distance, the project site is not visible from this officially designated State Scenic Highway. Therefore, no scenic resources within view of a State Scenic Highway would be altered as part of the proposed project.

The project site is current vacant and consists of remnants of a previous surface parking lot. The proposed project would subdivide the project site and develop a new car dealership and associated car wash on Parcel B, which would improve the current visual character of the project site. In addition, the proposed project would include landscaping to minimize the visual impact of the development. Further, the proposed project would be developed consistent with the development standards for the CC zoning district and SP-2.

Although the proposed project would introduce new sources of light or glare, these types of lighting would be typical of the surrounding commercial area and unobtrusive. All exterior building materials would have minimal reflectivity and building-mounted light fixtures would be directed downward to avoid creating glare and light spillover into adjacent properties. All temporary construction-related sources of light or glare (i.e., construction equipment headlights/safety lights) would cease following completion of construction. Therefore, implementation of the proposed would not result in impacts associated with light or glare that would adversely affect day or nighttime views in the project area.

No new impacts or increase in severity of impacts would occur.

Agricultural and Forestry Resources

The topic of agriculture and forestry resources was discussed in Chapter 6.0 of the General Plan EIR, which determined that no impact to agriculture or forestry resources with build out of the General Plan would occur. The proposed project would not result in the conversion of agricultural land, nor would it conflict with existing zoning for agricultural use or Williamson Act contract. In addition, the project site is not zoned as forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). Therefore, implementation of the proposed project would not conflict with existing zoning for forest resources. ***No new impacts or increase in severity of impacts would occur.***

Air Quality

Chapter 4.2 of the General EIR analyzed impacts to air quality, and determined that criteria air pollutant emissions associated with build out of the General Plan would cause a substantial net

¹² California Department of Transportation (Caltrans). 2019. *California State Scenic Highway System Map*. Website: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa> (accessed November 2024).

increase in emissions that exceeds the Bay Area Air Quality Management District's (BAAQMD) regional significance thresholds and identified significant and unavoidable air quality impacts related to industrial and warehousing developments. The General Plan EIR prescribed Mitigation Measures AQ-2a and AQ-2b.2, requiring a technical assessment evaluating potential air quality impacts if a project exceed the screening sizes in the BAAQMD CEQA Guidelines; Mitigation Measure AQ-2b.1, requiring compliance with the current BAAQMD basic control measures for reducing construction emissions of PM₁₀; Mitigation Measures AQ-3a and AQ-3b, related to industrial and warehouse projects. However, even with implementation of these mitigation measures, impacts related to the exceedance of BAAQMD regional significance thresholds and cumulative air quality impacts were determined to be significant and unavoidable.

The BAAQMD CEQA Guidelines include screening criteria for land use projects. If all of the screening criteria are met by the proposed project, then a detailed air quality assessment would not be required (Mitigation Measures AQ-2a and AQ-2b.2), and it can be assumed that potential impacts related to air quality would not be considered significant.

As previously described, the proposed project would redevelop the project site with a new car dealership, a car wash, and parking, as well as associated site access improvements, utility infrastructure connections, and landscaping improvements. The proposed project would be consistent with the existing commercial use of the surrounding area and would not result in a significant increase in new vehicle trips to and from the project site. Additionally, the proposed project would reduce VMT regionally as discussed in Section 3.4.1. Therefore, the proposed project would not result in significant operational-period air quality impacts.

For construction-related emissions, the proposed project would not result in adverse effects related to criteria air pollutants and precursor emissions if all of the following conditions as outlined in the BAAQMD CEQA Guidelines are met:

1. The project is below the applicable screening level size shown in Table 4-1 of the BAAQMD's CEQA Guidelines;
2. All Basic Construction Mitigation Measures identified by the BAAQMD would be included in the project design and implemented during construction; and
3. Construction-related activities would not include any of the following:
 - a. Demolition;
 - b. Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously);
 - c. Simultaneous construction of more than one land use type (e.g., the project would develop residential and commercial uses on the same site) (not applicable to high-density infill development);

- d. Extensive site preparation (i.e., greater than default assumptions used by the Urban Land Use Emissions Model [URBEMIS] for grading, cut/fill, or earth movement); or
- e. Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.

The construction-related screening size for retail automotive care center uses in Table 4-1 of the BAAQMD's CEQA Guidelines is 452,000 square feet for construction and 356,000 square feet for operation. The proposed project includes the construction of an approximately 25,000 square feet area, well below the applicable screening level. As such, Mitigation Measures AQ-2a and AQ-2b.2 would not be applicable to the proposed project.

Mitigation Measure AQ-2b.1 would be applicable to the proposed project. The proposed project would implement the BAAQMD required BAAQMD Basic Construction Mitigation Measures to reduce construction fugitive dust impacts as follows (these measures would be incorporated into the project through standard conditions of approval that are applied to all construction projects subject to City approval):

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off site shall be covered.
- All visible mud or dirt tracked out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measures set forth in Title 13, Section 2485, of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- A publicly visible sign shall be posted with the telephone number and person to contact at the City of Vallejo regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations.

The project site has been previously developed and is currently occupied with remnants of a previous surface parking lot. As such, the proposed project would not include any major demolition activities. The proposed project would include the removal of trees on the project site; however, removal of these remnants would not require a demolition permit from the City or require submittal of a Demolition Notification to BAAQMD. The proposed project would only consist of one land use type (commercial use).

The Urban Land Use Emissions Model default assumptions for grading assume that up to one-quarter of a project site is graded on a daily basis. As described in Section 2.0, Project Description, construction on the project site would last approximately 12 months, and would not result in grading more than one-quarter of the site on any given day. In addition, the proposed project would only require 7,000 cubic yards of soil to be imported to the project site and, therefore, would be below the 10,000-cubic-yard threshold.

The proposed project would comply with the California Green Building Standards Code (CALGreen) Tier 2 standard, utilize net zero energy, minimize construction equipment idling time to 5 minutes or less, and limit greenhouse gas construction equipment emissions by using electrified equipment or alternate fuels. As such, the proposed project would not result in impacts on air quality associated with construction and operation of the proposed project.

Therefore, the proposed project would meet the construction-related screening criteria and would not result in adverse effects related to air quality. In addition, Mitigation Measures AQ-3a and AQ-3b related to industrial and warehouse projects would not be applicable to the proposed project. ***No new impacts or increase in severity of impacts would occur and no additional mitigation measures are required.***

Biological Resources

Chapter 4.8 of the General Plan EIR analyzed impacts to biological resources associated with build out of the General Plan, and determined that without the implementation of adequate identification, controls and restrictions, and requirements for compensatory mitigation build out of the General Plan could have a substantial adverse effect on special status species, either directly or through habitat modifications, sensitive natural communities, protected wetlands, and native resident or migratory wildlife corridors and native wildlife nursery sites. The General Plan EIR prescribed Mitigation Measure BIO-1, which requires a biological assessment for new development proposed on sites that are determined to have some potential to contain sensitive biological and wetland resources, CEQA environmental review, the avoidance of potential impacts on jurisdictional wetlands and other waters, the protection of the nests of raptors and other birds, and the protection the remaining woodlands and native tree resources (including the replacement of removed trees). With implementation of Mitigation Measure BIO-1, impacts on biological resources were considered reduced to less than significant.

The project site is located in an urbanized area of Vallejo, bounded by commercial uses and the White Slough wetlands to the north, vacant land to the west, Sonoma Boulevard/ SR 29 to the east, and vacant land to the south. As shown on Figure 2, the project site has been previously developed and is currently occupied with remnants of a previous surface parking lot. The project site currently

contains no existing structures and biological resources on the project site mainly consist of plant and animal species that are tolerant of human disturbance and can survive in the urban environment, including ruderal species and scattered mature trees. Although the project site is adjacent to the White Slough wetlands, due to previous disturbance of the project site, use of the project site by wildlife is expected to be limited.

To establish existing conditions related to biological resources, the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDB)¹³ was reviewed for lists of special status species that have occurred or could occur within 0.5 mile of the project site. Only one special status wildlife species, western bumble bee (*Bombus occidentalis*), and one special status plant species, soft salty bird's-beak (*Chloropyron molle ssp. molle*), have CNDDB occurrences within 0.5 mile of the project site. Soft salty bird's-beak is typically found in undisturbed marshes and is not likely to occur within the project site due to the lack of suitable vegetation communities or soil substrates (e.g., salt marsh and/or alkaline substrates) and prior disturbance (grading, construction, and introduction of exotic plant species) at the project site. In addition, the presence of western bumble bee at the project site is unlikely as species occurrences in this area are rare and the western bumble bee is currently believed to be extirpated from much of its range in California. Therefore, impacts to these two endangered, rare, or threatened species during construction and operation of the proposed project would not be considered significant.

Construction of the proposed project could result in a potentially significant impact to nesting birds, either directly from removing a nest or indirectly from noise or human presence during construction of the proposed project. Disturbance of migratory birds during their nesting season (February 1 through August 31) could result in "take," which is prohibited under the Migratory Bird Treaty Act (MBTA) and Section 3513 of the California Fish and Game Code. California Fish and Game Code (Section 3503) also prohibits take or destruction of bird nests or eggs. Breeding birds are most likely to abandon nests early in the nest cycle. If the young birds are forced to fledge early, they could be subject to predation or starvation, which could result in reproductive failure.

In compliance with the MBTA, Section 3513 of the California Fish and Game Code, and Mitigation Measure BIO-1, a preconstruction activity survey for nesting birds shall be conducted by a qualified biologist prior to construction activities occurring during the nesting bird season (February 1 through August 31) to ensure that no nests would be disturbed during construction of the proposed project. A preconstruction activity survey shall be conducted no more than seven days prior to the initiation of construction activities. During this survey, the biologist shall inspect all trees and other potential nesting habitats (e.g., shrubs, ground and structures) in the project site plus a surrounding 300-foot buffer for nests. If removal of potential nesting substrate or project grading will occur during more than one nesting season, or in different parts of the project site in phases over the course of a single season, then additional preconstruction activity surveys must be performed within seven days prior to initiation of construction activities in any particular area. If the preconstruction activity survey

¹³ California Department of Fish and Wildlife. 2022. California Natural Diversity Database, commercial version dated April 30, 2022. Biogeographic Data Branch, Sacramento.

does not identify the presence of any active nests on or within 300 feet of the project site, construction activities may proceed.

For the reasons stated above, and with compliance with the MBTA and Section 3513 of the California Fish and Game Code protecting nesting birds listed above, no adverse impacts on special status species would occur. In addition, as no sensitive natural communities or protected wetlands are located on the project site, development of the project site would not directly impact any sensitive natural communities or protected wetlands. Although the White Slough wetlands are located north of the project site, compliance with NPDES permit requirements related to stormwater (see the Hydrology and Water Quality section) and applicable policies contained in the White Slough Specific Plan would ensure no adverse impacts to the wetlands. ***No new impacts or increase in severity of impacts would occur and no additional mitigation measures are required.***

Cultural Resources

Chapter 4.4 of the General Plan EIR analyzed impacts to cultural and paleontological resources associated with build out of the General Plan, and determined adverse changes could occur to the significance of archaeological and paleontological resources through future development due to the lack of specific implementing procedures. The General Plan EIR also prescribed Mitigation Measures CULT-2 and CULT-3, which details procedures in the event that archaeological or paleontological resources are encountered during future development. With implementation of Mitigation Measures CULT-2 and CULT-3, impacts on cultural resources were considered reduced to less than significant.

The City's General Plan includes a map of historic districts and known historic resources within Vallejo.¹⁴ None of the historic resources identified in the City's General Plan are located on or near the project site. On November 26, 2024, the Native American Heritage Commission (NAHC) was contacted to conduct a Sacred Lands File (SLF) inventory to determine the presence or absence of Sacred Sites within or near the project site. A search of the SLF did not indicate the presence of a Native American Sacred Site within or in the immediate vicinity of the project site. However, construction associated with the proposed project could disturb or damage a previously undocumented historical, archaeological, or paleontological resource.

Mitigation Measures CULT-2 and CULT-3 would be applicable to the proposed project, and implementation would ensure that the impacts to cultural and paleontological resources would be reduced to less than significant. ***No new impacts or increase in severity of impacts would occur and no additional mitigation measures are required.***

Energy

Chapter 4.15 of the General Plan EIR analyzed impacts related to energy associated with build out of the General Plan, and determined that either no impact or less than significant impacts would occur. No mitigation measures were prescribed.

¹⁴ City of Vallejo. 2017. *Propel Vallejo General Plan 2040, Map NBE-2 Historic Resources*. August 29.

Development of the proposed project would be required to comply with the California Building Energy Efficiency Standards contained in Title 24 in the California Code of Regulations to prevent the unnecessary consumption of energy. In addition, the proposed project does not contain any features that would conflict with or obstruct a State or local plan for renewable energy or energy efficiency and is required to comply with state and local energy regulations. ***No new impacts or increase in severity of impacts would occur.***

Geology and Soils

Chapter 4.5 of the General Plan EIR analyzed the geological, seismic, and soil conditions within the City, and determined that build out of the General Plan would result in less than significant impacts related to geology and soils. No mitigation measures were prescribed.

Construction of the proposed project would occur in the City and would be subject to similar geological and soil conditions. Therefore, implementation of the proposed project would not result in significant adverse impacts associated with known earthquake faults, seismic-related ground failure, or other geologic hazards (liquefaction, landslides, expansive soils, etc.). The proposed project would be served by the Vallejo Flood and Wastewater District (VFWD) and the use of septic tanks or alternative wastewater disposal systems would not be applicable.

In addition, the proposed project would be designed and constructed consistent with the most current version of the California Building Code (CBC) and City standards, which includes specifications for site preparation, such as compaction, foundation and bedding requirements. Compliance with these regulatory requirements would ensure that potential impacts related to geology and soils would be reduced to less than significant. ***No new impacts or increase in severity of impacts would occur.***

Greenhouse Gas Emissions

Chapter 4.6 of the General Plan EIR analyzed impacts related to greenhouse gas emissions associated with build out of the General Plan, and determined that while implementation of the General Plan supports progress toward the long term-goals identified in Executive Order B-30-15 and Executive Order S-03-05, it cannot yet be demonstrated that the City will achieve GHG emissions reductions that are consistent with a 60 percent reduction below 1990 levels by the year 2040 based on existing technologies and currently adopted policies and programs. The General Plan EIR also prescribed Mitigation Measure GHG-1, which requires the City to update its Climate Action Plan (CAP) to address the GHG reduction goals of Executive Order B-30-15 for GHG sectors that the City has direct or indirect jurisdictional control over. However, even with implementation of Mitigation Measure GHG-1, GHG impacts were determined to be significant and unavoidable.

During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. Long-term operation of the proposed project would also generate GHG emissions from mobile, area, stationary, waste, and water sources as well as indirect emissions from sources associated with energy consumption. However, the generation of GHG emissions associated with construction and operation of the proposed project would be similar to other similarly sized development project in the City and the proposed project does not include any unique project

feature that would result in a substantial increase in GHG emissions. Therefore, implementation of the proposed project would not substantially increase the GHG impacts identified in the General Plan EIR. Mitigation Measure GHG-1 is a City action and would not be applicable to the proposed project. ***No new impacts or increase in severity of impacts would occur and no additional mitigation measures are required.***

Hazards and Hazardous Materials

Chapter 4.7 of the General Plan EIR analyzed impacts related to hazards and hazardous materials associated with build out of the General Plan and determined that build out of the General Plan would result in less than significant impacts related to hazards and hazardous materials. No mitigation measures were prescribed.

The project site was evaluated via the State Water Resources Control Board (SWRCB) GeoTracker database,¹⁵ the Department of Toxic Substances Control's (DTSC) EnviroStor database,¹⁶ and the Hazardous Waste and Substances Sites (Cortese) List¹⁷ for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions associated with the project site. The project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. In addition, no active hazardous materials clean-up sites are located within 1,000 feet of the project site. Therefore, no impacts associated with locating a project on a site included on a list of hazardous materials is expected to occur. The project site is not located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip.

In addition, the transport and use of hazardous materials would be subject to all applicable State and federal laws, such as the Hazardous Materials Transportation Act, the Resource Conservation and Recovery Act, the California Hazardous Materials Management Act, the California Health and Safety Code, and California Code of Regulations Title 8 and Title 22. Therefore, compliance with existing regulations would ensure that the proposed project would not create a significant hazard to the public, or the environment associated with the routine transport, use, or disposal of hazardous materials by ensuring these materials are properly handled during construction of the proposed project.

The Solano County General Plan Public Health and Safety Element discusses disaster preparedness, and the Solano County Office of Emergency Services (OES) is responsible for creating and maintaining the Solano County Emergency Operations Plan (EOP). The plan establishes management organization and assigns functions and tasks consistent with California's Standardized Emergency Management System (SEMS) and the National Incident Management Systems (NIMS). It provides for the integration and coordination of planning efforts of Solano County and the intent of the EOP is to

¹⁵ State Water Resources Control Board (SWRCB). 2022. *Geotracker Database*. Website: <https://geotracker.waterboards.ca.gov/> (accessed November 2024).

¹⁶ California Department of Toxic Substances Control (DTSC). 2022. *EnviroStar Database*. Website: <https://www.envirostor.dtsc.ca.gov/public/> (accessed November 2024).

¹⁷ California Environmental Protection Agency (Cal/EPA). 2020. *Cortese List Data Resources*. Website: calepa.ca.gov/sitecleanup/corteselist/ (accessed November 2024).

provide direction on how to respond for an emergency from the onset through extended response, and into the recovery process.¹⁸ The Solano County OES also prepares and maintains the Solano County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) which identifies risks and ways to minimize damage from natural and human-made disasters. Section 7 of the MJHMP details the hazard mitigation planning elements specific to the City of Vallejo.¹⁹ Neither of these plans identify specific evacuation routes within the City or the County.

Construction activities that may temporarily restrict vehicular traffic would implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. As a condition of project approval, as outlined by the City of Vallejo Public Work Traffic Control Plan requirements, the applicant's construction manager would be required to provide lane closure requirements to the City as well as to local emergency service responders (i.e., ambulance companies, fire department, and police department).²⁰ The proposed project would be consistent with the policies outlined in the Solano County General Plan Public Health and Safety Element, the City of Vallejo General Plan Nature and Built Environment Element, the Solano County EOP, and the Solano County MJHMP. The proposed project would not alter or block adjacent roadways, and implementation of the proposed project would not be expected to impair the function of nearby emergency evacuation routes. In addition, operation of the proposed project would not cause permanent alterations to vehicle circulation routes and patterns or impede public access or travel upon public rights-of-way. Prior to approval of final maps and improvement plans for any development project within the City, plan review and approval by the Vallejo Fire District is required. Internal roadways and ingress/egress for each site would be required to meet State and local standards regarding turning radius, road width, and emergency vehicle access. Therefore, potential impacts to an adopted emergency response plan or emergency evacuation plan would be less than significant. **No new impacts or increase in severity of impacts would occur.**

Hydrology and Water Quality

Chapter 4.8 of the General Plan EIR analyzed impacts to hydrology and water quality with build out of the General Plan, and determined that build out of the General Plan would result in less than significant impacts related to hydrology and water quality. No mitigation measures were prescribed.

The City's efforts to prevent stormwater pollution and maintain water quality are regulated under the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB) and the National Pollutant Discharge Elimination System (NPDES) Program. The City is committed to reducing the number of pollutants entering waterways and is a co-permittee under the San Francisco Bay RWQCB's Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018, as

¹⁸ Solano County Office of Emergency Services (OES). 2024. *Solano County Emergency Operations Plan (EOP)*. May 14. Website: <https://www.solanocounty.com/civicax/filebank/blobdload.aspx?BlobID=43001> (accessed August 28, 2024).

¹⁹ Solano County Office of Emergency Services (OES). 2022. *Solano County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) Volume II, Section 7 City of Vallejo*. March 15, 2022. Website: <https://www.solanocounty.com/civicax/filebank/blobdload.aspx?blobid=37785> (accessed August 28, 2024).

²⁰ City of Vallejo Public Works Department. <https://www.vallejo.gov/common/pages/DisplayFile.aspx?itemId=17941484>

amended by Order No. R2-2023-0019, NPDES Permit No. CAS612008 (MRP).²¹ Below is a discussion of the proposed project's compliance with applicable water quality standards.

Construction. Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and would have the potential to be transported via stormwater runoff into receiving waters (i.e., White Slough, Napa River, and San Pablo Bay). During construction, the total disturbed soil area on the project site would be greater than 1 acre. Therefore, the proposed project would be subject to the requirements of the State Water Resources Control Board's (SWRCB) NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002) (Construction General Permit).²² A Notice of Intent would be filed with the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) in order to obtain coverage under the Construction General Permit for the proposed project. In compliance with the requirements of the Construction General Permit, a Stormwater Pollution Prevention Plan (SWPPP) would be required to be implemented during construction activities.

As required by the Construction General Permit, the SWPPP would detail construction Best Management Practices (BMPs) including, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on the project site; and "Good Housekeeping" BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

According to the *Preliminary Storm Water Control Plan*²³ (**Attachment A**) prepared for the proposed project, shallow groundwater exists at the project site, and groundwater dewatering may be required during construction activities. Groundwater dewatering activities could affect surface water quality through the discharge of polluted groundwater to surface waterbodies. Groundwater dewatering activities would be required to comply with the Construction General Permit. If the dewatering activity is determined by the RWQCB not to be covered by the Construction General Permit due to contamination from fuels or volatile organic compounds (VOCs), the proposed project would be required to seek coverage under NPDES Permit No. CAG912002, issued by the RWQCB under Order No. R2-2017-0048,²⁴ which covers the discharge or reclamation of extracted and

²¹ San Francisco Bay Regional Water Quality Control Board (RWQCB). 2022. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018, as amended by Order No. R2-2023-0019, NPDES Permit No. CAS612008. May 11.

²² San Francisco Bay Regional Water Quality Control Board (RWQCB). 2022. Order No. 2022-0057-DWQ, NPDES No. CAS000002, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities. September 8.

²³ Commercial Development Resources. 2023. *Preliminary Storm Water Control Plan*. May 24.

²⁴ San Francisco Bay Regional Water Quality Control Board (RWQCB). 2019. Order No. R2-2017-0048, NPDES Permit No. CAG912002, General Waste Discharge Requirements for Discharge or Reclamation of

treated groundwater resulting from the cleanup of groundwater polluted by VOCs, fuel leaks, fuel additives, and other related wastes.

Compliance with the requirements of the Construction General Permit and implementation of BMPs detailed in the SWPPP would ensure that construction impacts related to violation of waste discharge requirements and water quality standards would not occur, and the degradation of water quality would not be considered significant.

Operation. In its existing condition, the project site has been previously developed and is currently occupied with remnants of a previous surface parking lot. The proposed project would redevelop the project site with a new commercial space as well as associated site access improvements, utility infrastructure connections, and landscaping improvements, resulting in approximately 256,276 square feet of impervious area, and 37,792 feet of pervious area. Pollutants of concern from long-term operations include pathogens (bacteria/virus), heavy metals, toxic organic compounds, nutrients, pesticides, sediment/turbidity, trash and debris, oils, and grease. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. The current impairments for receiving waters (i.e., White Slough, Napa River, and San Pablo Bay) include pesticides (chlordane, dieldrin, and total dichlorodiphenyltrichloroethane [DDT]), metals (mercury and selenium), polychlorinated biphenyls (PCBs), toxic organics (PCBs, dioxin compounds, and furan compounds), nutrients, pathogens, and invasive species.²⁵ The San Francisco Bay (RWQCB) has adopted a Total Maximum Daily Load (TMDL) implementation plan for these constituents, which would be applicable to the proposed project.

As previously discussed, the City is a co-permittee under the San Francisco Bay RWQCB's MRP. Provision C.3 of the MRP requires new development or redevelopment projects that create and/or replace more than 5,000 square feet of impervious surface to implement low-impact development (LID) source control, site design, and stormwater treatment measures that reduce runoff and pollutants in runoff. Methods used to adhere to the LID principles rely on rain barrels and cisterns, permeable pavement, preservation of undeveloped open space, and biotreatment through rain gardens, bioretention areas, bioswales, and planter/tree boxes. Site design measures may include installing permeable pavement surfaces and directing runoff into cisterns, rain barrels, and vegetated areas. Compliance with the MRP is implemented through Chapter 12.41 (Stormwater Management and Discharge Control) of the City's Municipal Code, which requires preparation and submittal of a Stormwater Control Plan that details the design elements and implementation measures necessary to meet the post-construction stormwater control requirements of the MRP. As

Extracted and Treated Groundwater Resulting from the Cleanup of Groundwater Polluted by Volatile Organic Compounds (VOCs), Fuel Leaks, Fuel Additives, and Other Related Wastes (VOC and Fuel General Permit). Effective January 1, 2019.

²⁵ State Water Resources Control Board (SWRCB). 2023. 2020-2022 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report). Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.waterboards.ca.gov%2Fwater_issues%2Fprograms%2Ftmdl%2F2020_2022state_ir_reports_revised_final%2Fapx-a-303d-list.xlsx&wdOrigin=BROWSELINK (accessed August 6, 2024).

required by Chapter 12.41 and the MRP, a *Preliminary Storm Water Control Plan*²⁶ (**Attachment A**) has been prepared for the proposed project.

As part of the proposed project, the existing storm drain easements at the north and east of the project site would be relocated south and west, respectively. According to the *Preliminary Storm Water Control Plan*, the proposed project would generally maintain existing patterns and would include four bioretention basins to treat and manage stormwater flows from the project site in accordance with the City's latest stormwater LID requirements. One bioretention basin would be located along Sonoma Boulevard/SR 29 and the other three would be located along the north project site boundary, adjacent to the White Slough wetlands. The selection, sizing, and design of stormwater treatment and other control measures would be required to meet the requirements of the MRP. In addition, the proposed project would be required to prepare a Stormwater Facility Operation and Maintenance Plan to ensure that stormwater control measures are inspected, maintained, and funded for the life of the proposed project. Compliance with Chapter 12.41 of the City's Municipal Code and the MRP would ensure that operation-period impacts to water quality would not occur and the degradation of water quality would not be considered significant.

Required compliance with State and local regulations regarding stormwater and dewatering during construction and operation would ensure that impacts associated with hydrology and water quality would be less than significant. ***No new impacts or increase in severity of impacts would occur.***

Land Use and Planning

Chapter 4.9 of the General Plan EIR analyzed impacts related to land use and planning associated with build out of the General Plan, and determined that build out of the General Plan would result in less than significant impacts related to land use and planning. No mitigation measures were prescribed.

As previously discussed, the proposed project would be consistent with the General Plan and zoning designations for the project site. In addition, as the project site is surrounded by commercial and vacant land, development of the proposed project would not physically divide an established community. ***No new impacts or increase in severity of impacts would occur.***

Mineral Resources

The topic of agriculture and forestry resources was discussed in Chapter 6.0 of the General Plan EIR, which determined that no impact to agriculture or forestry resources with build out of the General Plan would occur. According to the Solano County General Plan, the project site is not located in any mineral resource zones and there are no mineral resource zones adjacent to the project site.²⁷ Therefore, proposed project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site. ***No new impacts or increase in severity of impacts would occur.***

²⁶ Commercial Development Resources. 2023. *Preliminary Storm Water Control Plan*. May 24.

²⁷ Solano County. 2008a. Solano County General Plan. November.

Noise

Chapter 4.10 of the General Plan EIR analyzed noise impacts associated with build out of the general Plan, and determined that development under the General Plan would cause a substantial permanent increase in ambient transportation-related noise levels in the City. The General Plan also prescribed Mitigation Measure NOI-3, which details technological advances for noise generating vehicles and machinery and universal use of noise attenuating features, and Mitigation Measure NOI-4, which provides specific construction noise measures to be included as conditions of approval for development project. However, the requirements in Mitigation Measure NOI-3 were determined to be infeasible, and this impact and the cumulative noise impact was determined to be significant and unavoidable.

The City of Vallejo sets noise and land use compatibility standards in the Nature and Built Environment element of the 2040 General Plan.²⁸ Specifically, Goal NBE-5 requires the City to protect life and property from natural and human-made hazards and Policies NBE-5.13 and NBE-5.14 establish noise and vibration control policies to protect the community from excessive noise and vibration. Policy NBE-5.15 establishes Noise Compatibility Standards for all new residential, commercial, and mixed-use development and redevelopment. For multi-family residential land uses, the normally acceptable exterior noise level is 60 dBA CNEL. For office buildings, businesses, and commercial projects, the normally acceptable exterior noise level is 70 dBA CNEL.

Action NBE-5.15E states that when approving new development, project-related noise increases shall be limited to the following for permanent stationary and transportation-related noise sources:

- no more than 10 dB in non-residential areas;
- no more than 5 dB in residential areas where the with-project noise level is less than the maximum "normally acceptable" level in the Noise and Land Use Compatibility figure; and
- no more than 3 dB where the with-project noise level exceeds the "normally acceptable" level in Noise and Land Use Compatibility figure.

In addition, the City regulates noise in Section 16.502.09 of the City of Vallejo Municipal Code.²⁹

Short-Term (Construction) Noise Impacts. The proposed project would redevelop the project site with a new car dealership and is bounded by commercial uses, vacant land, and the White Slough wetlands. The project site is surrounded by undeveloped parcels and commercial uses, therefore there are no sensitive receptors located near the project site that would be adversely effected by construction noise. However, construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active

²⁸ City of Vallejo. 2017. *Vallejo General Plan 2040, amendments through July 24, 2018*. August 29.

²⁹ City of Vallejo. 2023. *Municipal Code Section 16.502.09*. February 7. Website: https://library.municode.com/ca/vallejo/codes/municipal_code (accessed March 2023).

construction zone. The duration of noise impacts generally would range from one day to several days depending on the phase of construction.

Construction activities associated with the proposed project would be required to comply with Mitigation Measure NOI-4, the City's General Plan Noise Policy NBE-5.13, and Chapter 16.502 – Performance Standards of the City's Municipal Code, which limits the operation of sound-amplifying equipment to between 9:00 a.m. and 6:00 p.m. each day except Sundays and legal holidays, and between 10:00 a.m. and 6:00 p.m. on Sundays and legal holidays. Therefore, the proposed project would not result in an adverse effect related to construction noise.

Operational Noise Impacts. As previously discussed, the proposed project is not expected to result in the significant generation of vehicle trips and, therefore, would not result in increased traffic volumes on surrounding roadways. As such, the proposed project would not result in a perceptible increase in traffic noise levels at receptors in the project vicinity. In addition, although implementation of the proposed project would result in an increase in activity at the project site, development would be consistent with the surrounding commercial land uses. Therefore, the proposed project would not result in the exposure of people residing or working in the project area to excessive noise levels.

No new impacts or increase in severity of impacts would occur and no additional mitigation measures are required.

Population and Housing

Chapter 4.12 of the General Plan EIR analyzed impacts related to population and housing associated with build out of the General Plan, and determined that build out of the General Plan would result in less than significant impacts related to population and housing. No mitigation measures were prescribed.

Implementation of the proposed project would not increase the permanent population at the project site as the proposed project would not include housing development. The proposed project would include employees at the project site, however, as previously discussed, the proposed project would be consistent with the General Plan and zoning designations for the project site. As such, the increase in population at the project site with implementation of the proposed project has already been considered as part of the General Plan EIR. Therefore, the proposed project would not result in a substantial increase in population. In addition, the proposed project would not displace any existing housing units or people and would not necessitate the construction of replacement housing elsewhere. ***No new impacts or increase in severity of impacts would occur.***

Public Services

Chapter 4.13 of the General Plan EIR analyzed impacts on public services associated with build out of the General Plan, and determined that build out of the General Plan would result in less than significant impacts related on public services. No mitigation measures were prescribed.

The project site is located in an urban area already served by public services (i.e., police and fire). The Vallejo Police Department provides law enforcement services in the city of Vallejo. The

proposed project would redevelop the project site with a new car dealership, a car wash, and parking, resulting in no population increase. As such, there would be no increase in demand for police protection services at the project site. Therefore, the project site would be adequately served by existing police services. The Vallejo Fire Department provides fire protection services in the city of Vallejo. The proposed project would redevelop the project site with a new car dealership, a car wash, and parking, resulting in no population increase. As such, there would be no increase in demand for fire protection services at the project site. Therefore, the project site would be adequately served by existing fire protection services.

In addition, as the proposed project would be consistent with the General Plan and zoning designations for the project site, the increase in population at the project site with implementation of the proposed project has already been considered as part of the General Plan EIR and impacts to school services would not be considered significant. ***No new impacts or increase in severity of impacts would occur.***

Parks and Recreation

Chapter 4.11 of the General Plan EIR analyzed impacts on parks and recreation associated with build out of the General Plan, and determined that build out of the General Plan would result in less than significant impacts related on parks and recreation. No mitigation measures were prescribed.

As previously discussed, the proposed project would be consistent with the General Plan and zoning designations for the project site. As such, the increase in population at the project site and related impacts to parks and recreation with implementation of the proposed project has already been considered as part of the General Plan EIR. ***No new impacts or increase in severity of impacts would occur.***

Transportation and Traffic

Chapter 4.14 of the General Plan EIR analyzed impacts to transportation and traffic associated with build out of the proposed project, and determined that development would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system and freeway and highway facility impacts would be significant. The General Plan EIR also prescribed Mitigation Measure TRANS-1a.1, requiring the City work to minimize congestion in the two-lane road portion of Sonoma Boulevard; Mitigation Measure TRANS-1a.2, requiring the City make roadway improvements to Railroad Avenue; and Mitigation Measure TRANS-1b, requiring the City work with the Solano Transportation Authority and Caltrans to study, identify, program and build capacity improvements on SR-37 between I-80 and west of the Mare Island interchange. However, even with implementation of these mitigation measures, the impacts were determined to be significant and unavoidable.

In order to evaluate the potential effects on the surrounding circulation system with implementation of the proposed project, a project specific *Vallejo Auto Complex Project CEQA VMT Assessment* ³⁰ (**Attachment B**), was prepared. The *Vallejo Auto Complex Project CEQA VMT Assessment* analyzed potential impacts related to VMT from the proposed project and a separate

³⁰ Fehr and Peers. 2024. *Vallejo Auto Complex Project CEQA VMT Assessment*. August 20.

standalone car dealership located on a neighboring parcel to the east. The separate car dealership is not a part of the proposed project, and the City has not received any development applications regarding the separate car dealership. The analysis below represents the vehicle trips and VMT reduction generated by the proposed project and does not account for the separate car dealership. The proposed project's trip generation was calculated using standard land-use trip rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition (2021) using data from Land Use Code 840 (Automobile Sales). As the project site is currently undeveloped, there are no vehicle trips to and from the project site under existing conditions. Table A summarizes the proposed project's trip generation using the ITE trip rates for automobile sales.

Table A: 500 Redwood Project Trip Generation

Land Use	Quantity	Weekday Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Automobile Sales (New)	25 KSF	695	34	12	46	24	36	60

Notes:

1. ITE Land Use Category 840 – Automobile Sales (New) (Adj Streets, 7-9A, 4-6P):

Daily: T = 27.84 (X)

AM Peak Hour: T = 1.86 (X); Enter = 73%; Exit = 27%

PM Peak Hour: T = 2.42 (X); Enter = 40%; Exit = 60%

Source: *Trip Generation Manual* (11th Edition), ITE; Fehr & Peers, August 2024.

As Table A indicates, the proposed project is anticipated to generate 695 total daily trips 46 a.m. peak-hour trips (34 inbound and 12 outbound), and 60 p.m. peak-hour trips (24 inbound and 36 outbound). According to the City's *Transportation Impact Analysis Guidelines*,³¹ traffic impact studies are required for projects that are expected to generate 500 or more daily two-way trips, and/or likely to add 100 or more peak period two-way trips. As the proposed project would generate less than 100 peak period two-way trips it was determined that a project-specific transportation impact analysis would not be necessary.

In addition, the project-specific analysis assumed that operation of the proposed project would result in a shifting of demand from existing car dealerships, such that total car dealership trip generations would remain consistent regionally; therefore, the proposed project would not result in an increase of regional VMT even though a customer's trip-making decision may change because of additional car dealerships. The premise is that the region is well-served by car dealerships and that the proposed car dealership would include similar services offered throughout Vallejo and the region.

This assumption was based on the "10-mile radius" rule for car dealers and manufacturers that guides the selected site locations. According to the New Motor Vehicle Board (NMVB), a regulatory agency in California, the "10-mile radius" is an agreement between car dealers that car dealerships of the same line-make (i.e., automotive manufacturer and vehicle models) would not be within a

³¹ City of Vallejo Public Works Department. 2020. *Transportation Impact Analysis Guidelines* (accessed November 2024)

10-mile radius of each other. The goal is to ensure “good cause” through providing adequate competition and convenient consumer care in a market area. This agreement reinforces that new car dealerships are designed to increase availability and choices of car dealership services for local customers, and thus would not increase regional VMT.

Based on the assumption that the construction of the car dealership would not cause an increase in regional trips, but rather would result in a change in trip-making, it was determined that the proposed project would result in a reduction of VMT. To estimate the shift in trips, the analysis assumed that once the proposed project has been constructed, the existing Hyundai dealership located at 3266 Sonoma Boulevard/SR 29 would be closed. As such, trips would be shifted from the existing Hyundai dealership, nearby Hyundai dealerships, and sister brand dealerships outside of Vallejo. The magnitude of trips shifted was considered a function of the car dealership’s existing trips estimated and the distance from the location of the proposed project.

For the reasons outlined above, the proposed project is not anticipated to create or exacerbate any significant impacts to the surrounding circulation system. Therefore, traffic impacts would be considered not significant. Mitigation Measures TRANS-1a.1, TRANS-1a.2, and TRANS-1b are not applicable to the proposed project. ***No new impacts or increase in severity of impacts would occur and no additional mitigation measures are required.***

Tribal Cultural Resources

The topic of potential impacts to tribal cultural resources with build out of the General Plan was not specifically analyzed in the General Plan EIR. Since certification of the General Plan EIR, the topic of Tribal Cultural Resources has been added as a new category to be analyzed per the CEQA Guidelines. In addition, public agencies that prepare an EIR must comply with Assembly Bill (AB) 52, which requires public agencies to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. However, the General Plan EIR analyzed prehistoric and historic resources and human remains and included mitigation measures related to these resources.

Because the General Plan EIR has been certified, the determination of whether tribal cultural resources need to be analyzed for this project is governed by the law on supplemental or subsequent EIRs (Public Resources Code section 21166 and CEQA Guidelines, Sections 15162 and 15163). Tribal cultural resources are not required to be analyzed under those standards unless it constitutes “new information of substantial importance, which was not known and could not have been known at the time the previous EIR was certified as complete” (CEQA Guidelines Sec. 15162 (a) (3)). Development proposed as part of the current project would be consistent with the development previously analyzed in the General Plan EIR. As described above, implementation of Mitigation Measures 3 CULT-2 and CULT-3 identified in the General Plan EIR, which require proper protocols if unrecorded cultural resources or human remains are encountered, would ensure that any potential impacts to archaeological and/or Native American resources would be reduced to a less than significant level. ***No new impacts or increase in severity of impacts would occur and no additional mitigation measures are required.***

Utilities and Service Systems

Chapter 4.15 of the General Plan EIR analyzed impacts to utilities and service systems associated with build out of the General Plan, and determined that either no impact or less than significant impacts would occur. No mitigation measures were prescribed.

The project site is located in an urban area already served by all necessary municipal utilities (i.e., stormwater, water, wastewater, and solid waste). The Vallejo Flood and Wastewater District (VFWD) is responsible for the engineering and maintenance of the stormwater drainage system for the project site and the surrounding area. Under existing conditions, surface runoff from the project site sheet flows to the White Slough located north of the project site. As noted above, the City's efforts to prevent stormwater pollution and maintain water quality are regulated under the jurisdiction of the San Francisco RWQCB and NPDES Program.

As described previously, the proposed project would generally maintain existing stormwater flow patterns and would include four bioretention basins to treat and manage stormwater flows from the project site in accordance with the City's latest stormwater LID requirements. One bioretention basin would be located along Sonoma Boulevard/SR 29 and the other three would be located along the north project site boundary, adjacent to the White Slough wetlands. With this system, 100 percent of stormwater volume would be captured and treated. All drainage runoff would be directed to vegetated areas and inlets will be inspected for any accumulations of trash or debris which would be removed within 24 hours of a significant rain event, achieving the required 100 percent trash capture requirement. The proposed stormwater drainage system would be designed to capture and treat 100 percent of the stormwater runoff from the site. Therefore, the increase in contributions to the municipal stormwater system once the proposed project is in operation would not be considered significant.

The City's Urban Water Management Plan incorporates anticipated future populations and land uses within Vallejo, as provided by the City's General Plan, to estimate water demand. Because the proposed project is consistent with the B/LR land use designation, development of the proposed project has been included in the Vallejo Water Department's water supply and demand analysis, and sufficient supplies exist to serve the proposed project.³²

The VFWD provides wastewater collection and treatment services for Vallejo and maintains existing sanitary sewer lines within the vicinity of the project site. The proposed project would also connect to existing 4- and 6-inch sanitary sewer lines on the project site, which would convey wastewater to the existing sanitary sewer line in Redwood Street.

Sanitary sewer flow from the project site would flow to the Sears Point Pump Station (SPPS) and the Sears Point Storage Facility (SPSF), which are key elements of the sewer system. SPPS receives wastewater flow and pumps it into the 30-inch diameter force main running parallel to SR 37 and ultimately into the Ryder Street Treatment Plant (WWTP). The existing SPPS and SPSF have adequate capacity for the wastewater flow from the proposed project and the existing sewer system

³² City of Vallejo. *City of Vallejo Urban Water Management Plan*. October 12, 2021.

has adequate capacity for the proposed project.³³ Therefore, potential impacts related to wastewater would not be considered significant.

The City and Recology, Inc. (dba Recology Vallejo) maintains an exclusive franchise agreement for the collection of solid waste, organic waste, and recyclable materials in Vallejo. Residential and commercial solid waste is collected and transported to the Devlin Road Recycling & Transfer Facility in the city of American Canyon. Once at the transfer station, the solid waste is sorted and hauled to the following landfills: the Potrero Hills Landfill in Solano County (anticipated to be in operation until approximately 2030).

The proposed project would redevelop the project site with a new car dealership and would be served by the City's existing solid waste disposal system. Implementation of the proposed project is anticipated to increase the amount of solid waste generation during construction and operation of the proposed project due to the construction of new commercial uses at the project site. As the proposed project is consistent with the General Plan and zoning designation for the project site, the anticipated solid waste demand associated with the development of commercial uses at the project site has been included in the City's solid waste demand projections. As such, the proposed project would result in no significant impact on solid waste infrastructure and facilities and would not require the expansion or construction of new solid waste facilities.

As provided above, impacts related to utilities and service systems would be less than significant. **No new impacts or increase in severity of impacts would occur.**

Wildfire

Chapter 4.7 of the General Plan EIR analyzed impacts related to wildfire hazards associated with build out of the General Plan, and determined that build out of the General Plan would result in less than significant impacts related to wildfire. No mitigation measures were prescribed.

The proposed project would satisfy all provisions of applicable fire codes, as well as maintain an existing fire access road. In addition, as previously discussed, the proposed project would be consistent with the policies outlined in the Solano County General Plan Public Health and Safety Element, the City of Vallejo General Plan Nature and Built Environment Element, the Solano County EOP, and the Solano County MJHMP. Prior to approval of final maps and improvement plans for any development project within the City, plan review and approval by the Vallejo Fire District is required. Internal roadways and ingress/egress for each site would be required to meet State and local standards regarding turning radius, road width, and emergency vehicle access. Therefore, implementation of the proposed project would not result in a significant impact related to wildfire. **No new impacts or increase in severity of impacts would occur.**

CONCLUSION

On the basis of the evaluation presented above, the proposed project would not trigger any of the conditions requiring preparation of a subsequent or supplemental EIR. Thus, this memorandum

³³ Vallejo Flood and Wastewater District. *Sewer System Management Plan Update*. December 2022.

satisfies the requirements of CEQA Guidelines Sections 15162 and 15183. The proposed subdivision of the project site and the construction of a new car dealership and associated car wash on Parcel B would not introduce new significant environmental effects, substantially increase the severity of previously identified significant environmental effects or demonstrate that mitigation measures or alternatives previously found not to be feasible would in fact be feasible. The proposed project would not alter the findings in the General Plan EIR. In addition, no change has occurred with respect to the circumstances of General Plan build out that would cause new or substantially more severe significant environmental effects than identified in the General Plan EIR, and no new information has become available that shows that the proposed project would cause significant environmental effects not already analyzed in the General Plan EIR. Therefore, no further environmental review is required beyond this memorandum.

CEQA GUIDELINES SECTION 15162 ANALYSIS

The discussion in this section confirms that the proposed project has been evaluated for significant impacts pursuant to CEQA and no new information of substantial importance meeting the criteria listed in CEQA Guidelines Section 15162 has been identified. Under CEQA Guidelines Section 15162, the determination is that the proposed project's impacts have been considered in the General Plan EIR that was reviewed and certified by the City Council, and that the General Plan EIR provides a sufficient and adequate analysis of the environmental impacts of the proposed project.

A. "Substantial Changes in the Project" Standard

Pursuant to CEQA Guidelines Section 15162(a)(1), this section presents a discussion of whether the proposed project constitutes a substantial change in the project analyzed in the certified EIR that would require major revisions to the certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The proposed project would result in minor changes within the context of the General Plan EIR. The proposed project would be consistent with the community plan, land use designation, and zoning outlined in the General Plan EIR. The General Plan EIR analyzed impacts at a programmatic level and does not consist of specific projects. The overall use and intent of the proposed project would be consistent with the General Plan EIR. The proposed project would not require major revisions to the certified EIR and the proposed project would not result in any new impacts that would require additional mitigation measures beyond those required in the General Plan EIR.

B. "Substantial Changes in the Circumstances" Standard

Pursuant to CEQA Guidelines Section 15162(a)(2), this section presents a discussion of whether changes to the project site or the vicinity (environmental setting) have occurred after certification of the General Plan EIR that would result in new significant impacts or a substantial increase in the severity of a previously identified significant impact that were not evaluated and mitigated by the certified EIR.

One of the requirements of CEQA is the examination of whether a proposed project would conflict with existing plans and regulations, including the General Plan, zoning regulations, and other planning documents. Inconsistencies may suggest that a project would have environmental effects that have not been identified in advance and for which planning, or analysis has not occurred. The proposed subdivision and car dealership development would be consistent with the City's General Plan and zoning. No amendments to the General Plan or zoning designations would be required. Accordingly, the proposed project would be consistent with the General Plan and zoning designations.

Based on the above, the proposed project would not result in any new circumstances that would result in new significant impacts or substantially more severe impacts from what has been anticipated for the site in the General Plan EIR.

C. “New Information of Substantial Importance” Standard

Pursuant to CEQA Guidelines Section 15162(a)(3), this section includes a discussion of whether the proposed project would result in new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified. New information of substantial importance includes: (1) one or more significant effects not discussed in the previous EIR; (2) significant effects previously examined that are substantially more severe than shown in the previous EIR; (3) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (4) mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As outlined in this document the proposed project would not result in new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified. Based on the above, the proposed project would not result in any new circumstances that would result in new significant impacts or substantially more severe impacts from what has been anticipated for the site in the General Plan EIR.

CEQA GUIDELINES SECTION 15183 ANALYSIS

The discussion in this section confirms that the proposed project has been evaluated for significant impacts pursuant to CEQA and no new information of substantial importance meeting the criteria listed in CEQA Guidelines Section 15183 has been identified. Under CEQA Guidelines Section 15183, the determination is that the proposed project's impacts have been considered in the General Plan EIR that was reviewed and certified by the City Council, and that the General Plan EIR provides a sufficient and adequate analysis of the environmental impacts of the proposed project.

A. The project would be consistent with the land uses, densities, and other zoning and development standards set forth in the General Plan EIR.

The project site is located within the White Slough Specific Plan area of the City of Vallejo and is subject to the certified General Plan EIR. The City's General Plan 2040 designates the project site as Business/Limited Residential (B/LR). The project site is zoned Central Corridor Commercial (CC)³⁴ and is within the White Slough Specific Plan Area (SP-2) on the City of Vallejo Zoning Map.

The proposed project would result in minor changes within the context of the General Plan EIR. The proposed project would be consistent with the community plan, land use designation, and zoning outlined in the General Plan EIR. The General Plan EIR analyzed impacts at a programmatic level and does not consist of specific projects. The overall use and intent of the proposed project would be consistent with the General Plan EIR. The proposed project would not require major revisions to the certified EIR and the proposed project would not result in any new impacts that would require additional mitigation measures beyond those required in the General Plan EIR.

B. There are no peculiar impacts associated with the project or the parcel on which the project would be located.

Pursuant to CEQA Guidelines Section 15183(b)(1), this section presents a summary of the examination included above, demonstrating that the project would not result in environmental effects that are peculiar to the project or the parcel on which the project would be located. If no additional mitigation measures are required to reduce project-specific impacts to a less than significant level other than those required in the prior EIR, then a CEQA Guidelines Section 15183 exemption applies.

Construction and operational impacts of the proposed project would be the same as or similar to those impacts identified in the General Plan EIR. Therefore, impacts of the proposed project related to effects on biological resources, cumulative impacts, and effects on human beings

³⁴ City of Vallejo Zoning Map. Website: <https://www.arcgis.com/apps/View/index.html?appid=7638bbc2a29d4c4387366372429f6daa&extent=-122.3063,38.0807,-122.2239,38.1134> (accessed November 2024).

would not change the conclusions of the General Plan EIR, and there are no impacts peculiar to the project or the project site.

C. The proposed project would not result in any environmental effects that were not in a prior EIR.

Pursuant to CEQA Guidelines Section 15183(b)(2), this section presents a summary of the examination included in Section 3.0, demonstrating that the project would not result in any environmental effects that were not analyzed as significant effects in the General Plan EIR other related (e.g., General Plan amendments, zoning actions) with which the project would be consistent.

As shown in the discussion above the proposed project would not result in any new environmental impacts that were not previously analyzed. The proposed project would implement the associated mitigation measures and as such would be consistent with the findings of the General Plan EIR.

D. The proposed project would not result in any new environmental effects due to potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR.

Pursuant to CEQA Guidelines Section 15183(b)(3), this section presents a summary of the examination included in Section 3.0, demonstrating that the project would not result in any environmental effects that are potentially significant off-site impacts and cumulative impacts that were not discussed in the General Plan EIR.

The proposed project would not increase significant off-site or cumulative impacts. The project would not contribute significantly to public utility demand, traffic, air quality, etc., given that the appropriate mitigation measures discussed in the General Plan EIR would be implemented during construction operation of the proposed project. In addition, as identified above, the proposed project would not result in more severe impacts for any environmental resource category than those analyzed in the General Plan EIR .

E. The proposed project would not result in any new environmental effects which would have more severe adverse impacts than discussed in the prior EIR.

Pursuant to CEQA Guidelines Section 15183(b)(4), this section presents a summary of the examination included above, demonstrating that the project would not result in any environmental effects that are previously identified significant effects which, as a result of substantial new information that was not known at the time the General Plan EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

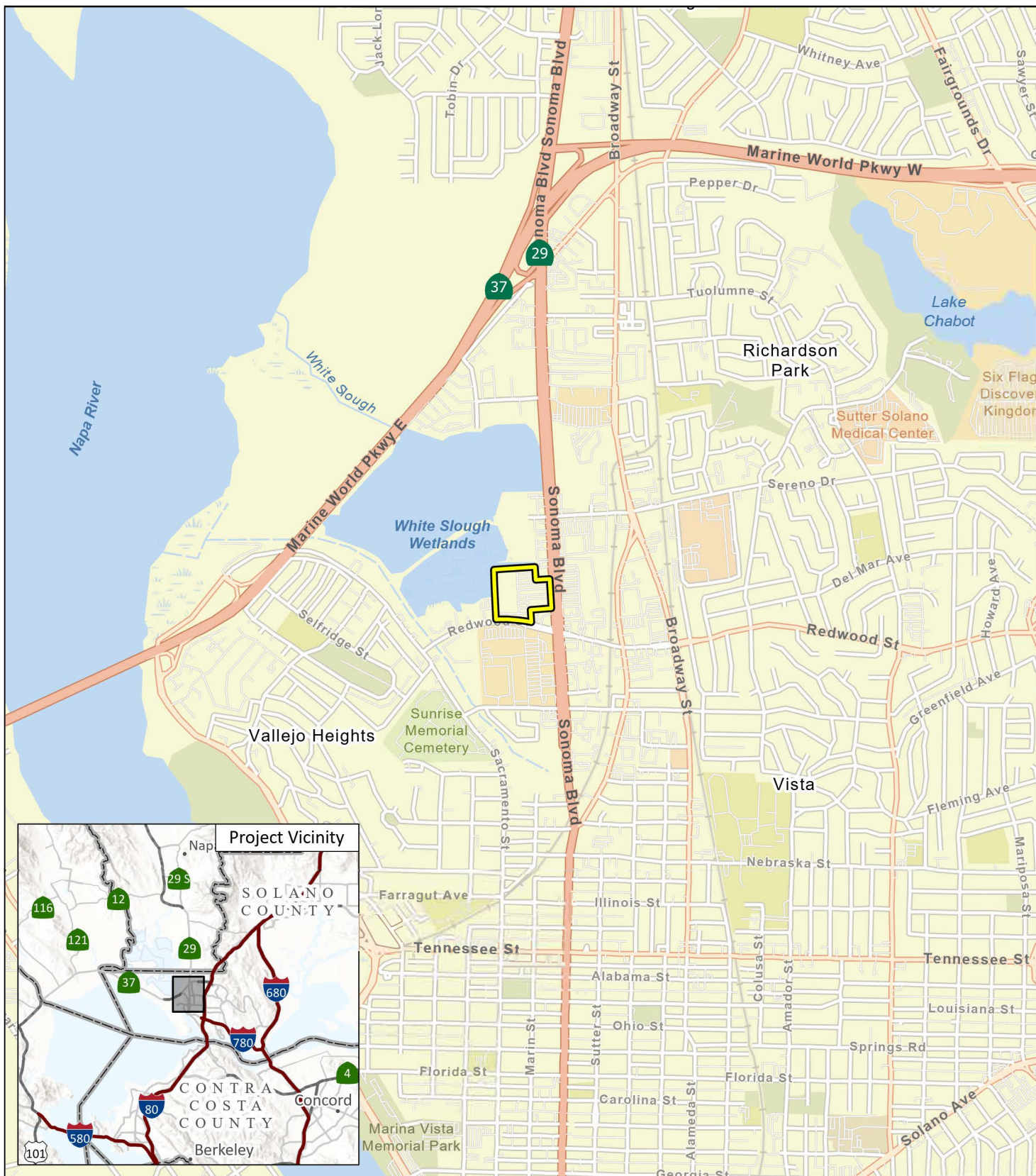
The General Plan EIR was certified in 2017. Updated planning documents, including ordinances, that were adopted by the City after General Plan EIR certification did not provide substantial new information that was not known at the time the EIR was certified. Additionally, the proposed project would comply with all updated regulations, such as building codes, zoning amendments, and any other updates to the zoning code, as required by the City. Since no

substantial new information not known at the time of the General Plan EIR is available, no updated analyses or other studies are required for the proposed project.

Attachments:

A: Preliminary Storm Water Control Plan

B: Vallejo Auto Complex Project CEQA VMT Assessment



LSA

 Project Site

FIGURE 1



0 1000 2000
FEET

SOURCE: Esri Streets (2024)

I:\2024\20242053\GIS\Pro\500 Redwood Street\500 Redwood Street.aprx (12/5/2024)

500 Redwood Street Project
Project Location and Regional Vicinity



LSA

 Project Site

FIGURE 2



0 100 200
FEET

SOURCE: Nearmap (9/4/2024)

I:\2024\20242053\GIS\Pro\500 Redwood Street\500 Redwood Street.aprx (12/5/2024)

500 Redwood Street Project
Aerial Photograph of Project Site and Surrounding Land Uses

ATTACHMENT A

PRELIMINARY STORM WATER CONTROL PLAN

PRELIMINARY STORMWATER CONTROL PLAN (SCP)

FOR

AUTO MALL VALLEJO

500 Redwood St
Vallejo, CA 94590
APN: 0051-010-320

May 24th, 2023

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Attachments

Attachment 1	Vicinity Map NRCS Soils Map Solano County Design Rainfall Map HMP Exemption Map
Attachment 2	Stormwater Control Plan Exhibit
Attachment 3	IMP Sizing Calculator Output
Attachment 4	Operations and Maintenance (O&M) Manual Operations and Maintenance Agreement

This Stormwater Control Plan was prepared using the template dated February 2018.

I. PROJECT DATA

Table I.1. Project Data

Project Name / Number	Auto Mall Vallejo
Application Submittal Date	10/18/2022
Project Location	APN: 0051-010-320 500 Redwood St Vallejo, CA 94590
Name of Developer	Wise Auto Group, Inc
Project Phase No.	N/A
Project Type and Description	Commercial lot with 3 auto dealership showroom/service buildings and 1 car wash building proposed.
Project Watershed	San Pablo Bay Watershed
Total Project Site Area	12.45 ac
Total Area of Land Disturbed	12.45 ac
Total New Impervious Surface Area	1.40 ac
Total Replaced Impervious Surface Area	8.09 ac
Total Pre-Project Impervious Surface Area	8.09 ac
Total Post-Project Impervious Surface Area	9.49 ac
50% Rule [*]	APPLICABLE (8.09 ac > 4.05 ac)
Project Density	FAR = 0.2
Applicable Special Project Categories [Complete even if all treatment is LID]	N/A
Percent LID and non-LID treatment	100% of project site flows to LID treatment
HM Compliance [†]	NOT APPLICABLE (see HMP Exemption map in Attachment 1)

[*] 50% rule applies if:

Total Replaced Impervious Surface Area > 0.5 x Pre-Project Impervious Surface Area

[†] HM required (unless project meets one of the exemptions on Guidebook p. 9) if:

(Total New Impervious Surface Area + Total Replaced Impervious Surface Area) ≥ 1 acre

II. SETTING

II.A. Project Location and Description

Wise Auto Group, Inc. proposes the Auto Mall project located at 500 Redwood Street in the city of Vallejo. The project is bounded by the White Slough wetland and a vacant lot to the north, Sonoma Boulevard and an existing gas station to the east, Redwood Street to the south, and White Slough wetland and a commercial retail development to the west. The proposed project encompasses the entire subject property and consists of 12.45 acres. The project site was previously developed, demolished, and mass-graded with remnants of previous AC pavement parking lot with seasonal vegetation throughout. The project proposes construction of three new dealership/service center buildings, a car wash building, and three covered trash enclosures. Other site improvements include exterior concrete flatwork, new drive lanes, commercial landscaping and irrigation, wet and dry utilities, AC pavement parking areas, pervious paver drive lanes, at-grade bioretention basins, and precise grading.

See Vicinity Map in Attachment 1.

II.B. Existing Site Features and Conditions

The site is nearly a square and generally flat, with an elevation ranging from 6 feet to 11 feet above sea level. The existing site has been previously developed with AC pavement parking lot and partially demolished. The site consists of sparse commercial landscaping, trees, and seasonal vegetation. Site soils consist mostly of silty clays classified as Hydrologic Soil Group D. The project site is located directly south of the White Slough wetland, which is part of the San Pablo Bay. The existing drainage system on site is connected to the Vallejo Flood and Wastewater District storm system that runs through the property and drains from the north side of the property directly to the White Slough wetland.

II.C. Opportunities and Constraints for Stormwater Control

Constraints include low-permeability soils (hydrologic soil group D), shallow groundwater elevation, and potential flood risk due to the property's location on the Bay. There are existing utility easements along the eastern and southern property lines that limit where Integrated Management Practices (IMPs) may be constructed. The proposed increased site elevations (to comply with floodplain development standards) will provide additional depth above the groundwater for at-grade bioretention facilities and pervious pavers.

III. LOW IMPACT DEVELOPMENT DESIGN STRATEGIES

III.A. Optimization of Site Layout

III.A.1. Limitation of development envelope

The project site area includes an area of Flood Zone Z and will require infill on the project site and located directly south of the White Slough wetland and San Pablo Bay.

III.A.2. Preservation of natural drainage features

The project site will be regraded to capture, treat, and retain onsite runoff to the maximum extent possible. Project site overflows will discharge to the existing public storm drain system and outlet to the White Slough wetland as it does in the existing condition.

III.A.3. Setbacks from creeks, wetlands, and riparian habitats

The project site does not propose underground retention near White Slough wetland.

III.A.4. Minimization of imperviousness

The project proposes landscaped areas along all property lines and pervious pavers will be used for the main drive aisle to increase pervious area. The concrete hardscape walkways and AC pavement drive aisles will be constructed to the minimum width required.

III.A.5. Use of drainage as a design element

Landscape swales will be used in lieu of PVC pipes to the maximum extent possible.

III.B. Use of Permeable Pavements

Permeable pavers are proposed for the main drive aisle connecting Redwood Street to Sonoma Boulevard. Conventional concrete and AC pavement are proposed in parking areas and drive aisles for the majority of the site.

III.C. Dispersal of Runoff to Pervious Areas

Concrete hardscape, AC pavement, and commercial landscaping will be directed to the proposed pervious pavers in the main drive aisle for surface retention. Overflows will discharge to the existing public storm drain system.

III.D. Bioretention or other Integrated Management Practices

Bioretention facilities are proposed as Integrated Management Practices to treat runoff before discharging to the existing public storm drain system.

IV. DOCUMENTATION OF DRAINAGE DESIGN

IV.A. Descriptions of each Drainage Management Area

IV.A.1. Table of Drainage Management Areas

Table IV.A.1. Drainage Management Areas

DMA Name	Area (sq. ft)	Surface Type / Description	DMA Type / Drains To
DMA 1.1	17,112	Concrete / Asphalt	Drains to IMP #1
DMA 1.2	17,255	Landscape	Drains to IMP #1
DMA 2.1	60,100	Concrete / Asphalt	Drains to IMP #2
DMA 2.2	11,792	Landscape	Drains to IMP #2
DMA 3.1	71,338	Concrete / Asphalt	Drains to IMP #3
DMA 3.2	11,471	Landscape	Drains to IMP #3
DMA 4.1	31,099	Concrete / Asphalt	Drains to IMP #4
DMA 4.2	3,212	Landscape	Drains to IMP #4
DMA 5.1	22,037	Concrete / Asphalt	Drains to IMP #5
DMA 5.2	1,959	Landscape	Drains to IMP #5
DMA 5.3	2,092	Pervious Pavers	Self-Retaining
DMA 6.1	24,356	Concrete / Asphalt	Drains to IMP #6
DMA 6.2	7,221	Landscape	Drains to IMP #6
DMA 7.1	33,235	Concrete / Asphalt	Drains to IMP #7
DMA 7.2	5,528	Landscape	Drains to IMP #7
DMA 8.1	34,285	Concrete / Asphalt	Drains to IMP #8
DMA 8.2	8,925	Landscape	Drains to IMP #8
DMA 9.1	20,839	Concrete / Asphalt	Drains to IMP #9
DMA 9.2	1,987	Landscape	Drains to IMP #9
DMA 10.1	35,918	Concrete / Asphalt	Drains to IMP #10
DMA 10.2	7,969	Landscape	Drains to IMP #10
DMA 11.1	23,183	Concrete / Asphalt	Drains to IMP #11
DMA 11.2	8,555	Landscape	Drains to IMP #11
DMA 12.1	29,379	Concrete / Asphalt	Drains to DMA #12.3
DMA 12.2	1,554	Landscape	Drains to DMA #12.3
DMA 12.3	12,049	Pervious Pavers	Self-Retaining
DMA 13.1	10,257	Concrete / Asphalt	Drains to DMA #13.3
DMA 13.2	397	Landscape	Drains to DMA #13.3
DMA 13.3	11,790	Pervious Pavers	Self-Retaining

IV.A.2. Drainage Management Area Descriptions

DMA-1, totaling 35,117 ft², drains AC pavement, concrete hardscape, and commercial landscaping to **IMP #1** (Bioretention Facility #1). Runoff will enter facility through curb cuts.

DMA-2, totaling 74,344 ft², drains AC pavement, concrete hardscape, commercial landscaping,

trash enclosure roof, car wash building roof, and a portion of CDJR dealership building roof to **IMP #2** (Bioretention Facility #2). Runoff will enter facility through curb cuts.

DMA-3, totaling 85,712 ft², drains AC pavement, concrete hardscape, commercial landscaping, and a portion of Hyundai dealership building roof to **IMP #3** (Bioretention Facility #3). Runoff will enter facility through curb cuts.

DMA-4, totaling 35,565 ft², drains AC pavement, concrete hardscape, commercial landscaping, and a portion of CDJR dealership building roof to **IMP #4** (Bioretention Facility #4). Runoff will enter facility through curb cuts.

DMA-5.1 and DMA-5.2, totaling 26,978 ft², drains AC pavement, commercial landscaping, trash enclosure roof, and a portion of Hyundai dealership building roof to **IMP #5** (Bioretention Facility #5). Runoff will enter facility through curb cuts. **DMA 5.3** drains to self-retaining pervious pavers totaling 2,092 ft². Pervious pavers will include a subdrain with elevation minimum 3 inches above highest point of bottom of base course with overflow trench drains at the drive entrances on Sonoma Boulevard and Redwood Street.

DMA-6, totaling 31,531 ft², drains AC pavement, concrete hardscape, and commercial landscaping to **IMP #6** (Bioretention Facility #6). Runoff will enter facility through curb cuts and storm drain outlets.

DMA-7, totaling 40,116 ft², drains AC pavement, concrete hardscape, commercial landscaping, and a portion of CDJR dealership building roof to **IMP #7** (Bioretention Facility #7). Runoff will enter facility through curb cuts and storm drain outlets.

DMA-8, totaling 44,618 ft², drains AC pavement, concrete hardscape, and commercial landscaping to **IMP #8** (Bioretention Facility #8). Runoff will enter facility through curb cuts.

DMA-9, totaling 23,668 ft², drains AC pavement, concrete hardscape, commercial landscaping, trash enclosure roof, and a portion of Kia dealership building roof to **IMP #9** (Bioretention Facility #9). Runoff will enter facility through curb cuts.

DMA-10, totaling 45,357 ft², drains AC pavement, concrete hardscape, commercial landscaping, and a portion of Kia dealership building roof to **IMP #10** (Bioretention Facility #10). Runoff will enter facility through curb cuts and storm drain outlets.

DMA-11, totaling 31,738 ft², drains AC pavement, and commercial landscaping to **IMP #11** (Bioretention Facility #11). Runoff will enter facility through curb cuts.

DMA-12.1 and DMA-12.2, totaling 30,933 ft², drains AC pavement, concrete hardscape, commercial landscaping, and CDJR dealership service drive roof canopies to self-retaining **DMA-12.3**, pervious pavers totaling 12,049 ft². Pervious pavers will include a subdrain with elevation minimum 3 inches above highest point of bottom of base course with overflow trench drains at

the drive entrances on Sonoma Boulevard and Redwood Street.

DMA-13.1 and DMA-13.2, totaling 10,654 ft², drains AC pavement, concrete hardscape, commercial landscaping, Hyundai dealership service drive roof canopies, and Kia dealership service drive roof canopies to self-retaining **DMA-13.3**, pervious pavers totaling 11,790 ft². Pervious pavers will include a subdrain with elevation minimum 3 inches above highest point of bottom of base course with overflow trench drains at the drive entrances on Sonoma Boulevard and Redwood Street.

IV.B. Integrated Management Practice Descriptions

Runoff from impervious areas and commercial landscaping in DMAs 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10 will be routed to bioretention facilities. Runoff from impervious areas and commercial landscaping in DMA 11 will be routed to self-retaining pervious pavers. See Stormwater Control Plan Exhibit in Attachment 2. All bioretention facilities will be designed and constructed to the criteria in the *Stormwater C.3 Guidebook*, 7th edition as shown on Details “A”, “B”, and “C” on the Stormwater Control Plan Exhibit in Attachment 2. See table below for summary of proposed Integrated Management Practices (IMPs):

Table IV.B. Summary of Proposed Integrated Management Practices (IMPs)

IMP ID	IMP Type	Area (sq. ft)	Location
IMP #1	Bioretention Facility	754	Along northern property line located in northwest corner of project site area.
IMP #2	Bioretention Facility	2,452	Along western property line located in the northwest corner of project site area.
IMP #3	Bioretention Facility	2,903	Along northern property line located in the northeast corner of project site area.
IMP #4	Bioretention Facility	1,254	Along the AC pavement drive aisle located east of the CDRJ dealership building.
IMP #5	Bioretention Facility	890	Along the AC pavement drive aisle located west of the Hyundai dealership building.
IMP #6	Bioretention Facility	1,004	Along the northern property line located northeast of the Hyundai dealership building.
IMP #7	Bioretention Facility	1,353	Along the western property line located in the west of the CDJR dealership building.
IMP #8	Bioretention Facility	1,408	Along the western property line located in the southwest corner of the project site area.
IMP #9	Bioretention Facility	842	Along the AC pavement drive aisle located west of the Kia dealership building.
IMP #10	Bioretention Facility	1,470	Along the eastern property line located east of the Kia dealership building.
IMP #11	Bioretention Facility	955	Along the southern property line located south of the Kia dealership building.

*IV.B.1. Areas Draining to Non-LID Treatment [“Special Projects” only—See Table 3-8, p. 46]***Table IV.B.1. Areas Draining to Non-LID Treatment**

DMA Name	Area (sq. ft)	Non-LID Treatment System	Min. Design Criteria Referenced
NONE			

IV.C. Tabulation and Sizing Calculations

See “Output from the IMP Sizing Calculator” in Attachment 3.

V. SOURCE CONTROL MEASURES

V.A. Site activities and potential sources of pollutants

On-site activities that could potentially produce stormwater pollutants include:

- Driveways and Parking Lots
- Service centers
- Trash Management
- Vehicle/Equipment Cleaning

V.B. Source Control Table

Table V.B.1. Source Controls

Potential Source of Runoff Pollutants	Permanent Source Control BMPs	Operational Source Control BMPs
Onsite Inlets & Bioretention Overflows	All inlets will be marked with “No Dumping! Flows to Local Waterways” or similar.	Markings will be regularly inspected and repainted or replaced as needed. Lessees will receive stormwater pollution prevention brochures. Lease agreements will include the following provision: “Tenant shall not allow anyone to discharge anything to storm drains or to store or deposit materials so as to create a potential discharge to storm drains.”
Landscape Maintenance	Landscaping will minimize irrigation and runoff and be selected for pest resistance, and will minimize the need for fertilizers and pesticides. Plants will be selected appropriate to site soils, slopes, climate, sun, wind rain, land use, air movement, ecological consistency, and plant interactions.	Landscaping will be maintained using minimum or no pesticides. IPM information will be provided to new owners, lessees, and operators.
Vehicle / Equipment Repair and Maintenance	Tanks, containers, or sinks used for parts cleaning/rinsing shall not connect to the storm drain system. These units/sinks may only connect to the sanitary sewer system if allowed by an industrial waste discharge permit.	Repair/maintenance areas designated indoors, or in outdoor areas designed to prevent stormwater run-on and runoff and provide secondary containment.
Vehicle / Equipment Cleaning	Roof, pavement, and berm wash area to prevent stormwater run-on and runoff, plumb to sanitary sewer.	N/A
Outdoor Equipment / Materials Storage	Perform process activities either indoors or in roofed outdoor area, designed to prevent stormwater run-on and runoff, and to drain to the sanitary sewer.	N/A

Refuse Area	Refuse and recycled materials will be handled in the refuse area shown on the Exhibit. This area is to be roofed, bermed, and equipped with a drain to a grease interceptor and then to the sanitary sewer.	All dumpsters will be posted with signs stating "Do not dump hazardous materials here" or similar.
Plazas, sidewalks, and parking lots		Trash receptacles to be provided in plaza area and on drive-through and emptied daily. Site to be policed at least twice daily for trash. Plazas, sidewalks, and parking lots will be swept regularly. Debris and wash water from periodic pressure washing will be collected and disposed of to the sanitary sewer.

V.C. Features, Materials, and Methods of Construction of Source Control BMPs

N/A

VI. STORMWATER FACILITY MAINTENANCE

VI.A. Ownership and Responsibility for Maintenance in Perpetuity

Maintenance of stormwater facilities will be the responsibility of the property owner and will be performed by the owner's contractors or employees as part of routine maintenance of buildings, grounds, and landscaping. The applicant has reviewed the Vallejo, standard agreement regarding the maintenance of stormwater facilities and commits to execute any necessary agreements prior to completion of construction. The applicant accepts responsibility for interim operation and maintenance of stormwater treatment and flow-control facilities until that responsibility is formally transferred to a subsequent owner.

VI.B. Summary of Maintenance Requirements for Each Stormwater Facility

The bioretention facilities will be maintained on the following schedule at a minimum. Details of maintenance responsibilities and procedures will be included in a Stormwater Facility Operation and Maintenance Plan to be submitted for approval as required in the conditions of approval.

At no time will synthetic pesticides or fertilizers be applied, nor will any soil amendments, other than aged compost mulch or sand/compost mix, be introduced.

Daily: *The facilities will be examined for visible trash during regular policing of the site, and trash will be removed.*

After Significant Rain Events: *A significant rain event is one that produces approximately a half inch or more rainfall in a 24-hour period. Within 24 hours after each such event, the following will be conducted:*

The surface of the facility will be observed to confirm there is no ponding.

- *Inlets will be inspected, and any accumulations of trash or debris will be removed.*
- *The surface of the mulch layer will be inspected for movement of material. Mulch will be replaced and raked smooth if needed.*

Prior to the Start of the Rainy Season: *In September or each year, the facility will be inspected to confirm there is no accumulation of debris that would block flow, and that growth and spread of plantings does not block inlets or the movement of runoff across the surface of the facility.*

Annual Landscape Maintenance: *In December – February of each year, vegetation will be cut back as needed, debris removed, and plants and mulch replaced as needed. The concrete work will be inspected for damage. The elevation of the top of soil and mulch layer will be confirmed to be consistent with the 6-inch reservoir depth.*

VII. CONSTRUCTION PLAN C.3 CHECKLIST

Table VII.1. Construction Plan C.3 Checklist

Stormwater Control Plan Page No.	BMP Description	See Plan Sheet No.
Pg. 4, 5, 6, & SCP Exhibit	DMA-1 drains to Bioretention Facility #1. The facility is designed as specified.	TBD
Pg. 4, 5, 6, & SCP Exhibit	DMA-2 drains to Bioretention Facility #2. The facility is designed as specified.	TBD
Pg. 4, 5, 6, & SCP Exhibit	DMA-3 drains to Bioretention Facility #3. The facility is designed as specified.	TBD
Pg. 4, 5, 6, & SCP Exhibit	DMA-4 drains to Bioretention Facility #4. The facility is designed as specified.	TBD
Pg. 4, 5, 6, & SCP Exhibit	DMA-5 drains to Bioretention Facility #5. The facility is designed as specified.	TBD
Pg. 4, 5, 6, & SCP Exhibit	DMA-6 drains to Bioretention Facility #6. The facility is designed as specified.	TBD
Pg. 4, 5, 6, & SCP Exhibit	DMA-7 drains to Bioretention Facility #7. The facility is designed as specified.	TBD
Pg. 4, 5, 6, & SCP Exhibit	DMA-8 drains to Bioretention Facility #8. The facility is designed as specified.	TBD
Pg. 4, 5, 6, & SCP Exhibit	DMA-9 drains to Bioretention Facility #9. The facility is designed as specified.	TBD
Pg. 4, 5, 6, & SCP Exhibit	DMA-10 drains to Bioretention Facility #10. The facility is designed as specified.	TBD
Pg. 4, 5, 6, & SCP Exhibit	DMA-11 drains to Bioretention Facility #11. The facility is designed as specified.	TBD
Pg. 4, 5, 6, & SCP Exhibit	DMA-12 drains to self-retaining pervious pavers.	TBD
Pg. 4, 5, 6, & SCP Exhibit	DMA-13 drains to self-retaining pervious pavers.	TBD
Pg. 7, 8, & SCP Exhibit	Bioretention Facility #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, and #11 overflows are marked with "No Dumping" sign.	TBD
Pg. 7, 8, & SCP Exhibit	Trash receptacles are located in AC pavement parking area and are accessible to the proposed buildings.	TBD

VIII. CERTIFICATIONS

The selection, sizing, and preliminary design of stormwater treatment and other control measures in this plan meet the requirements of Regional Water Quality Control Board Order R2-2015-0049.

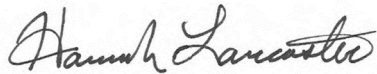
ENGINEER OF WORK:

Commercial Development Resources

695 Town Center Drive, Suite 110

Costa Mesa, CA 92626

Tel: (949) 610-8997



05/24/2023

Hannah Lancaster
R.C.E. 93718, Exp. 06/30/24

Date

ATTACHMENT 1

Vicinity Map

NRCS Soils Map

Solano County Design Rainfall Map

HMP Exemption Map

VICINITY MAP:
Auto Mall Vallejo
500 Redwood Street
Vallejo, CA 94590



(NOT TO SCALE)



Hydrologic Soil Group—Solano County, California (Auto Mall Vallejo)



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Solano County, California
 Survey Area Data: Version 17, Sep 1, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 26, 2022—Apr 25, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Ja	Joice muck, MLRA 16	A/D	0.6	4.6%
Ma	Made land		7.7	58.0%
Re	Reyes silty clay	D	5.0	37.5%
Totals for Area of Interest			13.4	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Aggregation is the process by which a set of component attribute values is reduced to a single value that represents the map unit as a whole.

A map unit is typically composed of one or more "components". A component is either some type of soil or some nonsoil entity, e.g., rock outcrop. For the attribute being aggregated, the first step of the aggregation process is to derive one attribute value for each of a map unit's components. From this set of component attributes, the next step of the aggregation process derives a single value that represents the map unit as a whole. Once a single value for each map unit is derived, a thematic map for soil map units can be rendered. Aggregation must be done because, on any soil map, map units are delineated but components are not.

For each of a map unit's components, a corresponding percent composition is recorded. A percent composition of 60 indicates that the corresponding component typically makes up approximately 60% of the map unit. Percent composition is a critical factor in some, but not all, aggregation methods.

The aggregation method "Dominant Condition" first groups like attribute values for the components in a map unit. For each group, percent composition is set to the sum of the percent composition of all components participating in that group. These groups now represent "conditions" rather than components. The attribute value associated with the group with the highest cumulative percent composition is returned. If more than one group shares the highest cumulative percent composition, the corresponding "tie-break" rule determines which value should be returned. The "tie-break" rule indicates whether the lower or higher group value should be returned in the case of a percent composition tie. The result returned by this aggregation method represents the dominant condition throughout the map unit only when no tie has occurred.

Component Percent Cutoff: None Specified

Components whose percent composition is below the cutoff value will not be considered. If no cutoff value is specified, all components in the database will be considered. The data for some contrasting soils of minor extent may not be in the database, and therefore are not considered.

Tie-break Rule: Higher

The tie-break rule indicates which value should be selected from a set of multiple candidate values, or which value should be selected in the event of a percent composition tie.

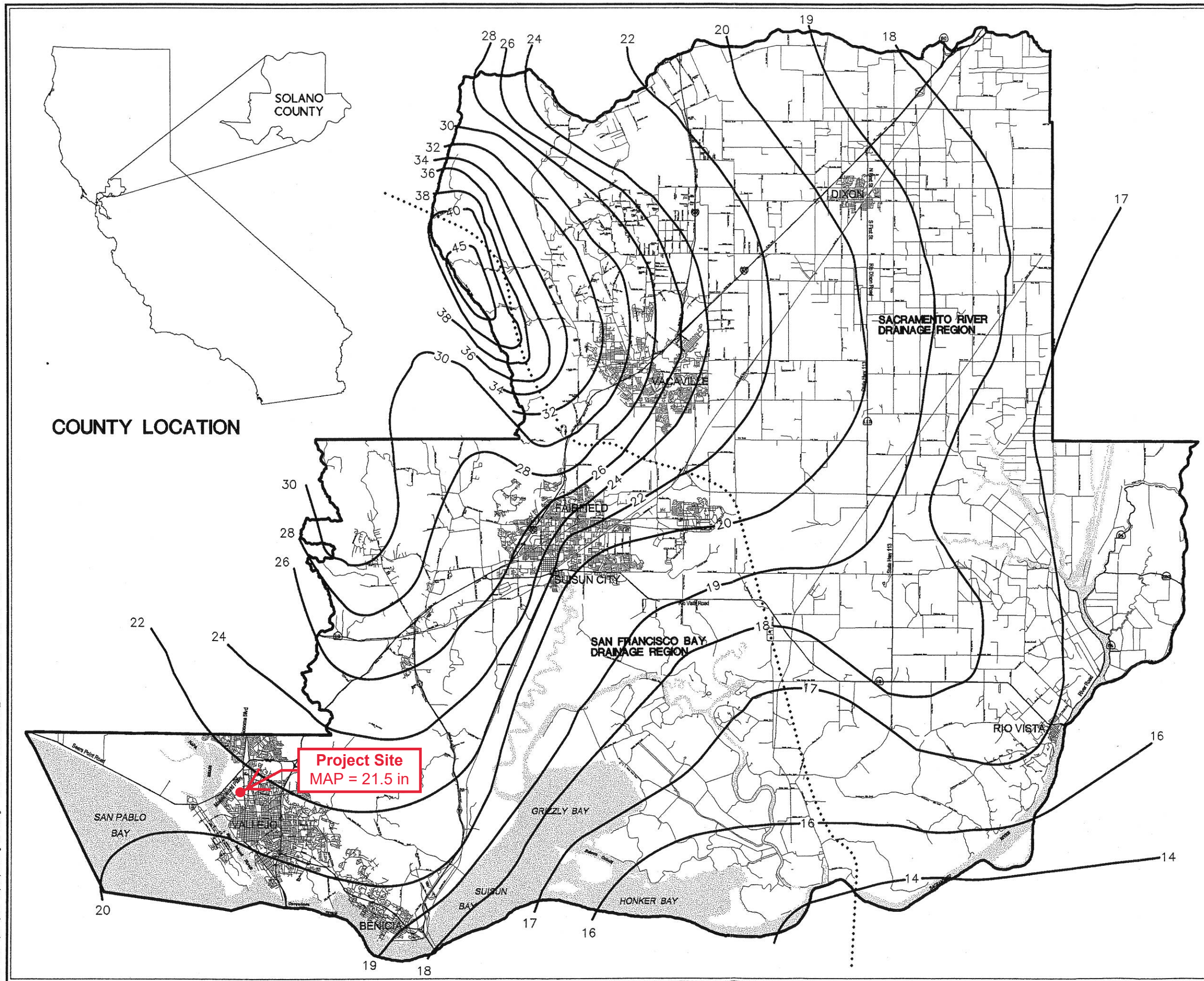
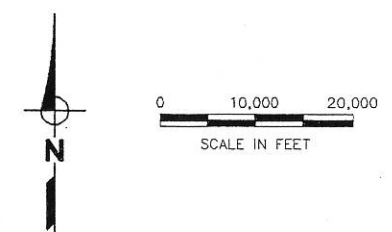
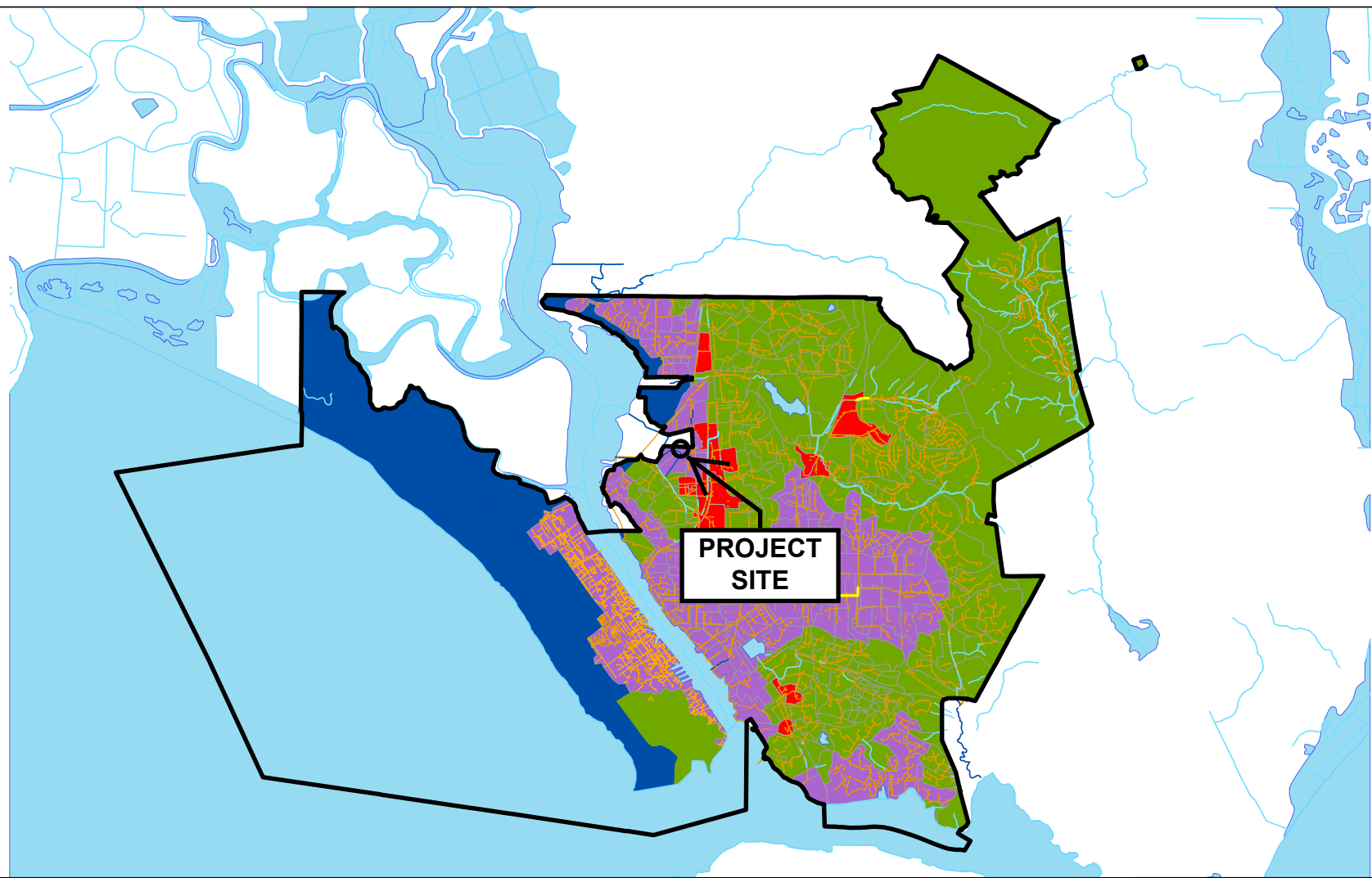


Figure 1
Solano County
Design Rainfall Study
ISOHYETAL MAP OF
SOLANO COUNTY
MEAN ANNUAL PRECIPITATION



- NOTES:**
1. SOURCE OF UNDERLYING MAPPING SHOWN HEREON IS DIGITIZED USGS QUAD MAPS AS SUPPLIED BY AMERICAN DIGITAL CARTOGRAPHY.
 2. BOUNDARIES ARE APPROXIMATE AND HAVE BEEN ADJUSTED TO FIT USGS QUAD MAPS.
 3. BASED ON OR CORRECTED TO THE 1951 TO 1980 BASE PERIOD.
 4. ISOHYETAL LINES ARE FROM DESIGN RAINFALL FOR SOLANO COUNTY. PREPARED BY JAMES D. GOODRIDGE, SEPTEMBER 5, 1998.

- LEGEND:**
- ROADS & MINOR HIGHWAYS
 - MAJOR HIGHWAYS
 - ISOHYETAL LINES
 - DRAINAGE REGION BOUNDARY



Legend

- HMP Boundary
- Fully Hardened Channels
- Non-Hardened Channels (Non-Tidal)
- Non-Hardened Channels (Tidal)
- Storm Drain System
- Open Water
- Areas Draining to Continuously Hardened Conveyances to the Bay
- HMP Applicable Areas
- Subcatchments with greater than or equal to 65% Impervious
- Baylands

0 1.25 2.5 3.75 Miles

HMP Applicability Map Vallejo HMP

Geosyntec
consultants

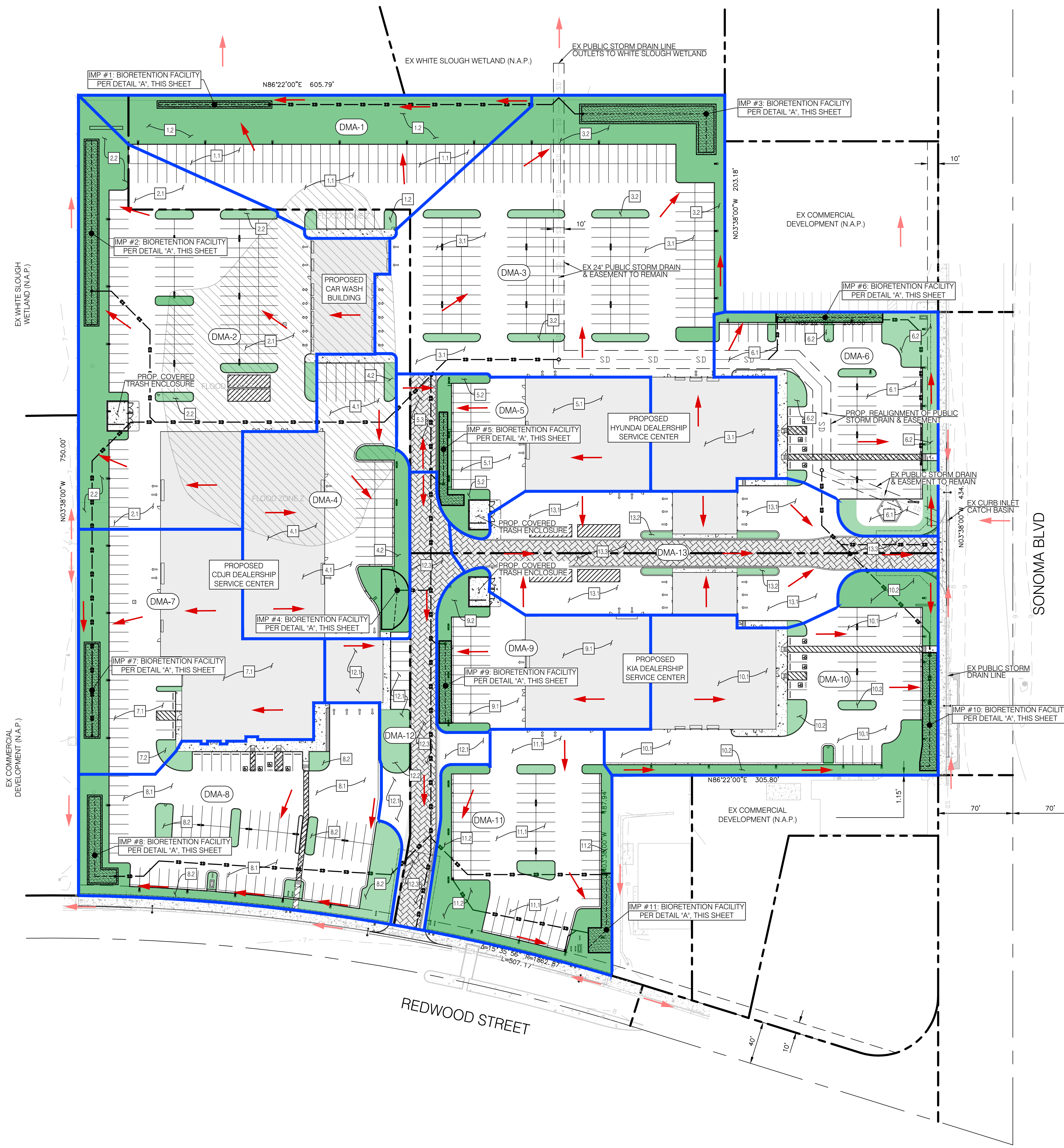
WW1538

April 2013

Figure
3-1

ATTACHMENT 2

Stormwater Control Plan Exhibit



LEGEND:

- LANDSCAPE AREA (PERVIOUS)
- BUILDING AREA (IMPERVIOUS)
- CONCRETE HARDSCAPE (IMPERVIOUS)
- PROPERTY LINE
- CENTERLINE
- DIRECTION OF SURFACE FLOW (OFFSITE)
- DIRECTION OF SURFACE FLOW (ONSITE)
- STORM DRAIN LINE
- BIORETENTION FACILITY
- PERVIOUS PAVERS PER DETAIL "D", THIS SHEET
- DRAINAGE AREA TO LID TREATMENT SYSTEM
- ROOF DOWN DRAIN
- MAJOR DRAINAGE MANAGEMENT AREA
- DMA ID (W/ COVER TYPE PER TABLE)
- FLOOD ZONE Z

ROOF DRAIN NOTE:

ALL ROOF DRAINS SHOWN ARE IN APPROXIMATE LOCATIONS AND ARE TO OUTLET TO ADJACENT AC PAVEMENT OR CONCRETE HARDSCAPE. PLEASE REFER TO PLUMBING PLANS (SEPARATE PERMIT, BY OTHERS).

PROJECT AREA SUMMARY:

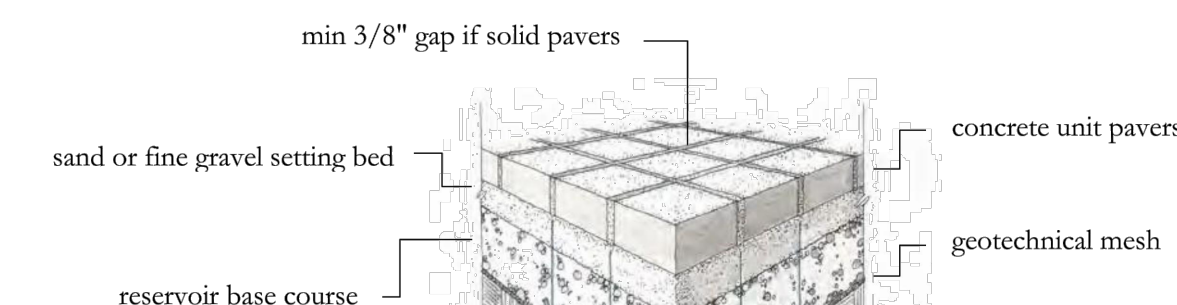
ELEMENT	EXISTING CONDITION	PROPOSED CONDITION
TOTAL SITE AREA	542,174 SF (12.48 AC)	542,174 SF (12.48 AC)
IMPERVIOUS AREA	352,388 SF (65%)	413,137 SF (76%)
PERVIOUS AREA	189,787 SF (35%)	129,038 SF (24%)

DMA SUMMARY:

DMA ID	AREA (SF)	SURFACE TYPE	DMA TYPE/DRAINS TO
1.1	17,112	CONC/AC PAVEMENT	DRAINS TO IMP #1
1.2	17,251	LANDSCAPE	DRAINS TO IMP #1
2.1	60,100	CONC/AC PAVEMENT	DRAINS TO IMP #2
2.2	11,792	LANDSCAPE	DRAINS TO IMP #2
3.1	71,338	CONC/AC PAVEMENT	DRAINS TO IMP #3
3.2	11,471	LANDSCAPE	DRAINS TO IMP #3
4.1	31,099	CONC/AC PAVEMENT	DRAINS TO IMP #4
4.2	3,212	LANDSCAPE	DRAINS TO IMP #4
5.1	22,037	CONC/AC PAVEMENT	DRAINS TO IMP #5
5.2	1,959	LANDSCAPE	DRAINS TO IMP #5
5.3	2,092	PERVIOUS PAVERS	DRAINS TO IMP #5
6.1	24,356	CONC/AC PAVEMENT	DRAINS TO IMP #6
6.2	7,221	LANDSCAPE	DRAINS TO IMP #6
7.1	33,235	CONC/AC PAVEMENT	DRAINS TO IMP #7
7.2	5,528	LANDSCAPE	DRAINS TO IMP #7
8.1	34,285	CONC/AC PAVEMENT	DRAINS TO IMP #8
8.2	8,925	LANDSCAPE	DRAINS TO IMP #8
9.1	20,839	CONC/AC PAVEMENT	DRAINS TO IMP #9
9.2	1,987	LANDSCAPE	DRAINS TO IMP #9
10.1	35,918	CONC/AC PAVEMENT	DRAINS TO IMP #10
10.2	7,969	LANDSCAPE	DRAINS TO IMP #10
11.1	23,183	CONC/AC PAVEMENT	DRAINS TO IMP #11
11.2	8,555	LANDSCAPE	DRAINS TO IMP #11
12.1	29,379	CONC/AC PAVEMENT	DRAINS TO DMA 12.3
12.2	1,554	LANDSCAPE	DRAINS TO DMA 12.3
12.3	12,049	PERVIOUS PAVERS	SELF-RETAINING AREA
13.1	10,257	CONC/AC PAVEMENT	DRAINS TO DMA 13.3
13.2	397	LANDSCAPE	DRAINS TO DMA 13.3
13.3	11,790	PERVIOUS PAVERS	SELF-RETAINING AREA

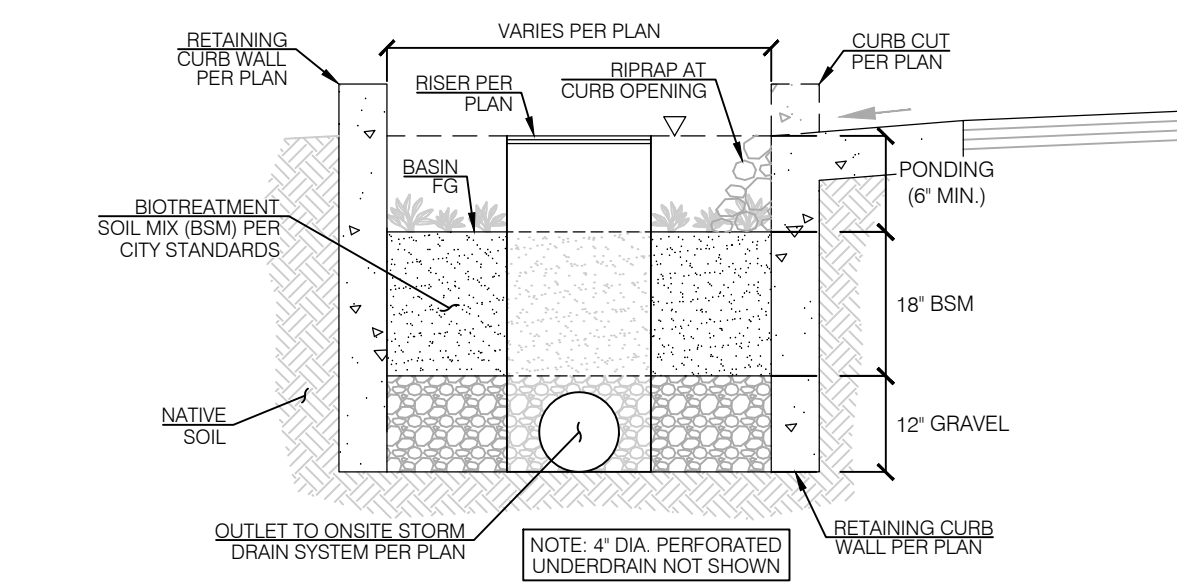
IMP SUMMARY:

IMP ID	IMP TYPE	AREA (SF)
IMP #1	BIORETENTION FACILITY	754
IMP #2	BIORETENTION FACILITY	2,452
IMP #3	BIORETENTION FACILITY	2,903
IMP #4	BIORETENTION FACILITY	1,254
IMP #5	BIORETENTION FACILITY	890
IMP #6	BIORETENTION FACILITY	1,004
IMP #7	BIORETENTION FACILITY	1,353
IMP #8	BIORETENTION FACILITY	1,408
IMP #9	BIORETENTION FACILITY	842
IMP #10	BIORETENTION FACILITY	1,470
IMP #11	BIORETENTION FACILITY	955



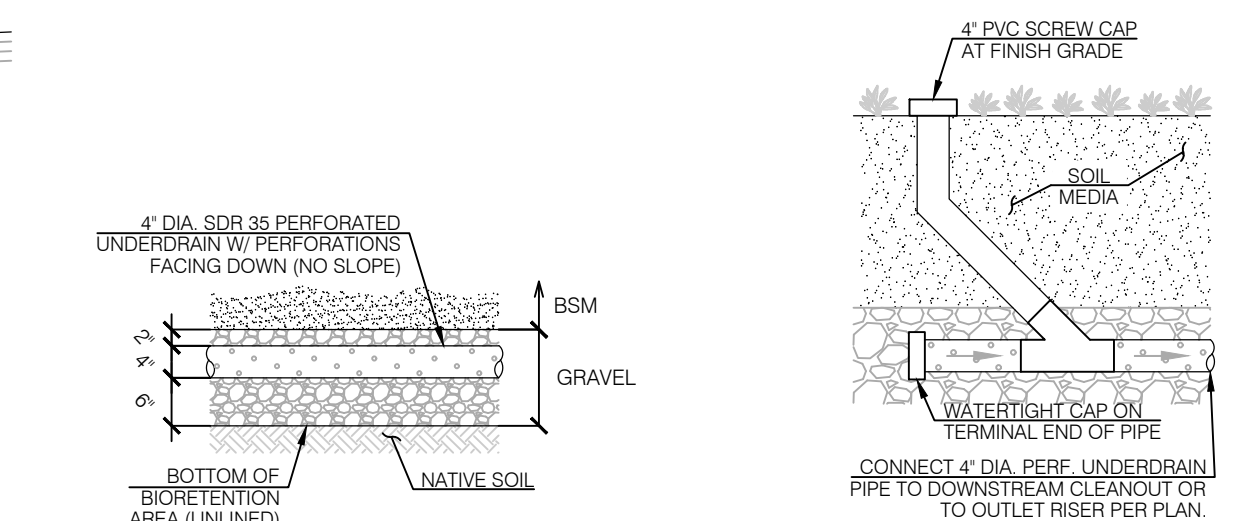
TYP. PERVIOUS PAVER CROSS-SECTION

NOT TO SCALE



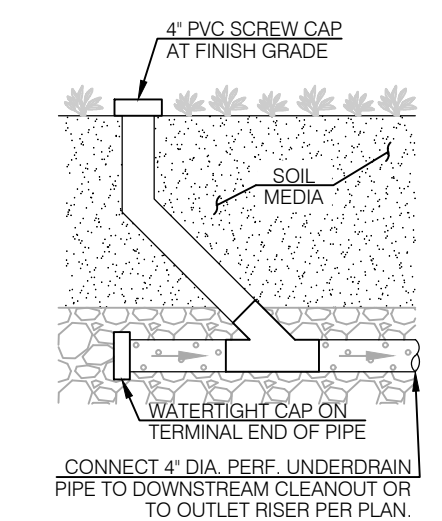
TYP. BIORETENTION FACILITY CROSS-SECTION

NOT TO SCALE



UNDERDRAIN PLACEMENT

NOT TO SCALE



CLEANOUT DETAIL

NOT TO SCALE

PREPARED FOR:
WISE AUTO GROUP, INC.
641 ORANGE DRIVE
VACAVILLE, CA 95687
CONTACT: GEORGE ALLEN
TEL: (707) 359-6451

PREPARED BY:



SCP EXHIBIT

VALLEJO AUTO MALL

500 REDWOOD STREET
VALLEJO, CA 94590
APN: 0051-010-320

ATTACHMENT 3

IMP Sizing Calculator Output

Project Name: Auto Mall Vallejo
Project Type: Treatment Only
Location: 500 Redwood St, Vallejo, CA
APN: 0051-010-320
Drainage Area: 542174 sf
Mean Annual Precipitation: 21.5 in

II. Self-Retaining Areas

DMA Name	Area (sq ft)
DMA 5.3	2091.56
DMA 12.3	12049
DMA 13.3	11790

III. Areas Draining to Self-Retaining Areas

DMA Name	Area (sq ft)	Surface Type	Runoff Factor	Product (Area x Runoff Factor) [A]	Receiving Self Retaining DMA	Receiving Self-Retaing DMA Area (sq ft) [B]	Ratio [A]/[B]
DMA 12.1	29,379.0	Concrete or Asphalt	1.0	29,379.0	DMA 12.3	12,049	2.44
DMA 12.2	1,554.0	Landscape	0.1	155.4	DMA 12.3	12,049	0.01
DMA 13.1	10,257.0	Concrete or Asphalt	1.0	10,257.0	DMA 13.3	11,790	0.87
DMA 13.2	397.0	Landscape	0.1	39.7	DMA 13.3	11,790	0.00

IV. Areas Draining to IMPs

IMP Name: IMP1 (Soil Type: D)

IMP Type: Bioretention Facility
Soil Type: D

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA 1.1	17,112	Concrete or Asphalt	1.00	17,112	IMP Sizing Factor	Rain Adjust-ment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA 1.2	17,251	Landscape	0.10	1,725				
Total				18,837				
Area					0.040	1.000	753	754

IMP Name: IMP2 (Soil Type: D)

IMP Type: Bioretention Facility
Soil Type: D

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA 2.1	60,100	Concrete or Asphalt	1.00	60,100	IMP Sizing Factor	Rain Adjust-ment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA 2.2	11,792	Landscape	0.10	1,179				
Total				61,279				
Area					0.040	1.000	2,451	2,452

IMP Name: IMP3 (Soil Type: D)

IMP Type: Bioretention Facility
Soil Type: D

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
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DMA 3.1	71,338	Concrete or Asphalt	1.00	71,338	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA 3.2	11,471	Landscape	0.10	1,147				
Total				72,485				
Area					0.040	1.000	2,899	2,903

IMP Name: IMP4 (Soil Type: D)

IMP Type: Bioretention Facility
Soil Type: D

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA 4.1	31,099	Concrete or Asphalt	1.00	31,099	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA 4.2	3,212	Landscape	0.10	321				
Total				31,420				
Area					0.040	1.000	1,257	1,254

IMP Name: IMP5 (Soil Type: D)

IMP Type: Bioretention Facility
Soil Type: D

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA 5.1	22,037	Concrete or Asphalt	1.00	22,037	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA 5.2	1,959	Landscape	0.10	196				
Total				22,233				
Area					0.040	1.000	889	890

IMP Name: IMP6 (Soil Type: D)

IMP Type: Bioretention Facility
Soil Type: D

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA 6.1	24,356	Concrete or Asphalt	1.00	24,356	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA 6.2	7,221	Landscape	0.10	722				
Total				25,078				
Area					0.040	1.000	1,003	1,004

IMP Name: IMP7 (Soil Type: D)

IMP Type: Bioretention Facility
Soil Type: D

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA 7.1	33,235	Concrete or Asphalt	1.00	33,235	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA 7.2	5,528	Landscape	0.10	553				
Total				33,788				
Area					0.040	1.000	1,352	1,353

IMP Name: IMP8 (Soil Type: D)

IMP Type: Bioretention Facility
Soil Type: D

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA 8.1	34,285	Concrete or Asphalt	1.00	34,285	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA 8.2	8,925	Landscape	0.10	893				
Total				35,177				
Area					0.040	1.000	1,407	1,408

IMP Name: IMP9 (Soil Type: D)

IMP Type: Bioretention Facility
Soil Type: D

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA 9.1	20,839	Concrete or Asphalt	1.00	20,839	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA 9.2	1,987	Landscape	0.10	199				
Total				21,037				
				Area	0.040	1.000	841	842

IMP Name: IMP10 (Soil Type: D)

IMP Type: Bioretention Facility
Soil Type: D

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA 10.1	35,918	Concrete or Asphalt	1.00	35,918	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA 10.2	7,969	Landscape	0.10	797				
Total				36,715				
				Area	0.040	1.000	1,469	1,470

IMP Name: IMP11 (Soil Type: D)

IMP Type: Bioretention Facility
Soil Type: D

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA 11.1	23,183	Concrete or Asphalt	1.00	23,183	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA 11.2	8,555	Landscape	0.10	856				
Total				24,039				
				Area	0.040	1.000	962	955

Software Tool Warnings

Warning Type	Source	Description	Suggestion
DMA	DMA 12.3	The area of the DMAs tributary to this self-retaining DMA is too large.	Check the area of this DMA and/or the tributary DMAs.
IMP	IMP4	This IMP requires an area of at least 1,257 sq ft, but is planned to have only 1,254 sq ft.	Make the planned size of this IMP larger.
IMP	IMP11	This IMP requires an area of at least 962 sq ft, but is planned to have only 955 sq ft.	Make the planned size of this IMP larger.

ATTACHMENT 4

Operations and Maintenance (O&M) Manual

Operations and Maintenance Agreement

(Will be included in Final SCP)

ATTACHMENT B
VALLEJO AUTO COMPLEX PROJECT CEQA VMT ASSESSMENT

Memorandum

Date: August 20, 2024
To: Tony Perfetto, RAK Engineers
From: Gillian Zhao and Sarah Chan, PE TE, Fehr & Peers
Subject: **Vallejo Auto Complex Project CEQA VMT Assessment**

WC24-4100

Fehr & Peers completed a CEQA Vehicle Miles traveled (VMT) assessment for the Vallejo Auto Complex project (Project) in Vallejo, California. The Project site is located at 500 Redwood Street and is bound by a commercial plaza to the north, Redwood Street to the south, Sonoma Boulevard to the east, and the Eco Thrift store to the west. The Project proposes to construct two standalone auto dealerships (approximately 25 ksf each), one of which will relocate the existing Vallejo Hyundai facility located at 3266 Sonoma Boulevard, which is approximately 0.6-miles from the proposed Project site. The other is to be occupied by another auto dealership to be determined at a later date.

Based on discussions with City staff and the Project team, the VMT analysis utilizes a GIS and Big Data-based approach to evaluate the Project's effect on VMT considering other existing comparable auto dealerships within and beyond the City of Vallejo. The remainder of this memorandum outlines the assumptions, methods, and outcomes of the VMT analysis.

Regulatory Framework

Senate Bill 743 (Steinberg 2013) instructed the State Office of Planning and Research (OPR) to update CEQA Guidelines to eliminate congestion-based analysis (such as level of service analysis) from CEQA Transportation analysis and replace it with a new metric, VMT. The intent of SB 743 was to encourage infill development, promote healthier communities through active transportation (e.g., walking and bicycling), and align CEQA Transportation analysis in meeting greenhouse gas reduction targets set by other State legislation (i.e., AB 32). Ultimately, SB 743 shifted CEQA transportation analysis from measuring the effects of a project on drivers, to measuring the environmental effects of driving generated by a project. Adopted in December 2018, Section 15064.3 of the CEQA Guidelines notes that VMT is the most appropriate metric for the analysis of impacts in the Transportation section of CEQA documents.



OPR provided guidance in its *Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018)* (Technical Advisory) as to how the analysis of VMT could be performed and the CEQA thresholds of significance that could be applied. The guidance in the Technical Advisory is non-binding and states that lead agencies may develop their own specific thresholds. The City of Vallejo's interim *CEQA Transportation Impact Analysis Guidelines (July 2020)* (City Guidelines) tier from the Technical Advisory and provide VMT metrics for residential and office/employment uses, based on the available outputs from the Sonoma-Napa Activity-Based Model (SNABM). The City's Guidelines denote that VMT thresholds for other project types would be developed using considerations unique to the individual project. Based on direction from the City in its capacity as a lead agency for CEQA purposes, the VMT analysis is based on net change in total VMT.

Methodology

The analysis assesses that the addition of the auto dealerships results in a shifting of demand from existing auto dealerships, such that total auto dealership trip generation remains consistent regionally; however, a customer's trip making decision changes because of additional supply. The premise of this is that the region is well-served by auto dealerships and that the proposed auto dealerships include similar services offered throughout the City and region.

Nearby auto dealerships were identified in coordination with City of Vallejo staff and included auto dealerships within and outside the City of Vallejo. The "10-mile radius" rule for auto dealers and manufacturers also guides the selected site locations. According to the New Motor Vehicle Board (NMVB), a regulatory agency in California, the "10-mile radius" is an agreement between auto dealers that auto dealerships of the same line-make would not be within a 10-mile radius of each other. The goal is to ensure "good cause" through providing adequate competition and convenient consumer care in the market area. It helps reinforce that the new auto dealerships are designed to increase availability and choices of auto dealership services for local customers.

The following ten sites were selected for the analysis:

Site Locations (Approximate Distance to the Project Site):

- Vallejo Hyundai (0.6 miles)
- Vallejo Nissan (0.5 miles)
- Avery Greene Honda (2 miles)
- Vallejo Auto Mall - Toyota, Mazda, Chevrolet (4 miles)
- Future Hyundai of Concord (18 miles)
- Audi Concord (18 miles)
- Ford Fairfield (14 miles)
- Volkswagen of Fairfield (14 miles)
- Kia Vacaville (27 miles)
- Kia Marin (22 miles)



Streetlight Data's database of "Big Data" location-based services was utilized to collect the site's trip distribution and trip length. Streetlight data also supports that the auto dealerships in the City of Vallejo are mainly local serving as 60% of trips associated with existing Vallejo auto dealerships have an origin/destination from within the City (Fehr & Peers and StreetLight Data, 2024).

Approach and Analysis Results

Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the surrounding roadway system. Estimates are created for the peak one-hour periods during the weekday morning and evening commute hours when traffic volumes on adjacent streets are typically at their highest and the Project is expected to generate the most traffic.

Trip generation rates for various land uses based on a sampling of sites throughout the United States are published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) using data from Land Use Code 840 (Automobile Sales). The trip generation estimate for the Project is presented in **Table 1**.

Table 1: Trip Generation Summary

Land Use	Quantity	Weekday Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Automobile Sales (New)	25 KSF	695	34	12	46	24	36	60
Automobile Sales (New)	25 KSF	695	34	12	46	24	36	60
Project Trip Generation		1,390	68	24	92	48	72	120

Notes:

- ITE Land Use Category 840 – Automobile Sales (New) (Adj Streets, 7-9A, 4-6P):
 Daily: T = 27.84 (X)
 AM Peak Hour: T = 1.86 (X); Enter = 73%; Exit = 27%
 PM Peak Hour: T = 2.42 (X); Enter = 40%; Exit = 60%

Source: *Trip Generation Manual* (11th Edition), ITE; Fehr & Peers, August 2024.

As presented in **Table 1**, the Project is expected to generate 695 daily weekday trips, 46 AM peak hour trips, and 60 PM peak hour trips per Project auto dealership.

Trip Distribution

As described in the Methodology section, it is assumed that the construction of the two auto dealerships would not cause an increase in trips regionally, but rather would result in a change in trip-making. Ten existing auto dealerships were identified in and around the City of Vallejo based on characteristics such as location, brand, and services to serve as approximation of Existing Conditions (and the No Project) scenario. Data on site's trip distribution were collected from StreetLight Data's database of "Big Data" location-based services. The data was collected at the



block group level over the past three years to represent typical auto dealership customer trips in the area. The data included trip volumes and lengths in an origin-destination format, which were consolidated to inform trip distributions for typical auto dealerships in the area.

To estimate the shift in trips, the analysis assumes that for the relocation of the Hyundai facility, trips would be shifted from the existing Hyundai facility in the City of Vallejo, nearby Hyundai facilities, and sister brand sites outside of the City of Vallejo. For the construction of the proposed second auto dealership, trips would be shifted from brands that are at least 10-miles away from the proposed site per the “10-mile radius” rule described above. The magnitude of trips shifted was a function of the auto dealership’s existing trips estimated by Streetlight’s trip volumes of their existing customer base and the distance from the proposed Project location.

Trip Length

The distance between the trip origin and selected site location were calculated in GIS using the shortest path trip lengths between block groups and the selected auto dealerships. With trip distribution data collected from StreetLight, weighted average trip lengths for each auto dealership were calculated. **Table 2** summarizes the average trip length for each of the ten sample sites.

Table 2: Average Trip Lengths by Site Location

<i>Sample Site Auto Dealerships</i>	<i>City</i>	<i>Average Trip Lengths (miles)</i>
Vallejo Hyundai	Vallejo	7
Vallejo Nissan	Vallejo	6
Avery Greene Honda	Vallejo	14
Vallejo Auto Mall - Toyota, Mazda, Chevrolet	Vallejo	14
Future Hyundai of Concord	Concord	12
Audi Concord	Concord	8
Ford Fairfield	Fairfield	26
Volkswagen of Fairfield	Fairfield	23
Kia Vacaville	Vacaville	23
Kia Marin	Marin	11

Source: StreetLight and Fehr & Peers, August 2024.

The average trip length of the ten sample sites is 15 miles. Trip lengths for the auto dealerships located within the City of Vallejo range between 6 and 14 miles. Of the ten sample sites, auto dealerships that do not have a location in the City of Vallejo such as those located in the City of



Fairfield or City of Vacaville have an average trip length that exceeds 20 miles, which exceeds the average trip length of the ten sample sites and average trip length of auto dealerships within the City of Vallejo.

Based on the data above, it is assumed that the Project trip lengths would be similar to that of existing auto dealerships in the City of Vallejo. Alternative trip patterns and weights for the average trip lengths were also considered but result in unsubstantial influence on the VMT impact analysis and conclusion.

VMT Analysis

The net change in VMT was calculated using the following equation:

$$VMT = \sum_{All\ Destinations} Project\ Trip\ Generation * Trip\ Distribution\ \% * Trip\ Length\ delta$$

Using the data above, the change in VMT was a reduction of 3,230 vehicle-miles, which suggests the addition of the two Project auto dealerships has the potential to reduce VMT in the area because customers can now travel a shorter distance to receive the same service.

Table 3: Net Change in Regional VMT

Scenario	Difference due to Project	Impact?
Existing Plus Project	-3,230	No

Source: Fehr & Peers, April 2024.

As summarized in **Table 3**, the proposed Project results in a net decrease in VMT in the Existing plus Project scenario. Therefore, the Project's impacts to VMT is **less-than-significant** and no mitigation measures are required.

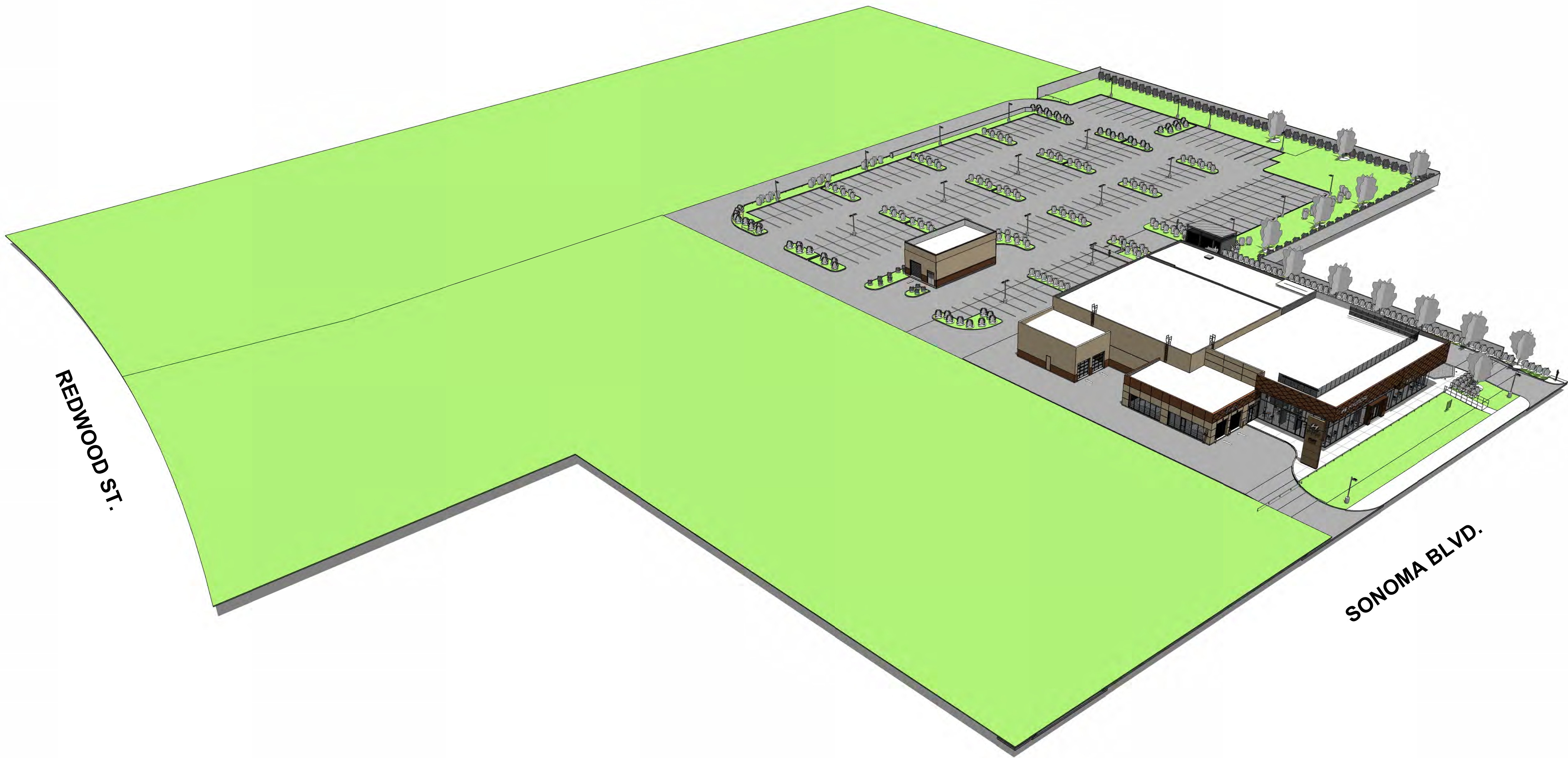
Conclusions

The proposed Project auto dealerships would increase the auto dealership service options in the study area, allowing customers to travel shorter distances to meet their auto dealership service needs. Results of the VMT analysis indicate that the Project would result in a net VMT decrease, and thus the Project's impact with regards to VMT is **less-than-significant**.

This completes the CEQA VMT assessment for the proposed Project, please contact Gillian Zhao or Sarah Chan at (925) 930-7100 with any questions.

VALLEJO AUTO COMPLEX

500 REDWOOD ST. VALLEJO, CA 94590



DRAWING INDEX

D000	COVER
D001	EXISTING SITE PLAN
D002	PROPOSED MASTER SITE PLAN
D003	BUILDING LOCATION CONCEPT STUDY
D004	SITE DETAILS
D005	SITE DETAILS
C1.1	PRELIMINARY GRADING & UTILITY PLAN
C1.2	PRELIMINARY GRADING & UTILITY PLAN
C1.3	PRELIMINARY GRADING & UTILITY PLAN
C2.1	PRELIMINARY SITE SECTIONS
C2.2	PRELIMINARY SITE SECTIONS
C3.0	PRELIMINARY STORMWATER CONTROL PLAN
L1.0	RECOMMENDED PLANT, LIST, NOTES AND DETAILS
L1.1	PRELIMINARY LANDSCAPE PLAN
L1.2	PRELIMINARY LANDSCAPE PLAN
L1.3	PRELIMINARY LANDSCAPE PLAN
D100	PROPOSED SITE PLAN
D100A	EXTERIOR RENDER
D101	PROPOSED HYUNDAI PLANS
D110	COMPOSITE DIMENSIONED FLOOR PLANS
D111	COMPOSITE DIMENSIONED FLOOR PLANS - LVL 2
D180	REFLECTED CEILING PLANS
D190	PROPOSED ROOF PLAN
D200	PROPOSED HYUNDAI ELEVATIONS
D300	PROPOSED CAR WASH PLANS
D301	PROPOSED CAR WASH ELEVATIONS
D312	ENTRY ELEMENT & INCLINED COLUMNS

PROJECT DATA

GENERAL PROGRAMMING

SP-2 WHITE SLOUGH / CENTRAL CORRIDOR COMMERCIAL DISTRICTS

PROGRAM TYPE	AHJ REQUIRED UNIT / AREA	PROPOSED UNIT / AREA
--------------	--------------------------	----------------------

PARCEL A (GROSS: 202,116SF / 4.64 AC.) NO PROPOSED DEVELOPMENT

PARCEL B BUILDING (PARCEL B: GROSS 186,827.01 SF / 4.28 AC.)

TOTAL BUILDING:	N/A	24,963 SF
LANDSCAPING	36,291 SF (20%)	37,792 SF (20.8%)
IMPERVIOUS COVERAGE	145,165 SF (80%)	136,012 SF (75%)
PARKING	21 UNITS	294 UNITS

CAR WASH BUILDING

TOTAL BUILDING AREA:	N / A	1,437 SF
----------------------	-------	----------

GRAND TOTAL BUILDING	N / A	26,400 SF (12% OF SITE)
----------------------	-------	-------------------------

TOTAL PARKING	42 UNITS	294 UNITS
---------------	----------	-----------

TOTAL LANDSCAPE AREA	(20%) OF SITE	69,439 SF (21% OF SITE)
----------------------	---------------	-------------------------

TOTAL IMPERVIOUS COVER	N / A	256,276 SF (79% OF SITE)
------------------------	-------	--------------------------

TOTAL LAND	N / A	325,747 SF = 7.47 AC.
------------	-------	-----------------------

***CITY OF VALLEJO MUNICIPAL CODE**
TABLE 16.508-B: OFF-STREET PARKING REQUIREMENTS
021 TOTAL SPACES REQUIRED

SHOWROOM SF: 6,672
BUSINESS & ADMIN SF: 787
TOTAL (6,672 + 787) = 7,459 SF
SALES AND LEASING: 1 PER 1000 SQ. FT. = (7,459 SF / 1000 SF) = 8 PARKING SPACES

REPAIR AND SERVICE : 2 PER SERVICE BAY OR 1 PER 1000 SQ. FT.
SERVICE SHOP SF: 10,973
SERVICE DRIVE SF: 2,337
TOTAL (10,973 + 2,337) = 13,310
(13,310 SF / 1000 SF) = 13 PARKING SPACES

8 (SALES & LEASING) + 13 (REPAIR & SERVICE) = 21 TOTAL REQUIRED PARKING SPACES

**ALL PARKING SHOWN ARE 9'X18',
WITH 25' MINIMUM TWO WAY DRIVE PER ZONING REQUIREMENT**

CITY OF VALLEJO MUNICIPAL CODE
TABLE 16.504-A: LANDSCAPE REQUIREMENTS
MIXED-USE AND COMMERCIAL : 20% OF SITE

VICINITY MAP



CONSULTANTS

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Landscape Architect
1620 North Main Street, Suite 4
Walnut Creek, CA 94596
P: 925-933-2583

PROJECT NAME

VALLEJO AUTO COMPLEX

PROJECT DESCRIPTION

NEW MASTER SITE PLAN FOR AUTO COMPLEX

PROJECT ADDRESS

500 REDWOOD ST. VALLEJO, CA 94590

OWNER INFORMATION

Wise Auto Group
Phone: 916-580-8222
jreavis@wiseautogroup.com



GOREE PROJECT NUMBER

A22006

STAMP / SIGNATURE

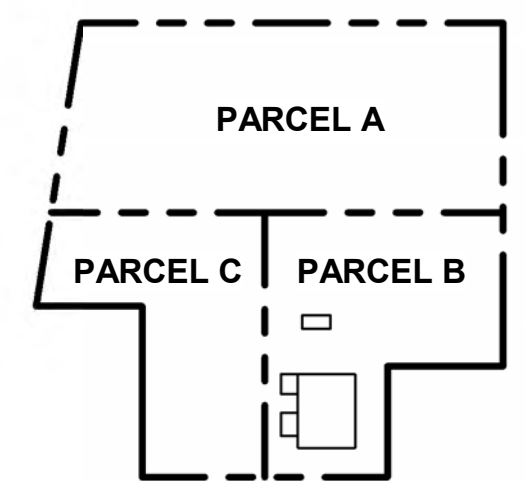


ISSUE DATE

05/23/2024

DATE:	MARK:	DESCRIPTION:
05/23/2024		DEVELOPMENT RESUBMITTAL
07/12/2024	1	DEVELOPMENT RESUBMITTAL

KEY PLAN



SHEET NAME

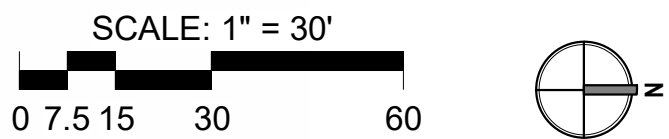
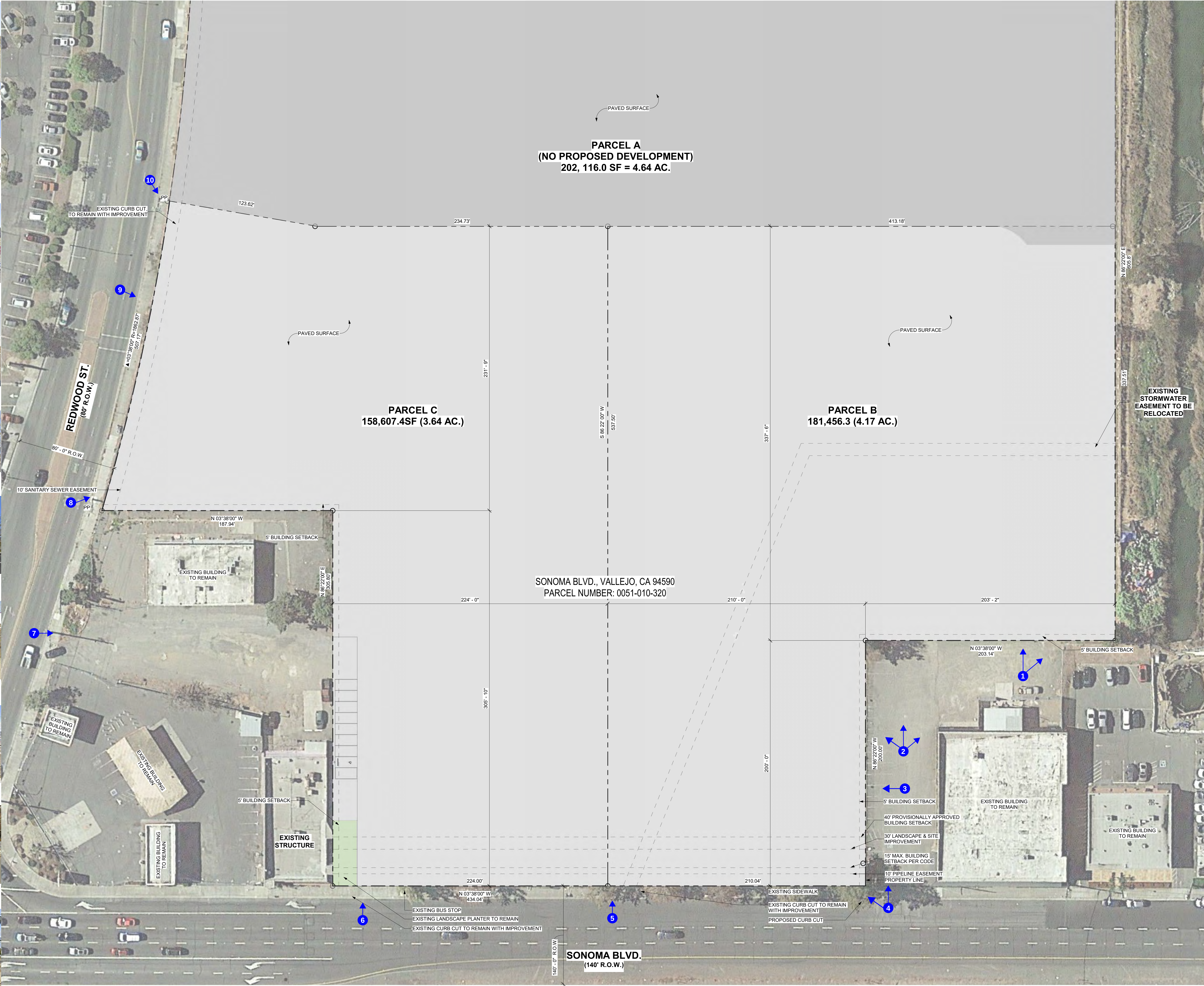
COVER

SHEET NUMBER

D000



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PROJECT NAME
VALLEJO AUTO COMPLEX

PROJECT DESCRIPTION
NEW MASTER SITE PLAN FOR AUTO COMPLEX

PROJECT ADDRESS
500 REDWOOD ST. VALLEJO, CA 94590

OWNER INFORMATION
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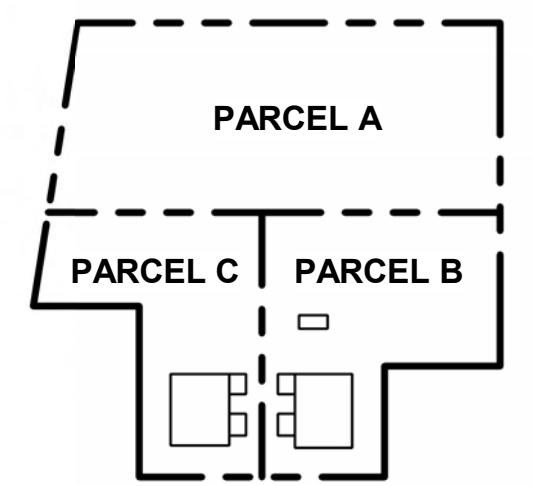
GOREE PROJECT NUMBER
A22006

STAMP / SIGNATURE

ISSUE DATE
05/23/2024

ISSUE HISTORY		
DATE:	MARK:	DESCRIPTION:
05/10/2024		DEVELOPMENT RESUBMITTAL
06/23/2024		

KEY PLAN



SHEET NAME
EXISTING SITE PLAN

SHEET NUMBER
D001



1 SITE - PRESENTATION

1" = 30'-0"

SCALE: 1" = 30'

0 7.5 15 30 60

HYUNDAI SITE DATA (PARCEL B)		
PROGRAM TYPE	AHJ REQUIRED UNIT / AREA	PROPOSED UNIT / AREA
BUILDING		
LEVEL 1 FOOTPRINT	N/A	22,600 SF
LEVEL 2 FOOTPRINT	N/A	2,363 SF
TOTAL BUILDING	N/A	24,963 SF
CAR WASH		
CAR WASH	INCLUDED BELOW	1,437 SF
SITE		
NEW VEHICLE	INCLUDED BELOW	174
USED VEHICLE	INCLUDED BELOW	48
CUSTOMER PARKING	INCLUDED BELOW	21*
EMPLOYEE	INCLUDED BELOW	27
SERVICE	INCLUDED BELOW	24
TOTAL PARKING	21 UNITS*	294 UNITS
TOTAL LAND		
LANDSCAPING	34,796 SF (20%)	37,760 SF (21%)
IMPERVIOUS COVERAGE	N/A	136,217 SF (79%)

PARKING AND LANDSCAPE NOTES			
*CITY OF VALLEJO MUNICIPAL CODE			
TABLE 16.508.B: OFF-STREET PARKING REQUIREMENTS			
021 TOTAL SPACES REQUIRED FOR EACH PARCEL			
SHOWROOM SF: 6,672			
BUSINESS & ADMIN SF: 787			
TOTAL (6,672 + 787) = 7,459 SF			
SALES AND LEASING: 1 PER 1000 SQ. FT. = (7,459 SF / 1000 SF) = 8 PARKING SPACES			
REPAIR AND SERVICE : 2 PER SERVICE BAY OR 1 PER 1000 SQ. FT.			
SERVICE SHOP SF: 10,973			
SERVICE DRIVE SF: 2,337			
TOTAL (10,973 + 2,337) = 13,310			
(13,310 SF / 1000 SF) = 13 PARKING SPACES			
8 (SALES & LEASING) + 13 (REPAIR & SERVICE) = 21 TOTAL REQUIRED PARKING SPACES			
ALL PARKING SHOWN ARE 9'X18', WITH 25' MINIMUM TWO WAY DRIVE PER ZONING REQUIREMENT			
CITY OF VALLEJO MUNICIPAL CODE			
TABLE 16.504.A: LANDSCAPE REQUIREMENTS			
REFERENCE LANDSCAPE PLANS			
MIXED-USE AND COMMERCIAL : 20% OF SITE			
EV CHARGER REQUIREMENTS			
PROGRAM TYPE	AHJ REQUIRED PARKING	EV SPACE REQUIREMENTS	PROPOSED EV CHARGERS
SITE			
PARCEL B	21 SPACES REQUIRED	3% OF REQUIRED PARKING = 1 EV CHARGER	2 EV PARKING SPACES

Goree

Interiors | Architecture | Brand

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713-660-6102
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P: 707-435-9999
rak@rakengineers.com

RW STOVER & ASSOCIATES, INC. - LANDSCAPE
Landscape Architect
1620 North Main Street, Suite 4
Walnut Creek, CA 94596
P: 925-933-2583

PROJECT NAME

VALLEJO AUTO COMPLEX

PROJECT DESCRIPTION

NEW MASTER SITE PLAN FOR AUTO COMPLEX

PROJECT ADDRESS

500 REDWOOD ST. VALLEJO, CA 94590

OWNER INFORMATION

Wise Auto Group
Phone: 916-580-8222
jreavis@wiseautogroup.com

GOREE PROJECT NUMBER

A22006

STAMP / SIGNATURE

PROPOSED ARCHITECT

MICHAEL WARMA

C 37423

EXP. 1/31/25

STATE OF CALIFORNIA

ISSUE DATE

05/23/2024

ISSUE HISTORY

DATE:	MARK:	DESCRIPTION:
05/23/2024		DEVELOPMENT RESUBMITTAL
07/12/2024	1	DEVELOPMENT RESUBMITTAL

KEY PLAN

PARCEL A

PARCEL C

PARCEL B

SHEET NAME

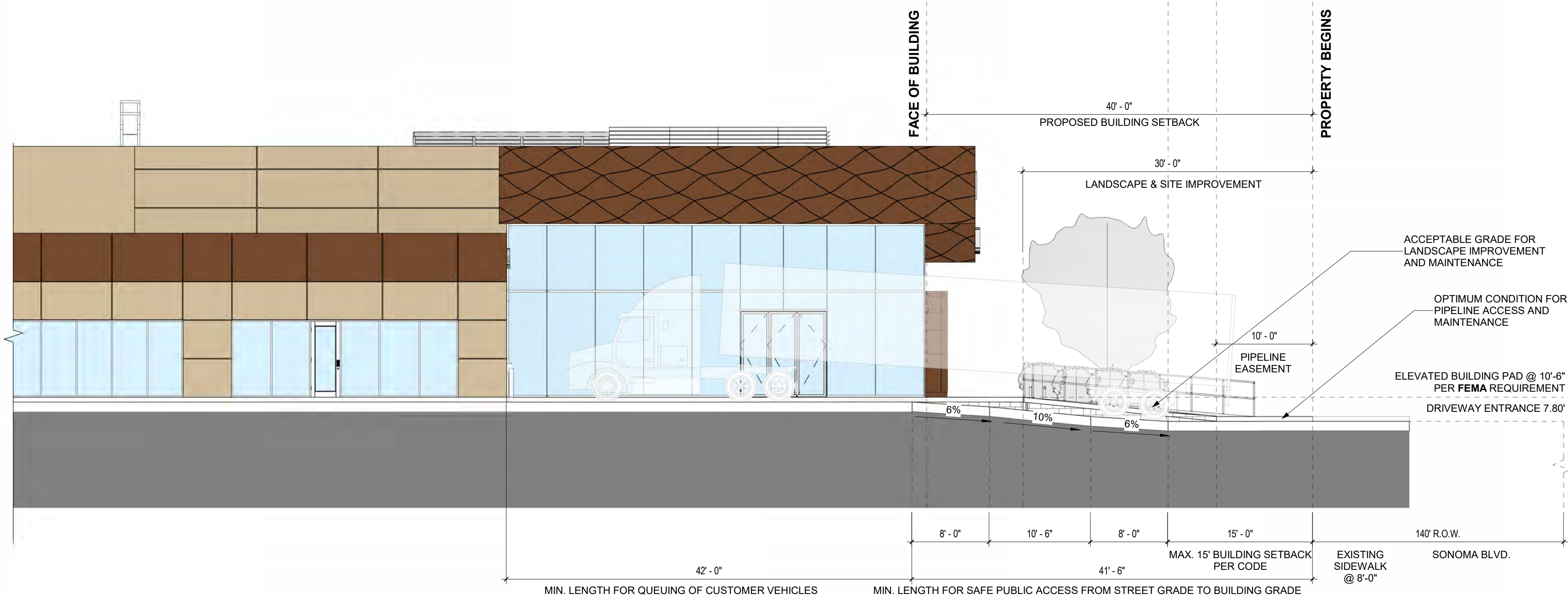
PROPOSED COMPOSITE SITE PLAN

SHEET NUMBER

D002

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1 SITE SECTION - PROPOSED BUILDING LOCATION
1/8" = 1'-0"

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Phone: 916-580-8222

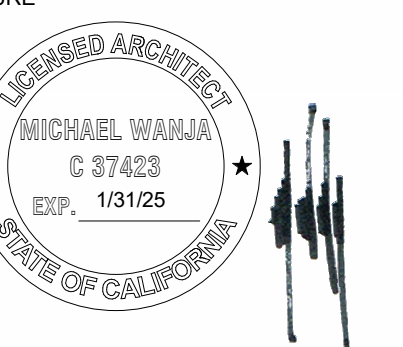
jreavis@wiseautogroup.com



GOREE PROJECT NUMBER

A22006

STAMP / SIGNATURE



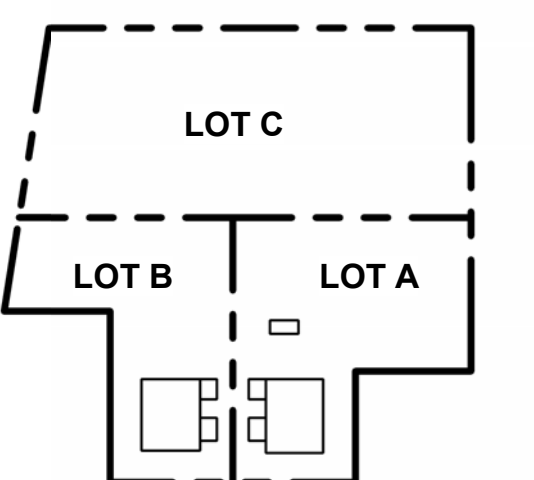
ISSUE DATE

05/23/2024

ISSUE HISTORY

DATE	MARK	DESCRIPTION
05/10/2024		DEVELOPMENT RESUBMITTAL
06/23/2024		

KEY PLAN



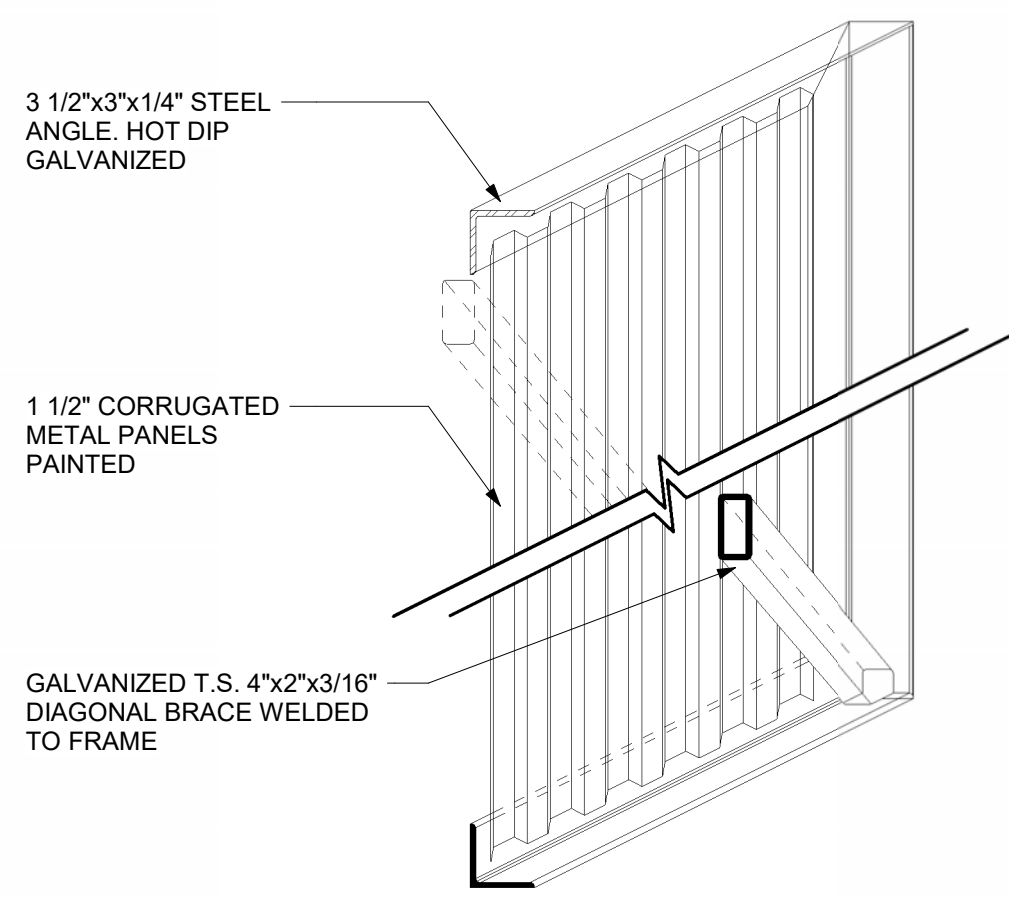
SHEET NAME

BUILDING LOCATION CONCEPT STUDY

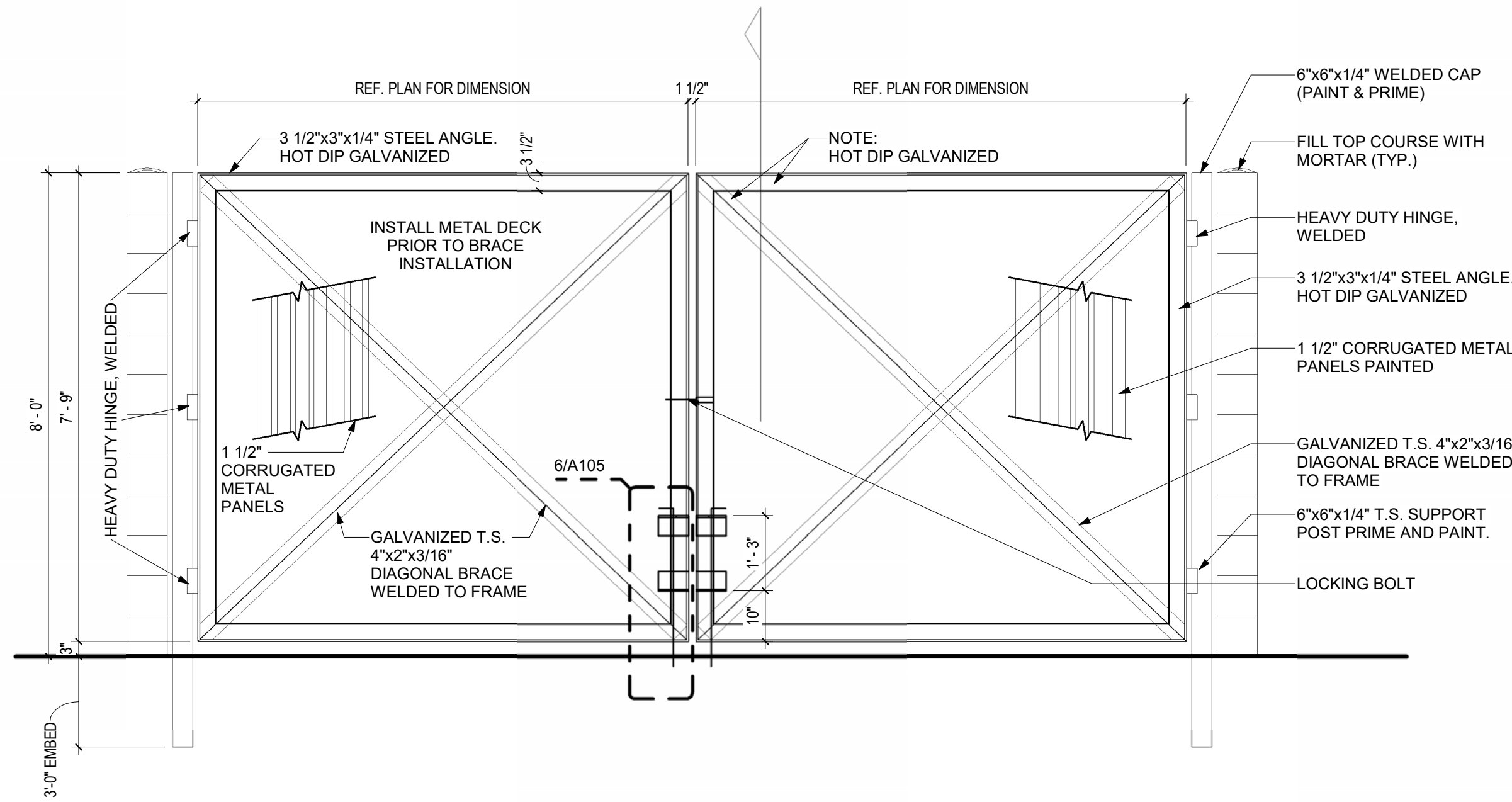
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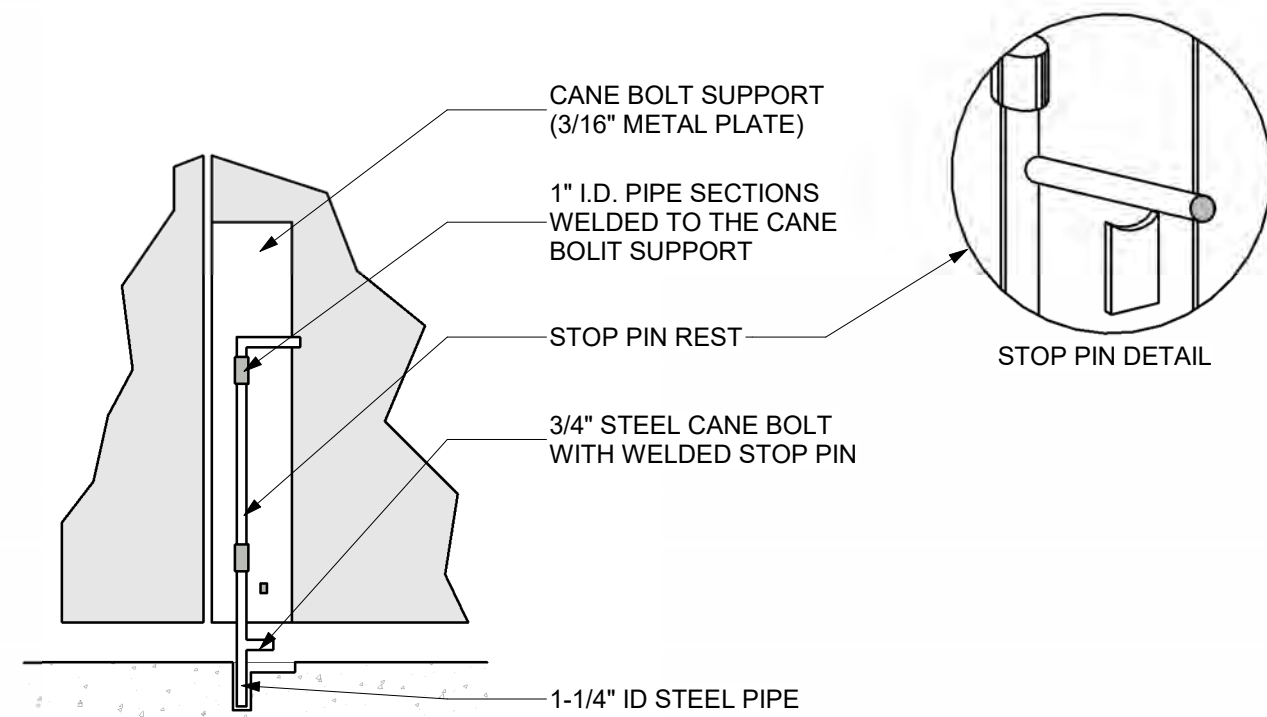
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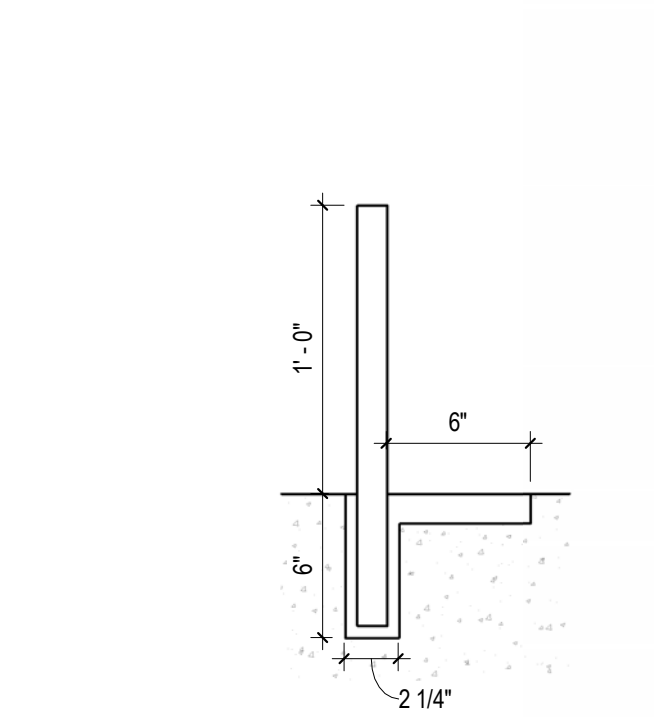
15 DUMPSTER ISOMETRIC
1 1/2" = 1'-0"



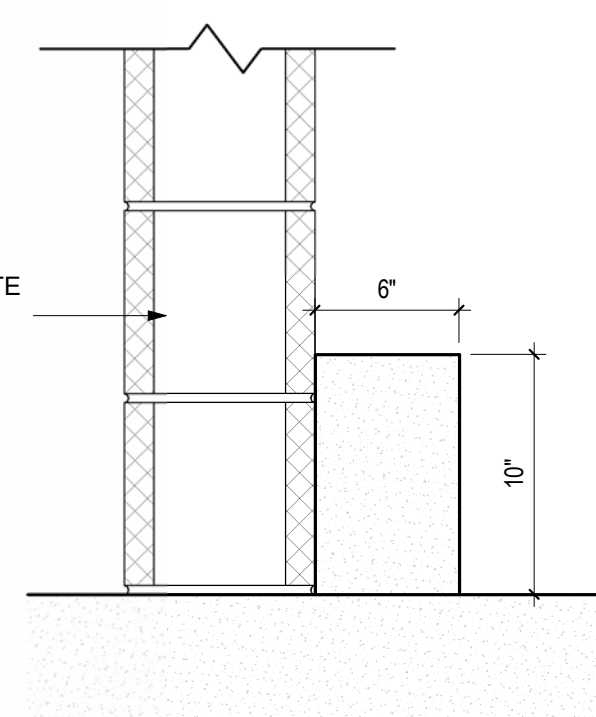
14 TYPICAL DUMPSTER ELEVATION
1/2" = 1'-0"



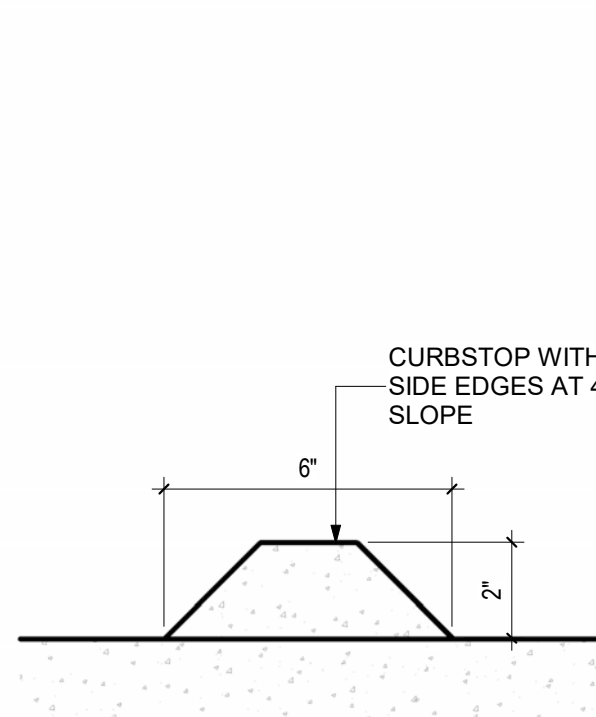
13 CANE SLOT DETAIL B
1/2" = 1'-0"



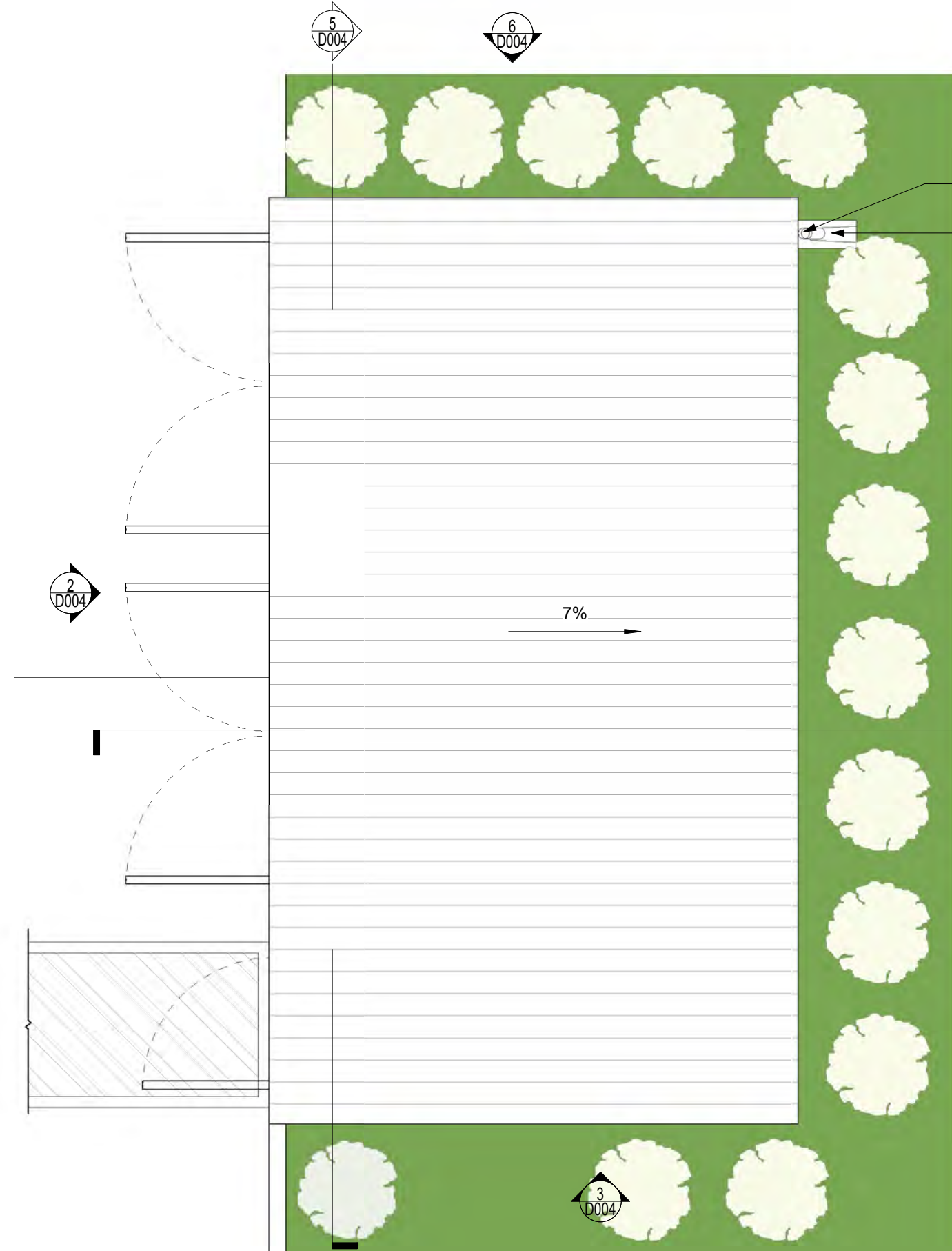
12 CANE SLOT DETAIL A
1 1/2" = 1'-0"



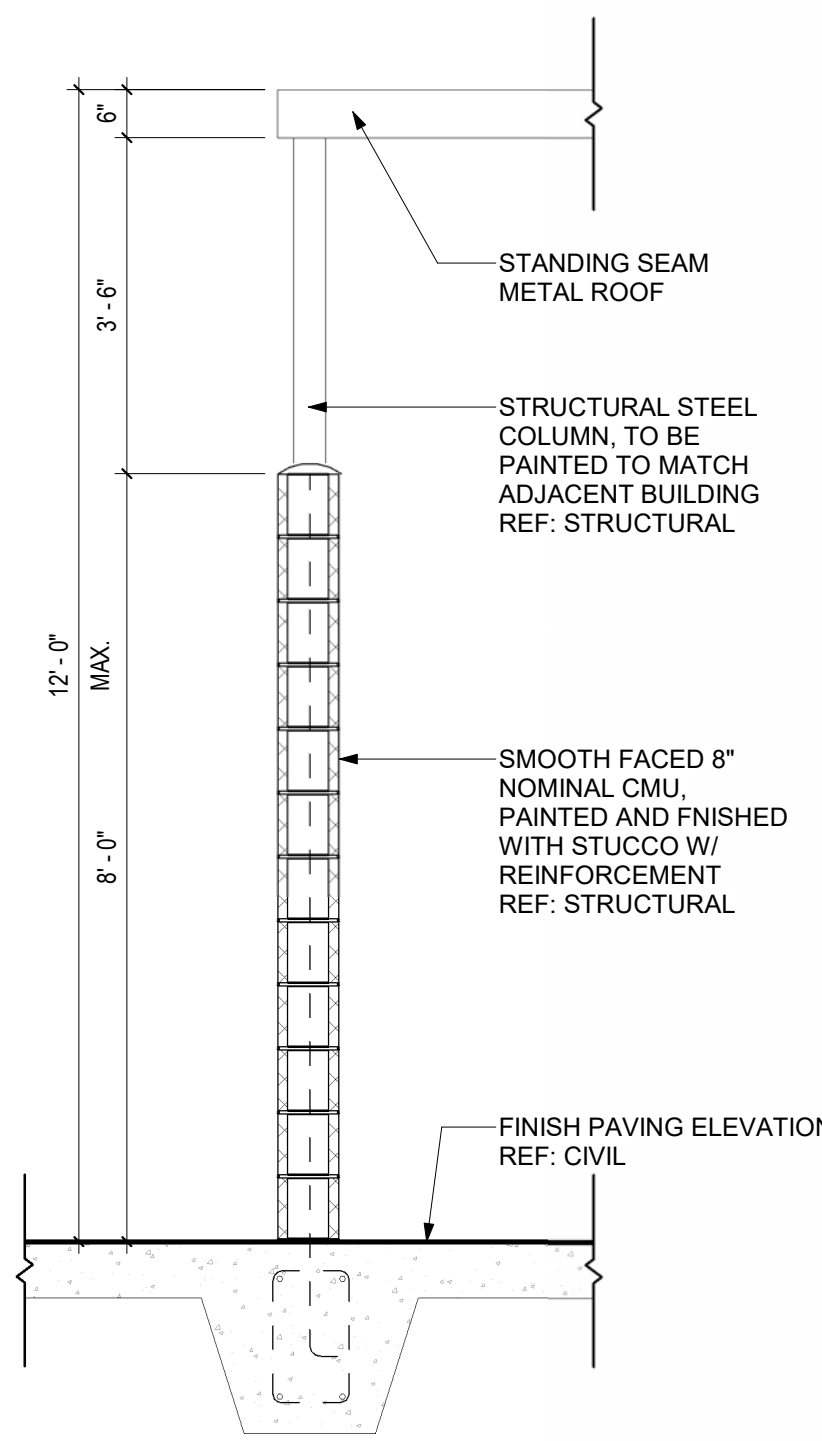
11 CURB STOP @ WALL
1 1/2" = 1'-0"



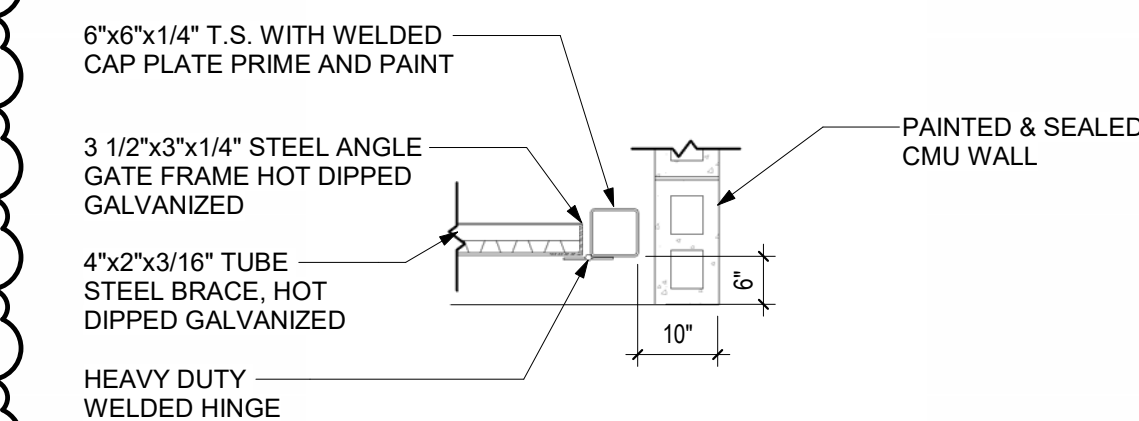
10 CURB STOP
3" = 1'-0"



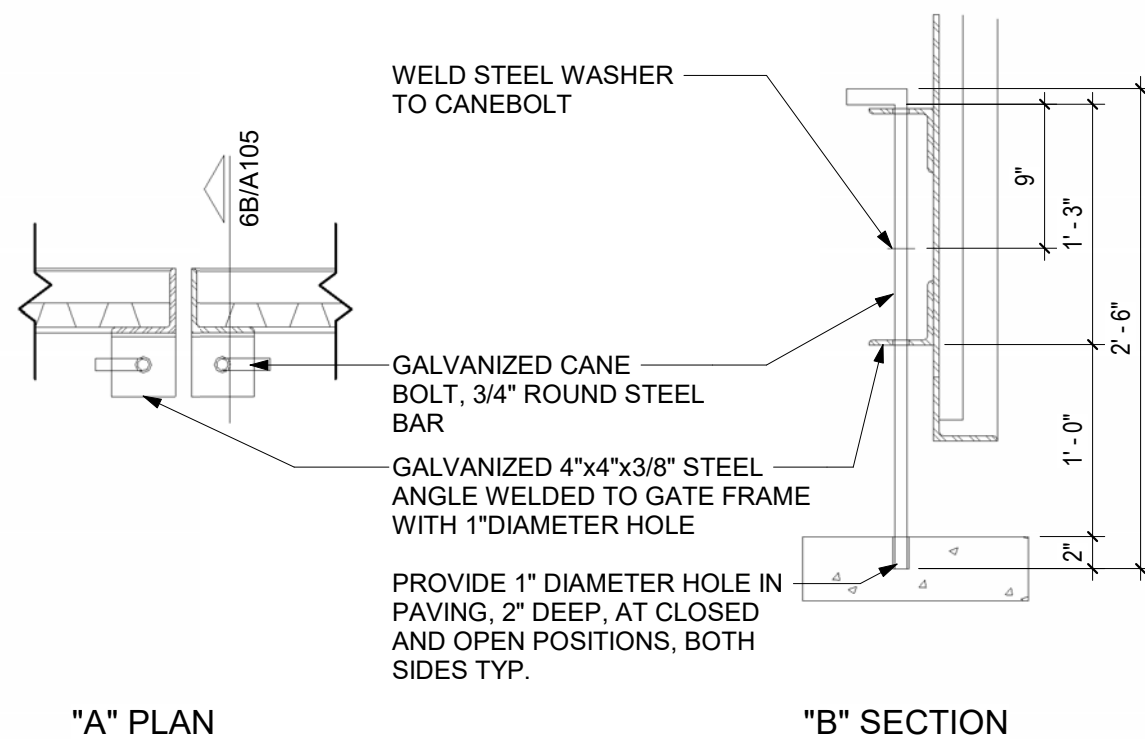
16 COMPOSITE ROOF PLAN
1/4" = 1'-0"



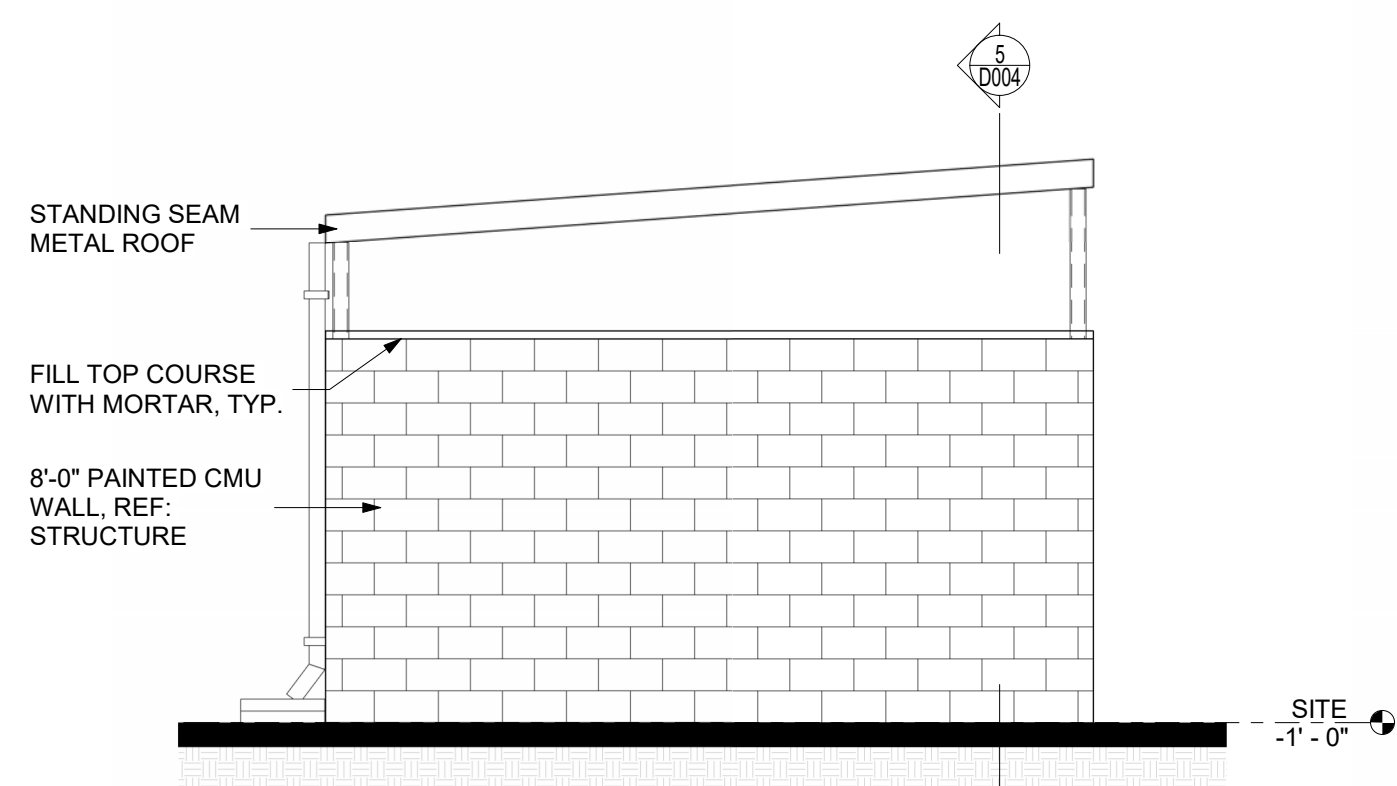
7 DUMPSTER ENCLOSURE WALL SECTION
1/2" = 1'-0"



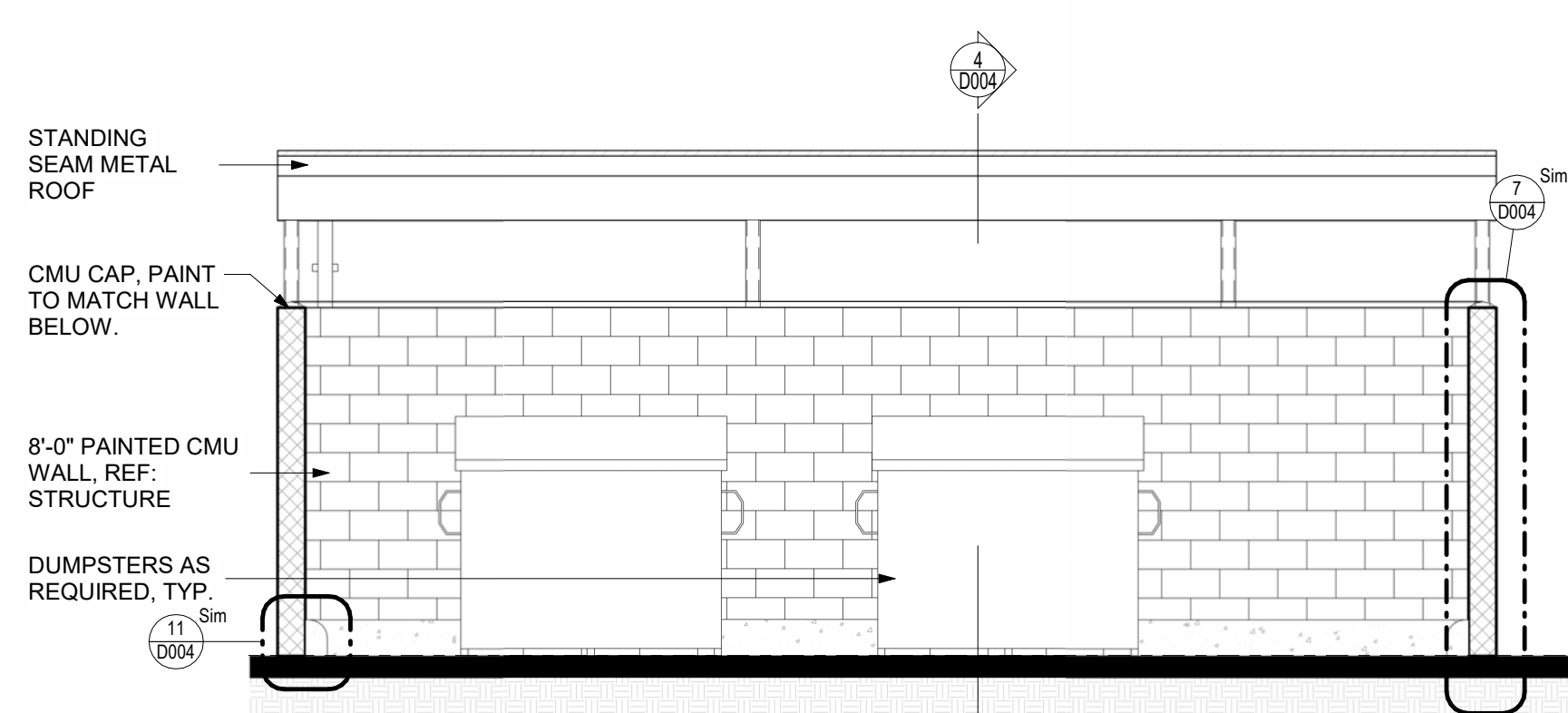
9 GATE DETAILS 2
1/2" = 1'-0"



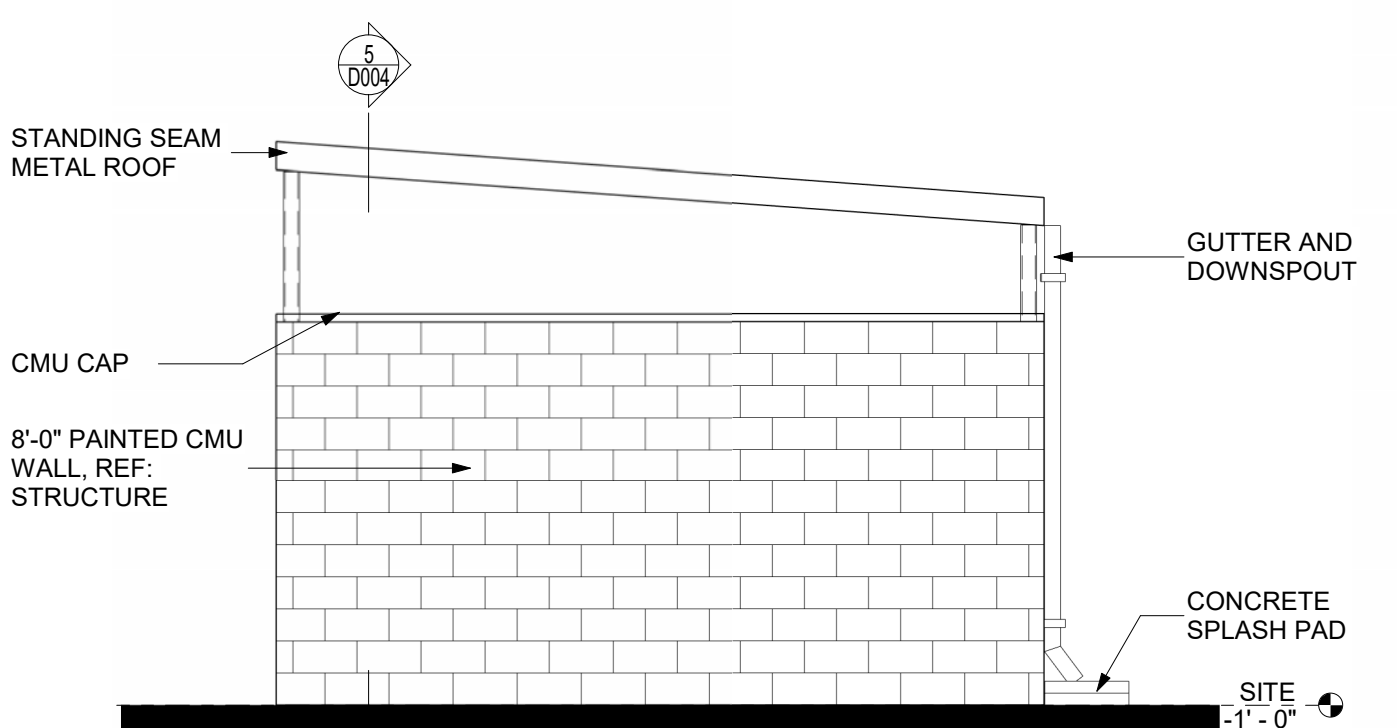
8 GATE DETAILS
1" = 1'-0"



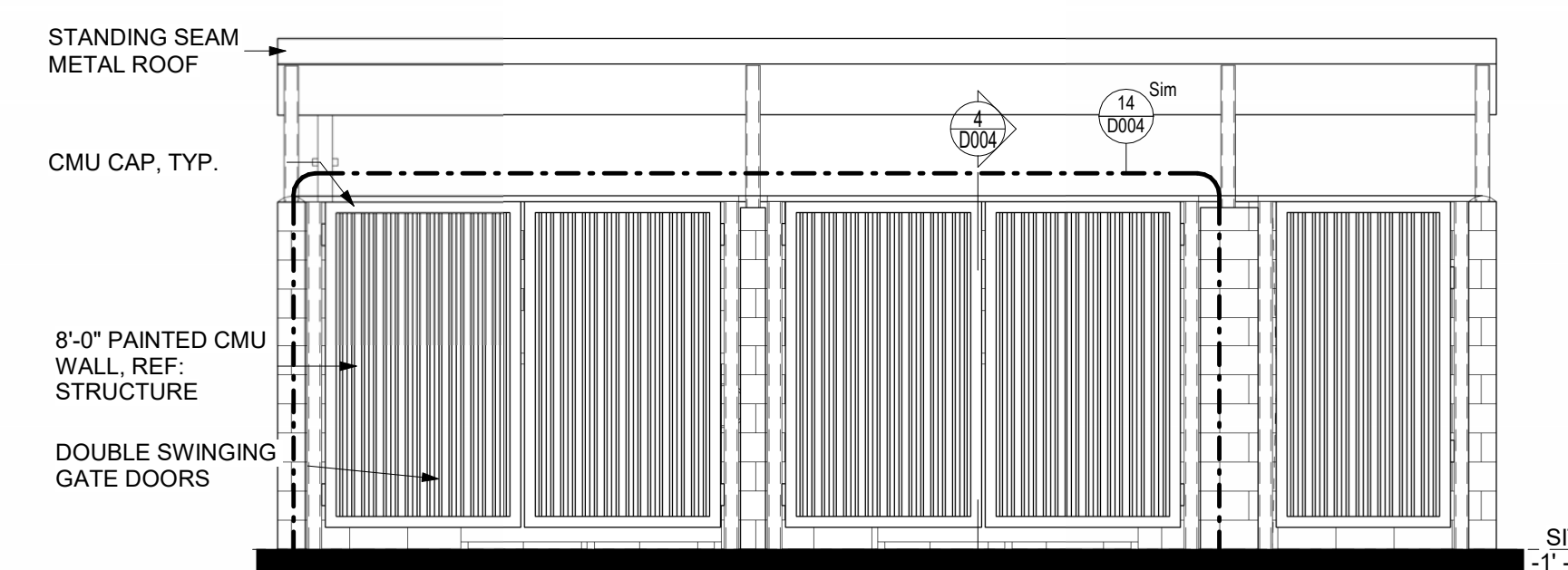
6 SIDE ELEVATION
1/4" = 1'-0"



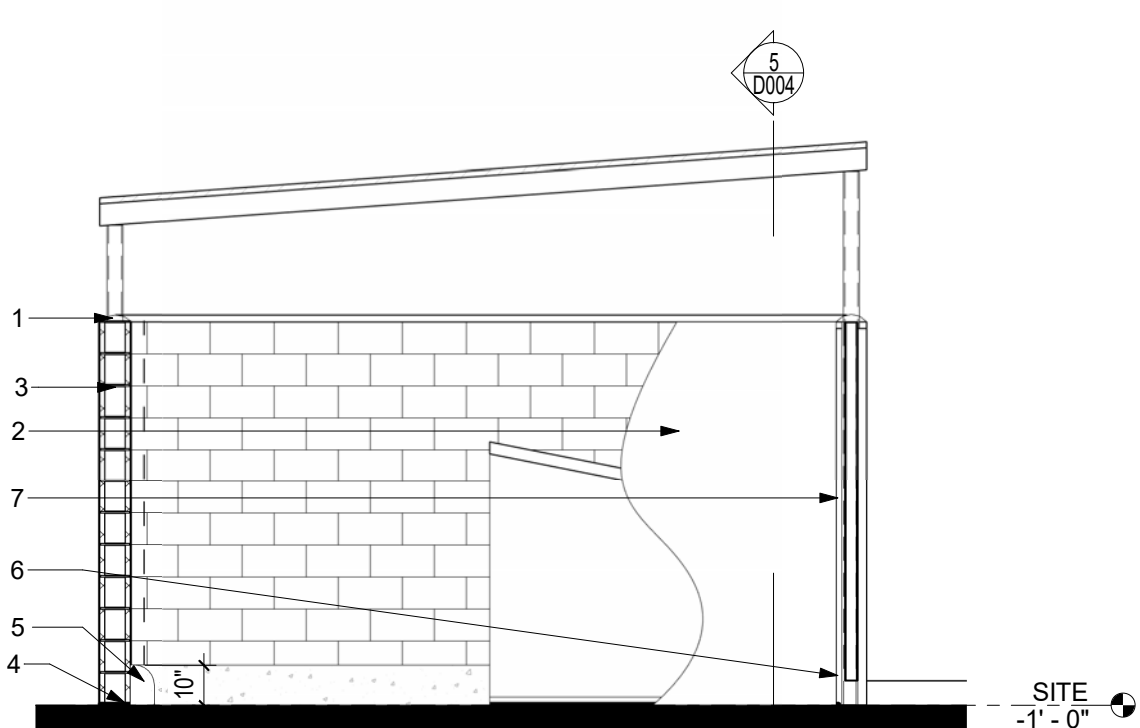
5 DUMPSTER SECTION A
1/4" = 1'-0"



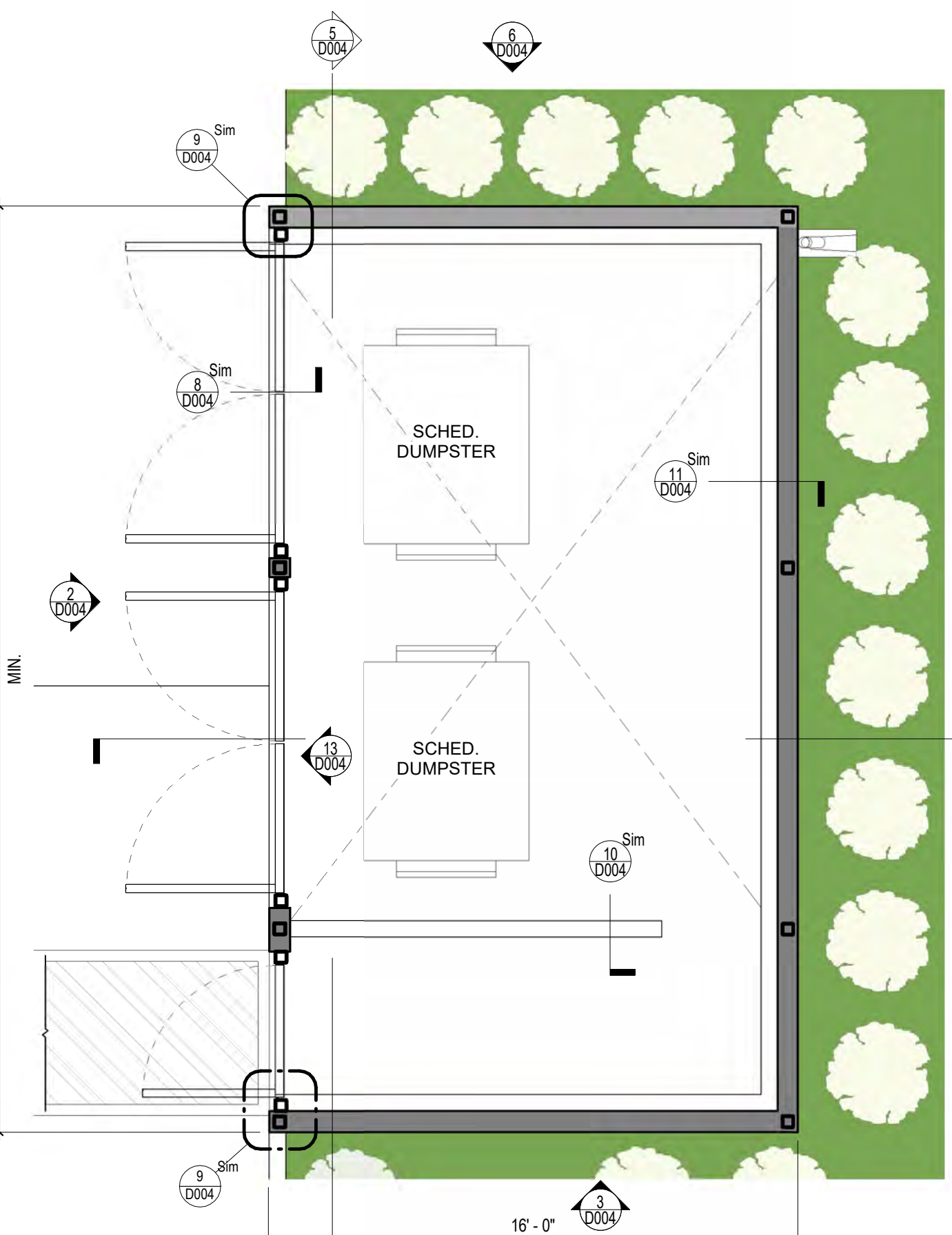
3 DUMPSTER SIDE ELEVATION
1/4" = 1'-0"



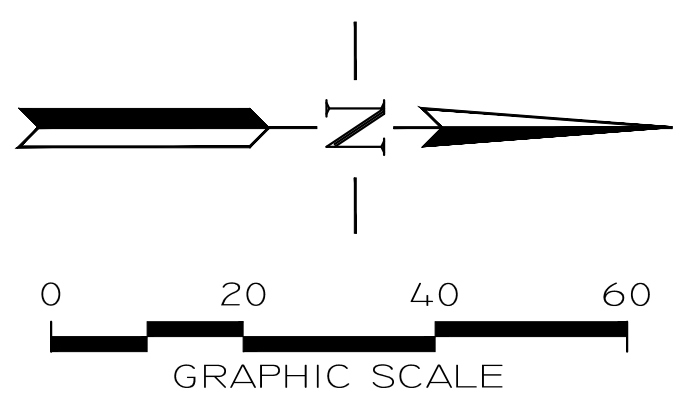
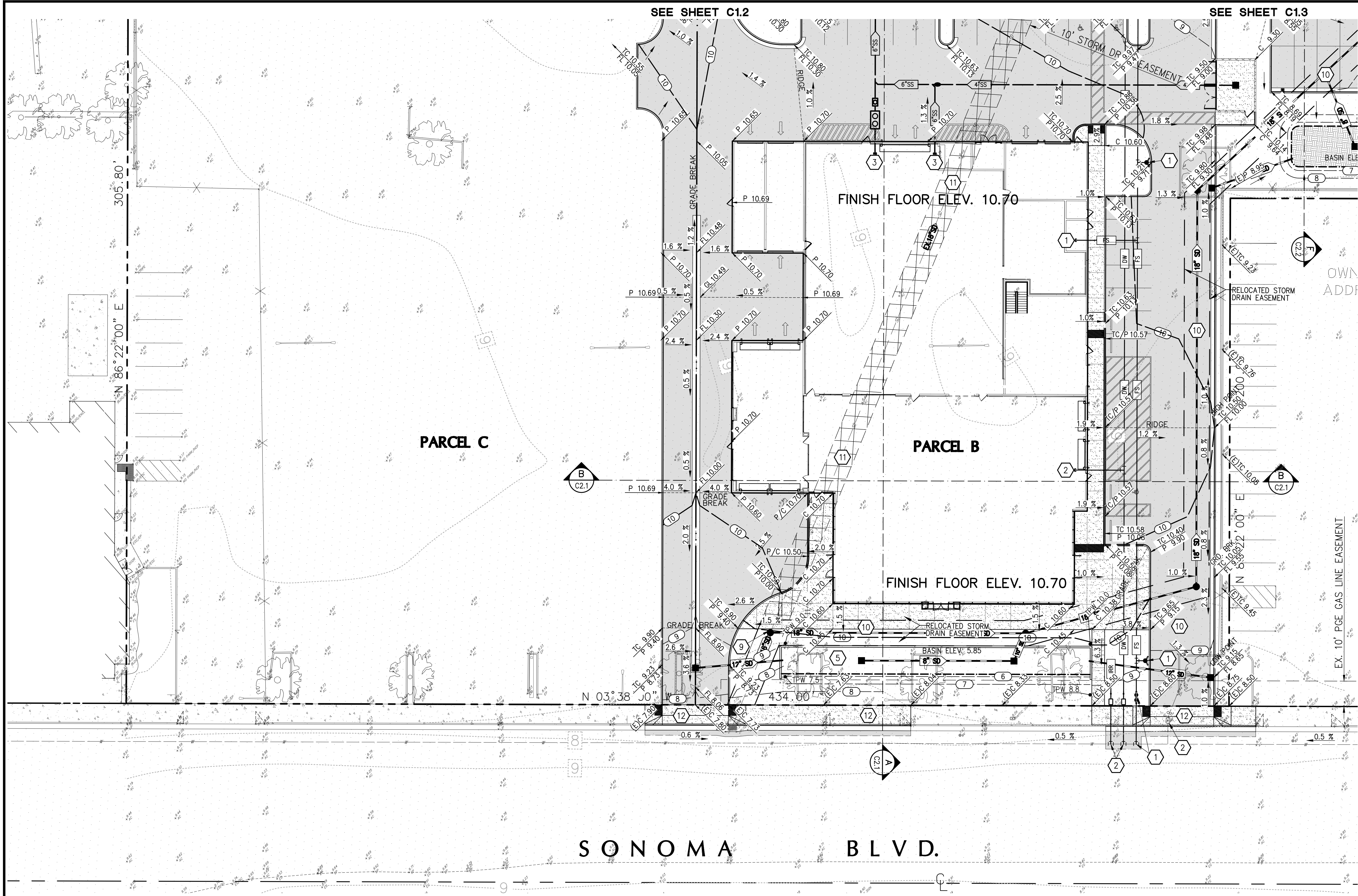
2 FRONT DUMPSTER ELEVATION
1/4" = 1'-0"



4 DUMPSTER SECTION B
1/4" = 1'-0"



1 DUMPSTER ENCLOSURE, TYP.
1/4" = 1'-0"



GRADING & UTILITY LEGEND:

	PROPOSED	EXISTING
BOUNDARY LINE	---	---
PARCEL LINE	---	---
EASEMENT LINE	---	---
CENTERLINE	---	---
WATER LINE	---	---
FIRE SERVICE	---	---
DOMESTIC WATER SERVICE	---	---
SANITARY SEWER LINE	---	---
STORM DRAIN PIPE	---	---
DRAINAGE INLET	■	■
CLEANOUT	●	●
MANHOLE	○	○
WATER VALVE	×	×
BLOW OFF	+	+
FIRE HYDRANT	⋈	⋈
BACKFLOW PREVENTION DEVICE	▲	▲
TRAFFIC SIGN	▲	▲
UTILITY BOX AS NOTED	□	□
VERTICAL CURB	---	---
CURB AND GUTTER	---	---
VALLEY GUTTER	---	---
RETAINING WALL	---	---
CONTOUR	---	---
GRADE BREAK	---	---
FLOW LINE SWALE	---	---
GRADING DAYLITE	---	---
SPOT ELEVATION	FL 34.50	FL 34.50
FLOW LINE ELEVATION	C 34.50	C 34.50
CONCRETE ELEVATION	P 34.50	P 34.50
PAVEMENT GRADE ELEVATION	TC 34.50	TC 34.50
TOP OF CURB ELEVATION	FG 34.50	FG 34.50
FINISH GRADE ELEVATION	---	---

CONSTRUCTION NOTES:

- 1 NEW FIRE SERVICE CONNECTION TO PUBLIC WATER MAIN WITH CITY STANDARD BACKFLOW PREVENTER. POINT OF CONNECTION TO BUILDINGS AND PROPOSED FIRE HYDRANT LOCATIONS.

2 INSTALL NEW DOMESTIC WATER METERS AND LANDSCAPE IRRIGATION METERS TO PROVIDE NEW SERVICE TO BOTH BUILDINGS AND PROPOSED CAR WASH FACILITY. WITH NEW REDUCED PRESSURE BACKFLOW PREVENTERS. CONNECT TO EXISTING CITY MAIN. EXISTING WATER METERS TO BE ABANDONED OR REMOVED AT THE DIRECTION OF THE CITY OF VALLEJO OR SOLANO COUNTY.

3 PROPOSED SANITARY SEWER SERVICE LINE FROM EXISTING SERVICE ALONG REDWOOD DRIVE RIGHT OF WAY. INSTALL GREASE INTERCEPTORS, WITH SAMPLING STATIONS AND EXTEND LINES TO TRASH ENCLOSURES WITH FLOOR DRAIN. PROPOSED 10" SEWER EASEMENT ACROSS PROPOSED PARCEL C, TO PROVIDE SERVICE TO PARCEL B.

4 PROPOSED LOCATION OF NEW BUS STOP WITH SHELTERED SITTING AREA, PER SOL TRANS DIRECTION.

5 PROPOSED IN-GROUND BIORETENTION STORMWATER TREATMENT BASINS WITH SUBDRAIN AND RETAINING WALLS.

6 PROPOSED IN-GROUND BIORETENTION STORMWATER TREATMENT BASINS WITH SUBDRAIN.
- 7 PROVIDE DRAINAGE OPENING TO BIO-RETENTION BASINS AT LOW POINT AND SPACED ALONG BIO-RETENTION FRONTAGE.

8 MATCH NEW CONCRETE "FLUSH" CURB AND PAVEMENT ELEVATIONS TO CONFORM TO THE EXISTING CONCRETE SURFACE ELEVATION AT THE FACE OF THE EXISTING BUILDING, ON ADJACENT PROPERTY.

9 PROPOSED CONNECTION TO EXISTING 18"/24" PUBLIC STORM DRAIN PIPE WITHIN EXISTING 10' EASEMENT.

10 PROPOSED ALIGNMENT OF RELOCATED EXISTING STORM DRAIN EASEMENT, FOLLOWING ABANDONMENT OF EXISTING 10' EASEMENT.

11 PORTION OF EXISTING 10' PUBLIC STORM DRAIN EASEMENT TO BE ABANDONED AND RELOCATED, PER NOTE 10. THE EXISTING 24" STORM DRAIN SECTION SHALL REMAIN.

12 REMOVE EXISTING DRIVEWAYS WHERE SHOWN, AND CONSTRUCT WITH STANDARD CURB, GUTTER AND SIDEWALK AT LIMITS SHOWN. CONSTRUCT NEW STANDARD DRIVEWAYS WHERE SHOWN, PER CALTRANS OR THE CITY OF VALLEJO STANDARD DETAILS.

13 PROPOSED EARTH SWALE TO CONVEY PARCEL A RUNOFF INTO A PROPOSED INLET AT THE SOUTHERN END OF ACCESS ROADWAY.

GRADING & UTILITY ABBREVIATIONS:

C	CONCRETE	N	NORTH
DI	DROP INLET	P	PAVEMENT
DIAM	DIAMETER	S	SOUTH OR SIGN
DW	DOMESTIC WATER SERVICE	SD	STORM DRAIN
E	EAST	SIG	TRAFFIC SIGNAL
ELEC	ELECTRIC	SL	STREET LIGHT
EP	EDGE OF PAVEMENT	SS	SANITARY SEWER
(E)/EX	EXISTING	TC	TOP OF CURB
FL	FLOW LINE DITCH	UB	UTILITY BOX
FS	FIRE SERVICE	W	WATER OR WEST
GUY	GUY ANCHOR	WM	WATER METER
MH	MANHOLE	WV	WATER VALVE

CONCRETE SURFACE	---
ASPHALT SURFACE	---
DRAINAGE TREATMENT AREA	---
PORTION OF EXISTING STORM DRAIN EASEMENT TO BE ABANDONED	---

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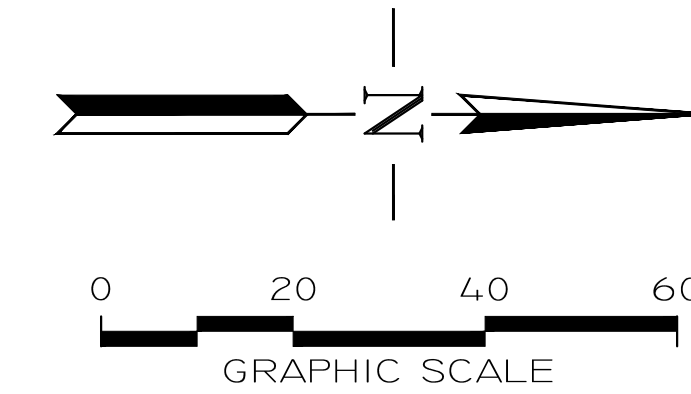
Robert A. Karn
ROBERT A. KARN R.C.E. 33173
ROBERT A. KARN & ASSOCIATES, INC. DATE



PRELIMINARY GRADING & UTILITY PLAN
VALLEJO HYUNDAI
VALLEJO, CALIFORNIA

ROBERT A. KARN
& ASSOCIATES, INC.
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FAIRFIELD, CALIFORNIA 94533
Phone: (707) 435-9999
e-mail: rak@rakengineers.com
CIVIL ENGINEERS
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SCALE	1"=20'	DATE	9-26-2024	DRAWN	RAK	CHECKED	THP/JIP	PROJ. MGR.	RAK
BY	CK								
REVISIONS									
DATE									
WKS									
SHEET NO.									
OF	6								
JOB NO.									
A24023									

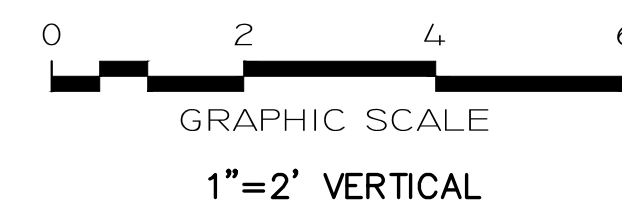


**ROBERT A. KARN
ASSOCIATES, INC.**
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FAIRFIELD, CALIFORNIA 94533
Phone: (707) 435-9999

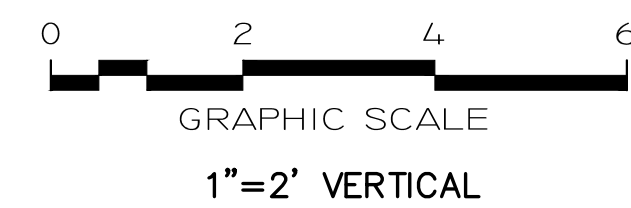
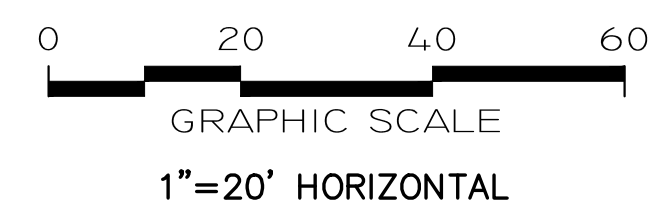
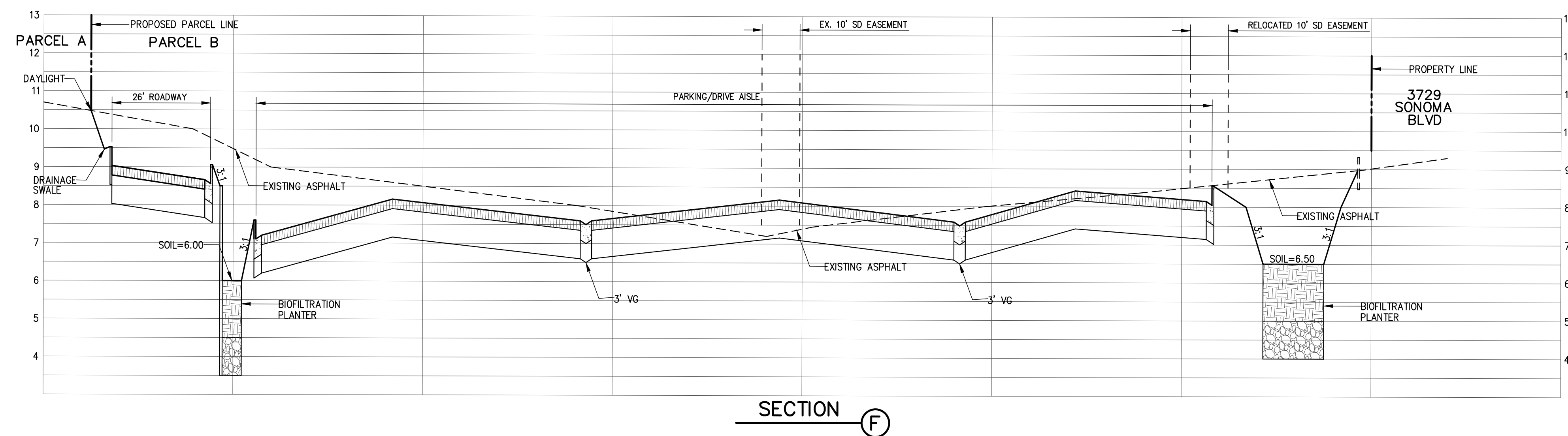
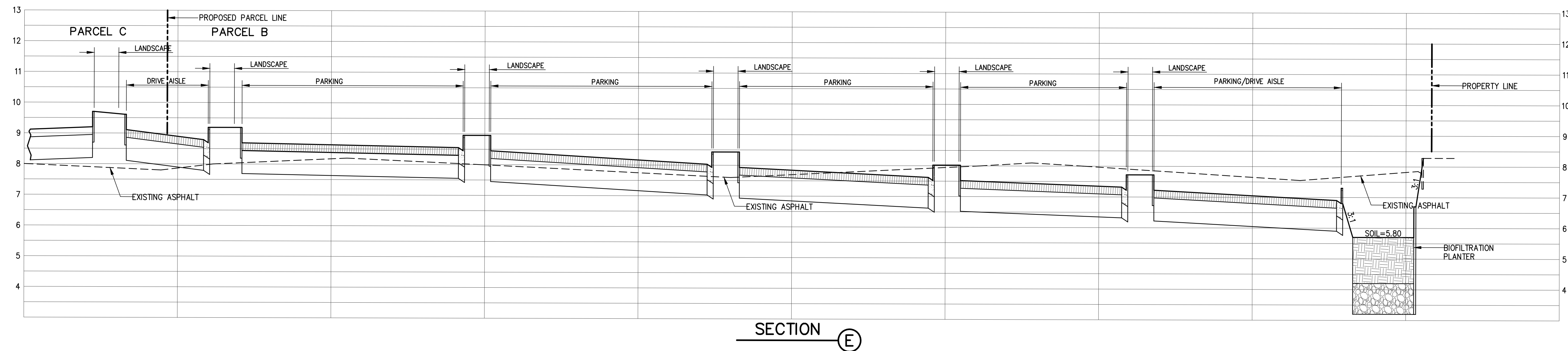
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e-mail: RAK@RAKOHIO.COM

JOB NO.
A24023

A24023



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		DRAWN		
		REVIEW		
		CHECKED		
		THP/JP		
		PROJ. MGR.		
		BAK		



PREPARED UNDER THE DIRECTION OF:

Robert A. Kuen

ROBERT A. KARN R.C.E. 33173
ROBERT A. KARN & ASSOCIATES, INC.

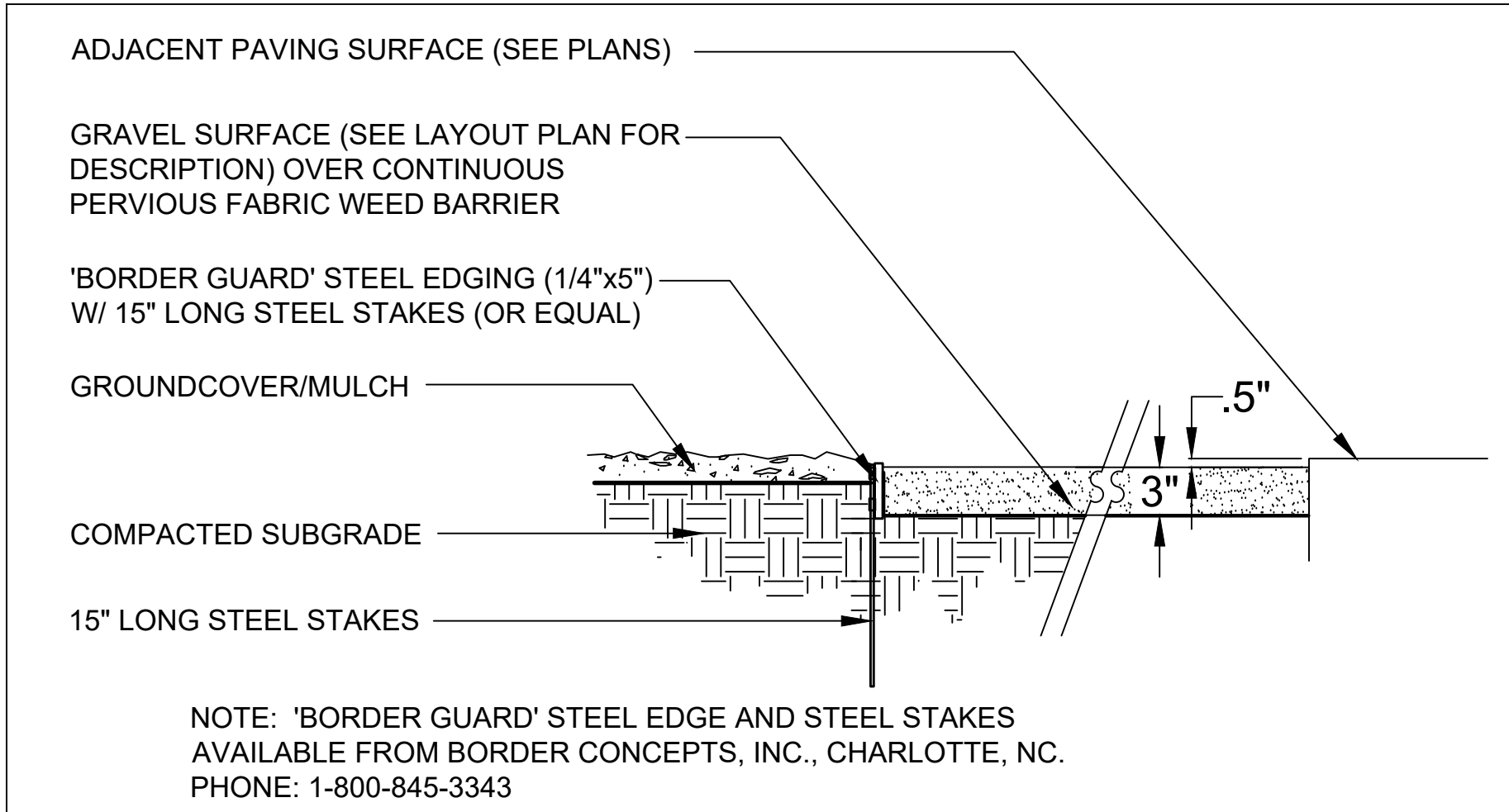
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SHEET NO.
C2.2
OF 6 SHEETS
JOB NO.
A24023

PRELIMINARY SITE SECTIONS
VALLEJO HYUNDAI
VALLEJO, CALIFORNIA

**ROBERT A. KARN
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www: www.rka-inc.com



METAL HEADER DETAIL
NO SCALE

PLANTING NOTES

GENERAL NOTES: The Landscape Contractor shall inspect the site and be familiar with all existing site conditions prior to submitting his or her bid. Contractor shall not willfully proceed with construction as shown when it is obvious that obstructions, landscape area and/or grade differences exist that may not have been known during design. such conditions shall immediately be brought to the attention of the Landscape Architect. The contractor shall assume full responsibility for all necessary revisions due to failure to give such notification. Contractor shall be responsible for making him or herself familiar with all underground utilities, pipes, structures and obstructions. Contractor shall take sole responsibility for all costs incurred due to damage and/or replacement of these items. Contractor shall be responsible for coordination between trades and subcontractors as required to accomplish landscape operations. The Landscape Contractor shall be responsible for any damage to existing facilities caused by or during the performance of his work. All repairs shall be made at no cost to the Owner. Planting shall be installed in conformance with all applicable local codes and ordinances by experienced workmen and a licensed Landscape Contractor who shall obtain all necessary permits and pay all required fees.

SOIL MANAGEMENT REPORT:

- A. The Contractor shall submit soil samples to the laboratory for analysis and recommendations.
1. Soil sampling shall be conducted in accordance with the laboratory protocol, including protocols regarding adequate sampling depth for the intended plants.
2. Soil analysis may include:
a. Soil texture
b. Infiltration rate determined by laboratory test or soil infiltration rate table
c. pH
d. Total soluble salts
e. Sodium
f. Percent organic matter
g. Recommendations
B. Contractor shall submit soil report and recommendations to the City as part of the certificate of completion.
C. The soil analysis report shall be made available, in a timely manner, to the professionals preparing the landscape design plans and irrigation design plans to make any necessary adjustments to the design plans.
D. The contractor shall submit documentation verifying implementation of the soil analysis report recommendations to the City with certificate of completion. [Ord.3-2010 3 (Exh. A), eff.3-12-2010

SOIL PREPARATION AMENDMENTS AND BACKFILL MIX: (THE FOLLOWING SOIL AMENDMENT PREPARATIONS ARE FOR BID PURPOSES ONLY, CONTRACTOR TO CONDUCT SOILS FERTILITY ANALYSIS TEST AND SUBMIT RESULTS TO CITY PRIOR TO IMPLEMENTING TEST RESULTS RECOMMENDATIONS). MIX The Landscape Contractor shall amend existing soil, by rototilling, 6 cu. yd. CCW 'Super Humus' compost and 20 lbs. organic fertilizer 'Phyta-Boost' 7-2-1 per 1,000 sq. ft. into the top 6 inches of soil in all planting areas. (or equal) Pit Planting Mix: for trees and shrubs mix 1/3 compost amendment and 2/3 amended topsoil as noted above.

TREE PLANTING: (THE FOLLOWING SOIL AMENDMENT PREPARATIONS ARE FOR BID PURPOSES ONLY, CONTRACTOR TO CONDUCT SOILS FERTILITY ANALYSIS TEST AND SUBMIT RESULTS TO CITY PRIOR TO IMPLEMENTING TEST RESULTS RECOMMENDATIONS). The trees are to be planted as per detail on plan. Trees shall typically be located a minimum of 4 feet from curbs, walks, headers, buildings, overheads, and other trees within the project. backfill shall be the 'Pit Planting Mix' as noted above. All trees shall receive organic fertilizer 'Phyta Boost' 7-1-2 -pelletted (or equal) for 15 gallon trees: 1 lb., 1/2 lb for 5 gallon trees and shrubs: Mix fertilizer with backfill soil and thoroughly water trees immediately after planting.

ROOT BARRIERS: All trees planted within 5' of a paved surface shall receive a linear type root barrier 18" deep and 10' long along adjacent paving edges, centered on the tree trunk. (See detail)

SHRUB PLANTING: (THE FOLLOWING SOIL AMENDMENT PREPARATIONS ARE FOR BID PURPOSES ONLY, CONTRACTOR TO CONDUCT SOILS ANALYSIS TEST AND SUBMIT RESULTS TO CITY PRIOR TO IMPLEMENTING TEST RESULTS RECOMMENDATIONS). The shrubs shall be spotted as per plan and the locations approved prior to the digging of the holes. Shrub backfill shall be the 'Pit Planting Mix' as noted in 'Backfill soil mixes'. All shrubs shall receive 'Phyta-Boost' 7-1-2 organic fertilizer-pelletted (or equal) at the following rates: For 5 gallon shrubs:1/2 lb. for, 1 gallon shrubs:1/4 lb. Mix fertilizer with backfill soil and thoroughly water shrubs immediately after planting. Do not plant any plant within 20" of any building wall.

MULCHING: Mulch all planting areas, excluding stormwater bioswale basin areas, having a slope less than 2:1 with a 3 inch minimum depth of recycled wood fiber, UV stabilized, non-dyed with a PH of no higher than 5.0. and free of noxious weeds and foreign materials. #116 Walk-On Fir Bark from 'Re-User Inc.' or approved equal.

STORMWATER PLANTER COVER: Provide a 2" deep layer of 3/8" river-washed pebbles (no fines) continuous across stormwater planter surfaces; keep pebbles 2" away from plant stem.

MAINTENANCE: The Contractor shall maintain the project for 90 days (or as requested by owner) following the approval to begin the maintenance period. During the entire maintenance period, watering, cultivating, weeding, mowing, repair/tightening of stakes and ties, restoration of basins, provision of supplemental water by hand in addition to irrigation system as necessary. No pre-emergence herbicides shall be applied- hand remove weeds. Only organic fertilizers shall be applied such as those specified above. Install per manufacturer's recommendations. At the end of the 90 day maintenance period all areas are to be weed free and all plant material is to be in a healthy, thriving condition. Integrated pest management practices shall be implemented.

SUBSTITUTIONS: Requests for substitutions of plant varieties shall be made to the Landscape Architect within 15 days after signing of contract.

GUARANTEE: All construction, trees and shrubs by the Landscape Contractor and/or his or her subcontractors shall be guaranteed for (1) one year after beginning of maintenance period. The contractor shall replace, at no expense to the Owner, any and all landscape materials that are in an unacceptable condition for time of use, and trees or shrubs that are dead or not in a vigorous, healthy growing condition; within two weeks of notification of such condition. Replacement shall be of the same kind and size as the originally specified item and shall be replaced as originally described on the drawings. The Contractor shall not be held liable for loss of plant materials during the guarantee period due to vandalism, accidental causes or acts of neglect by others than the Contractor, his agents and employees.

CLEAN UP: At the end of each work day, at the inspection for substantial completion and before acceptance of project, clean paved areas that are dirtied or stained by construction operations, by sweeping or washing, and remove defacements and stains. Remove construction equipment, excess materials and tools. Haul from Owners property the debris resulting from construction, and dispose of legally. Remove remaining temporary protection at time of acceptance by Owner unless otherwise agreed.

FERTILIZERS: Available California Fertilizers Company Inc. 1-800-269-5690 www.organicag.com
www.californiaorganicfertilizers.com. Compost available from BFI 408-888-7632 www.bfi.com

RECOMMENDED PLANT MATERIALS LIST:

SYMBOL	BOTANICAL NAME	COMMON NAME	MATURE SIZE	WATER USE	SIZE	COUNT
TREES:						
	LAGERSTROEMIA 'MUSKOGEE' (STANDARD)	GRAPE MYRTLE	20'Hx18'W	LOW	24" BOX	4
	PLATANUS ACERIFOLIA 'COLUMBIA'	LONDON PLANETREE	35'Hx30'W	MED	24" BOX	32
SHRUBS:						
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	3'Hx4'W	LOW	5 GAL	46
	CEANOTHUS 'JULIA PHELPS'	WILD LILAC	4'Hx5'W	LOW	5 GAL	26
	CISTUS INCANUS	PINK ROCKROSE	4'Hx4'W	LOW	5 GAL	85
	GREVILLEA 'NOELLI'	NOEL'S GREVILLEA	4'Hx4'W	LOW	5 GAL	37
	LANTANA 'CONFETTI'	CONFETTI LANTANA	3'Hx8'W	LOW	5 GAL	108
	LOROPETALUM 'BURGUNDY'	FRINGE FLOWER	4'Hx5'W	LOW	5 GAL	28
	NERIUM OLEANDER 'CHERRY RIPE'	OLEANDER	6'Hx6'W	LOW	5 GAL	117
	PHORMIUM 'SURFER'	DWARF FLAX	3'Hx3'W	LOW	5 GAL	44
	RHAPHIOLEPIS INDICA 'PINK DANCER'	INDIAN HAWTHORN	3'Hx4'W	LOW	5 GAL	73
	* ROSA CALIFORNICA	WILD ROSE	3'Hx4'W	LOW	5 GAL	32
	ROSA 'MAGIC CARPET RED'	RED CARPET ROSE	3'Hx5'W	MED	5 GAL	30
	SALVIA 'HOT LIPS'	HOT LIPS SAGE	4'Hx4'W	LOW	5 GAL	15
ORNAMENTAL GRASSES:						
	* DESCHAMPسيا CESPITOSA	TUFTED HAIRGRASS	3'Hx3'W	LOW	1 GAL	120
	* JUNCUS PATENS	BLUE RUSH	3'Hx3'W	LOW	1 GAL	240
	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	3'Hx3'W	LOW	5 GAL	168
	* MUHLENBERGIA RIGENS	DEER GRASS	4'Hx4'W	LOW	5 GAL	79
PERENNIALS:						
	* ACHILLEA MILLEFOLIUM	COMMON YARROW	24"Hx4'W	LOW	1 GAL	96
	ANIGOZANTHOS 'BUSH RANGER'	KANGAROO PAW	3'Hx3'W	LOW	1 GAL	76

GROUND COVERS: ONE GALLON CANS AT 42" O.C. SPACING

	ACACIA REDOLENS 'LOW BOY'	PROSTRATE ACACIA	24"Hx8'W	LOW	5,093 SF
	BACCHARIS PIL. 'PIDGEON POINT'	DWARF COYOTE BUSH	24"Hx5'W	LOW	15,700 SF
	COPROSMA KIRKII	CREEPING COPROSMA	24"Hx6'W	LOW	1,665 SF
	MYOPORUM PARVIFOLIUM	MYOPORUM	12"Hx6'W	LOW	27,067 SF

NOTE: ASTERISK (*) SYMBOL IN PLANT LIST DESIGNATES PLANT SPECIES AS SELECTED FROM THE 'SOLANO COUNTY CLEAN WATER PROGRAM BIORETENTION FACILITY PLANT MATRIX'.

GENERAL NOTES:

- ALL PLANTING AREAS, EXCEPT STORMWATER PLANTER BASINS, SHALL RECEIVE A 3" MINIMUM DEEP LAYER OF FIR BARK DRESSING.
- A MINIMUM OF 10% OF PROPOSED TREES ARE TO BE 24" BOX CONTAINER SIZE.
- ALL STORMWATER PLANTER BASINS SHALL RECEIVE A 2" LAYER DEEP LAYER OF 3 /8" DIAMETER PEBBLES.
- ALL PLANTING SHALL BE WATERED BY FULLY AUTOMATIC, WATER-CONSERVING IRRIGATION SYSTEM WITH WEATHER-BASED CONTROLLER OPERATION.
- NO TREES ARE PLANTED IN THE PG&E EASEMENT LOCATED ALONG SONOMA BOULEVARD. SHRUB AND GROUND COVER PLANTING IN THAT EASEMENT COMPLIES WITH PG&E 'GUIDE TO SAFE LANDSCAPING NEAR GAS PIPELINES'.

CERTIFICATION STATEMENT:

I CERTIFY THAT THE LANDSCAPE AND IRRIGATION PLANS COMPLY WITH THE LANDSCAPE DESIGN STANDARDS AND REQUIREMENTS FOR THE STATE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE.

RICK STOVER
RW STOVER AND ASSOCIATES, INC.
LANDSCAPE ARCHITECT

SIGNATURE- LANDSCAPE ARCHITECT DATE 4-29-24

#3017
STATE LICENSE NUMBER

WATER EFFICIENT LANDSCAPE WORKSHEET - BY HYDROZONE

REFERENCE EVAPOTRANSPIRATION (ET_o):

48.2

HYDROZONE #	HYDROZONE / (PLANT WATER USE)	PLANT TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF / IE)	LANDSCAPE AREA (sq. ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)	% OF TOTAL LANDSCAPE AREA
REGULAR LANDSCAPE AREA:										
1	LOW WATER USE	SHRUBS	0.3	DRIP	0.81	0.37037037	60990	22588.88889	675046.4	82%
2	MEDIUM WATER USE	SHRUBS	0.5	BUBBLER	0.81	0.61728395	1123	693.2098765	20715.9	2%
2	LOW WATER USE	SHRUBS	0.3	SPRAY	0.75	0.4	12122	4848.8	0.0	16%
3	MEDIUM WATER USE	TREES	0.5	BUBBLER	0.81	0.61728395	216	133.3333333	3984.5	0%
TOTALS:							74451	28264		100%

AREA

SPECIAL LANDSCAPE AREAS:

REC. AREA				1		0	0
POOL				1		0	0
WATER FEATURE 2				1		0	0
				TOTALS:	0	0	
ETWU TOTAL:							699.747
MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):							1,001.202

ETAF CALCULATIONS:

REGULAR LANDSCAPE AREAS:

TOTAL ETAF x AREA	28,264
TOTAL LANDSCAPE AREA	74,451
AVERAGE ETAF	0.38

NOTE: AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

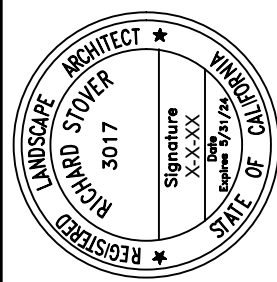
ALL LANDSCAPE AREAS:

TOTAL ETAF x AREA	28,264
TOTAL LANDSCAPE AREA	74,451
SITEWIDE ETAF	0.38

REVISIONS

△	
△	
△	
△	
△	
△	

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Landscape Architecture
16201 Sonoma Blvd., Suite 4
Walnut Creek, CA 94596
Ph: 925.932.1283



VALLEJO HYUNDAI
SONOMA BOULEVARD
VALLEJO, CALIFORNIA

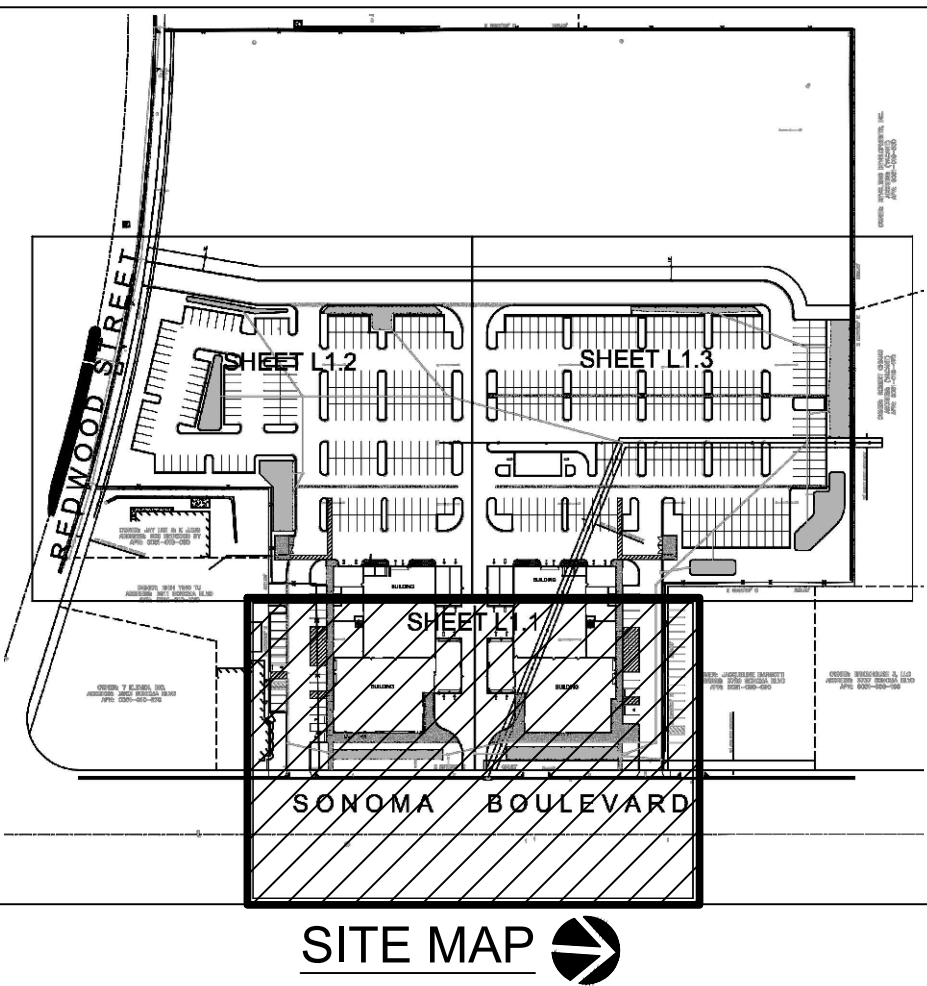
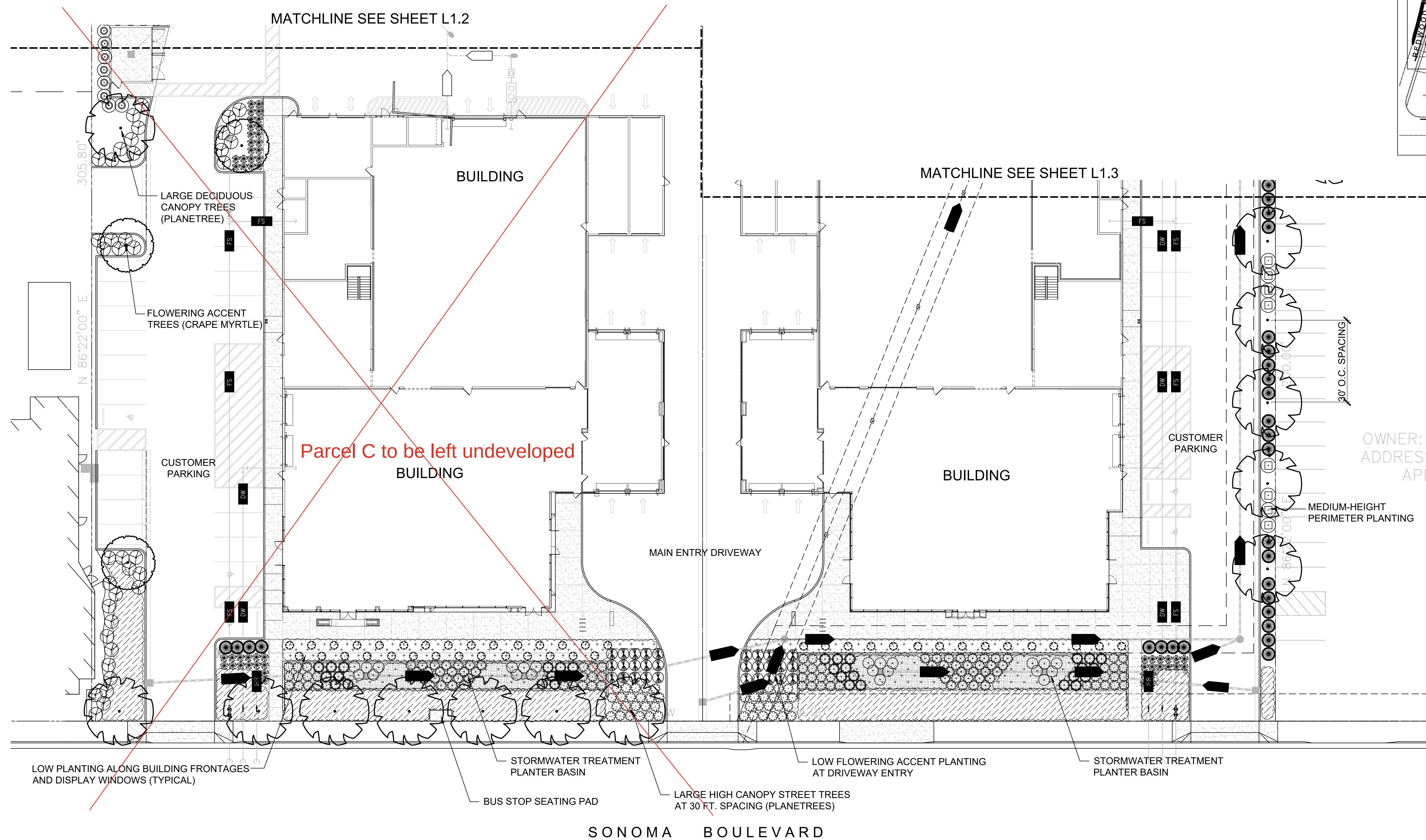
RECOMMENDED PLANT
LIST, NOTES AND DETAILS

DESIGNED:	DRAWN:
CHECKED:	JOB NO:
DATE 05-21-24	
SCALE	

SHEET

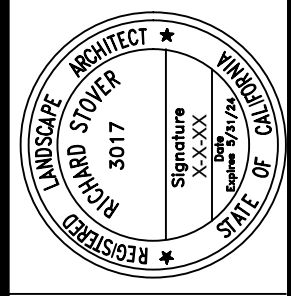
L1.0

OF SHEETS



REVISIONS	

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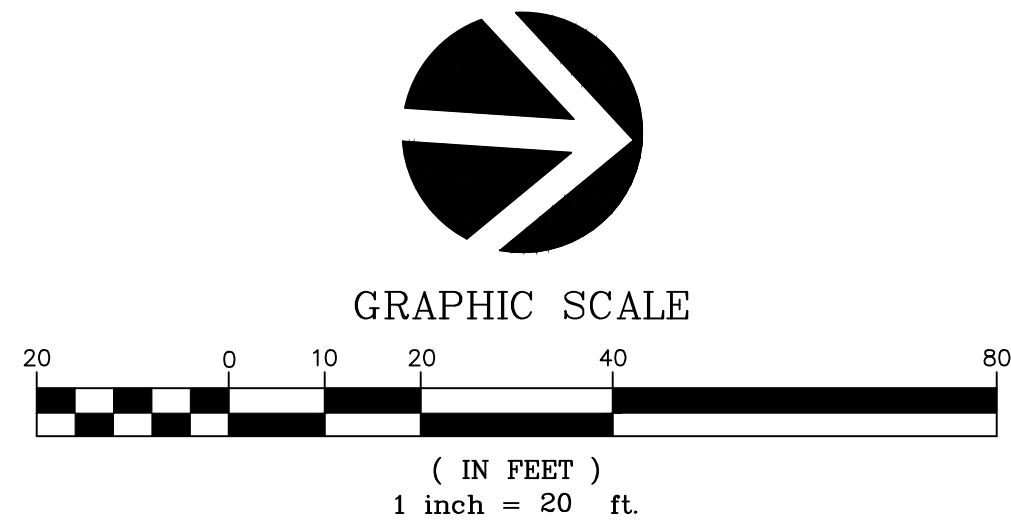


VALLEJO HYUNDAI
SONOMA BOULEVARD
VALLEJO, CALIFORNIA

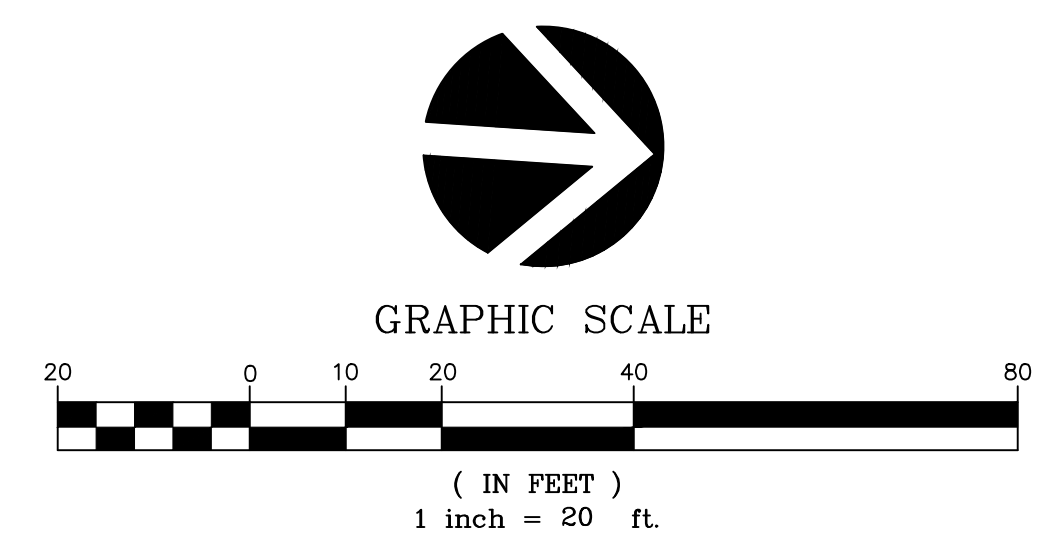
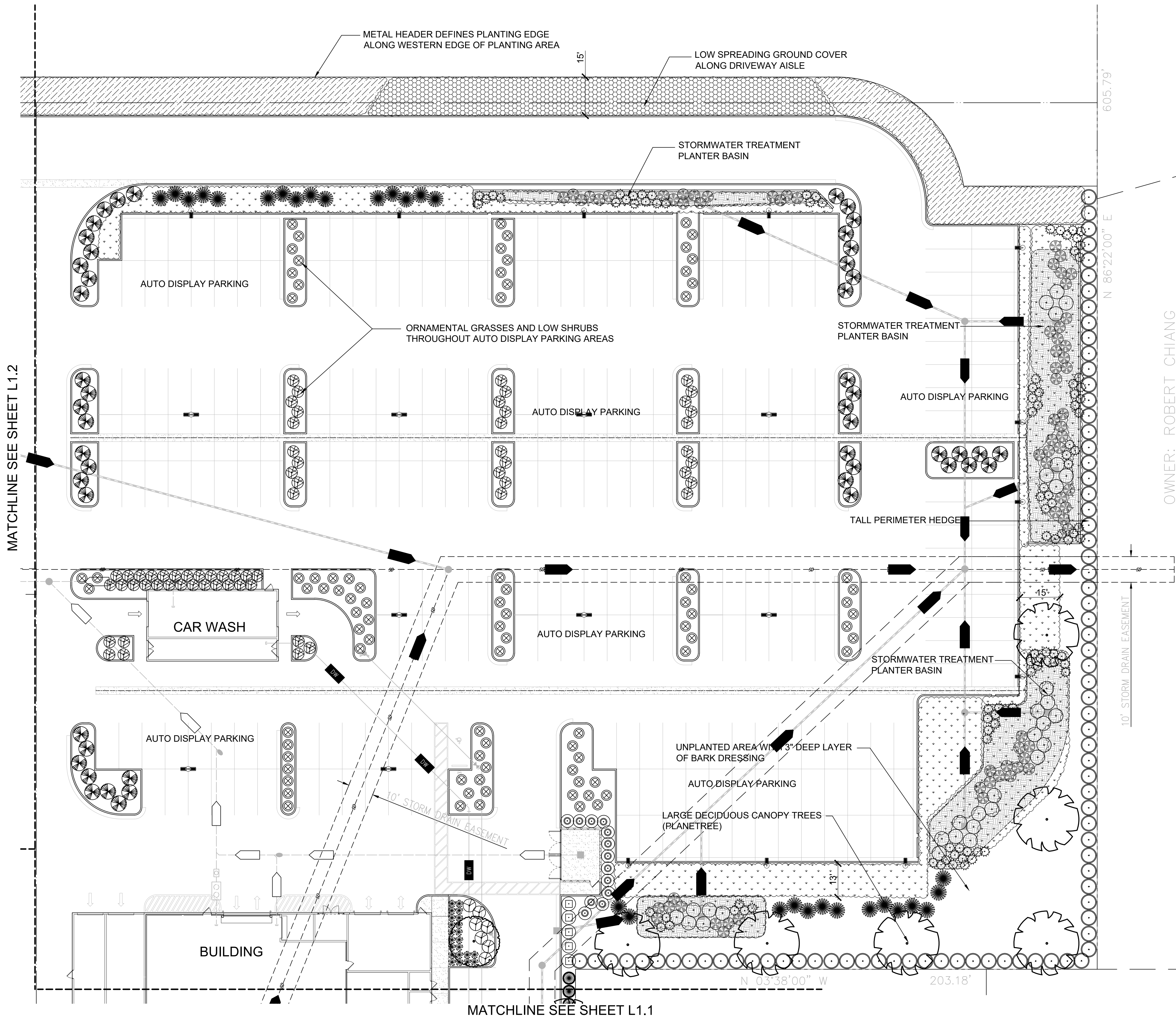
PRELIMINARY
LANDSCAPE PLAN

DESIGNED:	DRAWN:
CHECKED:	JOB NO:
DATE	05-21-24
SCALE	

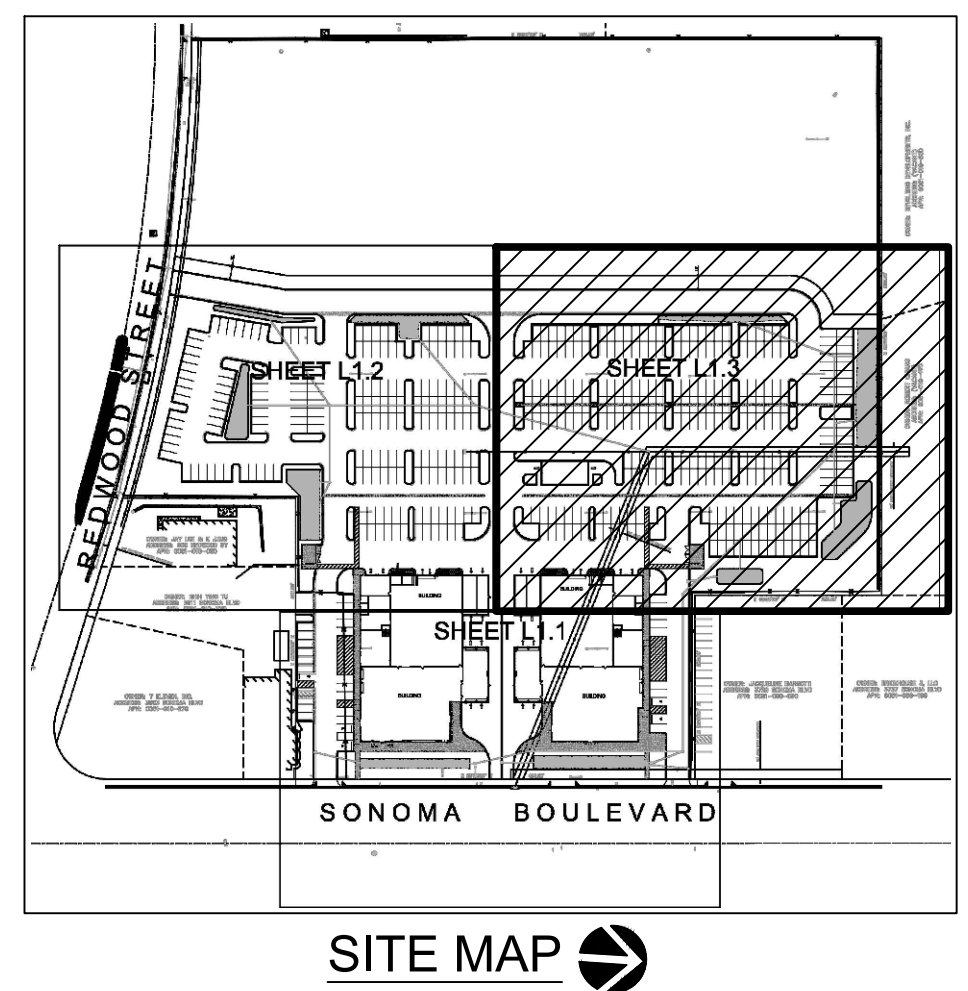
SHEET
L1.1
OF SHEETS



REFER TO SHEET L1.0 FOR RECOMMENDED PLANT LIST, NOTES AND DETAILS



REFER TO SHEET L1.0 FOR RECOMMENDED PLANT LIST, NOTES AND DETAILS



REVISIONS	

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VALLEJO HYUNDAI
SONOMA BOULEVARD
 VALLEJO, CALIFORNIA

PRELIMINARY
 LANDSCAPE PLAN

DESIGNED:	DRAWN:
CHECKED:	JOB NO.:
DATE 05-21-24	
SCALE	

SHEET

L1.3

OF SHEETS



1 SITE - PRESENTATION

1" = 30'-0"

SCALE: 1" = 30'

0 7.5 15 30 60

HYUNDAI SITE DATA (PARCEL B)		
PROGRAM TYPE	AHJ REQUIRED UNIT / AREA	PROPOSED UNIT / AREA
BUILDING		
LEVEL 1 FOOTPRINT	N/A	22,600 SF
LEVEL 2 FOOTPRINT	N/A	2,363 SF
TOTAL BUILDING	N/A	24,963 SF
CAR WASH		
CAR WASH	INCLUDED BELOW	1,437 SF
SITE		
NEW VEHICLE	INCLUDED BELOW	174
USED VEHICLE	INCLUDED BELOW	48
CUSTOMER PARKING	INCLUDED BELOW	21*
EMPLOYEE	INCLUDED BELOW	27
SERVICE	INCLUDED BELOW	24
TOTAL PARKING	21 UNITS*	294 UNITS
TOTAL LAND		
LANDSCAPING	34,796 SF (20%)	37,760 SF (21%)
IMPERVIOUS COVERAGE	N/A	136,217 SF (79%)

PARKING AND LANDSCAPE NOTES			
*CITY OF VALLEJO MUNICIPAL CODE			
TABLE 16.508.B: OFF-STREET PARKING REQUIREMENTS			
021 TOTAL SPACES REQUIRED FOR EACH PARCEL			
SHOWROOM SF: 6,672			
BUSINESS & ADMIN SF: 787			
TOTAL (6,672 + 787) = 7,459 SF			
SALES AND LEASING: 1 PER 1000 SQ. FT. = (7,459 SF / 1000 SF) = 8 PARKING SPACES			
REPAIR AND SERVICE : 2 PER SERVICE BAY OR 1 PER 1000 SQ. FT.			
SERVICE SHOP SF: 10,973			
SERVICE DRIVE SF: 2,337			
TOTAL (10,973 + 2,337) = 13,310			
(13,310 SF / 1000 SF) = 13 PARKING SPACES			
8 (SALES & LEASING) + 13 (REPAIR & SERVICE) = 21 TOTAL REQUIRED PARKING SPACES			
ALL PARKING SHOWN ARE 9'X18', WITH 25' MINIMUM TWO WAY DRIVE PER ZONING REQUIREMENT			
CITY OF VALLEJO MUNICIPAL CODE			
TABLE 16.504.A: LANDSCAPE REQUIREMENTS			
REFERENCE LANDSCAPE PLANS			
MIXED-USE AND COMMERCIAL : 20% OF SITE			
EV CHARGER REQUIREMENTS			
PROGRAM TYPE	AHJ REQUIRED PARKING	EV SPACE REQUIREMENTS	PROPOSED EV CHARGERS
SITE			
PARCEL B	21 SPACES REQUIRED	3% OF REQUIRED PARKING = 1 EV CHARGER	2 EV PARKING SPACES

Goree

Interiors | Architecture | Brand

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RW STOVER & ASSOCIATES, INC. - LANDSCAPE

Landscape Architect

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PROJECT NAME

VALLEJO AUTO COMPLEX

PROJECT DESCRIPTION

NEW MASTER SITE PLAN FOR AUTO COMPLEX

PROJECT ADDRESS

500 REDWOOD ST. VALLEJO, CA 94590

OWNER INFORMATION

Wise Auto Group

Phone: 916-580-8222

jreavis@wiseautogroup.com

WISE

AUTO GROUP

GOREE PROJECT NUMBER

A22006

STAMP / SIGNATURE

REGISTERED ARCHITECT

MICHAEL WARMA

C 37423

EXP. 1/31/25

STATE OF CALIFORNIA

ISSUE DATE

05/23/2024

ISSUE HISTORY

DATE	MARK	DESCRIPTION
05/23/2024		DEVELOPMENT RESUBMITTAL
07/12/2024	1	DEVELOPMENT RESUBMITTAL

KEY PLAN

PARCEL A

PARCEL C

PARCEL B

SHEET NAME

PROPOSED COMPOSITE SITE PLAN

SHEET NUMBER

D002

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Landscape Architect

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Walnut Creek, CA 94596

P: 925-933-2583

PROJECT NAME

VALLEJO AUTO
COMPLEX

PROJECT DESCRIPTION

NEW HYUNDAI FACILITY

PROJECT ADDRESS

500 REDWOOD ST. VALLEJO,
CA 94590

OWNER INFORMATION

Wise Auto Group

Phone: 916-580-8222

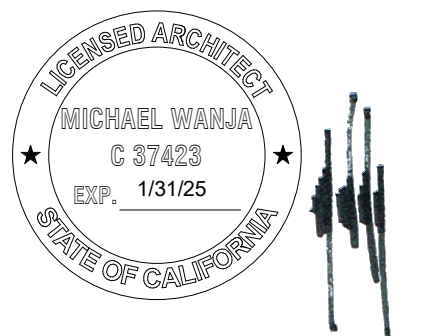
jreavis@wiseautogroup.com



GOREE PROJECT NUMBER

A22006

STAMP / SIGNATURE



ISSUE DATE

05/23/2024

ISSUE HISTORY

DATE	MARK	DESCRIPTION
05/23/2024		DEVELOPMENT RESUBMITTAL
06/23/2024		

KEY PLAN



SHEET NAME

EXTERIOR RENDER

SHEET NUMBER

D100A

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Landscape Architect

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PROJECT NAME

VALLEJO AUTO
COMPLEX

PROJECT DESCRIPTION

NEW HYUNDAI FACILITY

PROJECT ADDRESS

500 REDWOOD ST. VALLEJO,
CA 94590

OWNER INFORMATION

Wise Auto Group

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jreavis@wiseautogroup.com



GOREE PROJECT NUMBER

A22006

STAMP / SIGNATURE



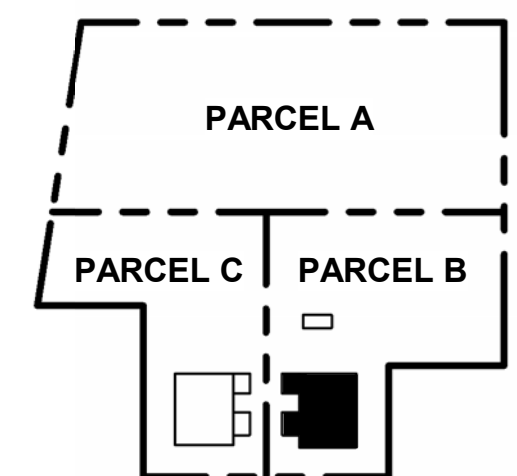
ISSUE DATE

05/23/2024

ISSUE HISTORY

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05/23/2024		DEVELOPMENT RESUBMITTAL
06/23/2024		

KEY PLAN



SHEET NAME

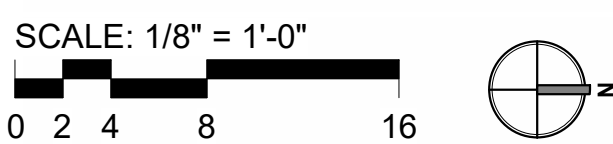
PROPOSED HYUNDAI PLANS

SHEET NUMBER

D101



1 PROPOSED FLOOR PLAN - LEVEL 1
1/8" = 1'-0"



2 MEZZANINE - 2ND FLOOR
1/8" = 1'-0"

HYUNDAI BUILDING

HYUNDAI PROGRAMMING		
PROGRAM TYPE	AHJ REQUIRED UNIT / AREA	PROPOSED UNIT / AREA
SALES / SHOWROOM		
SHOWROOM	TBD	5 VEHICLES / 6,672 SF
CUSTOMER FOCUS AREA	TBD	
GENERAL OFFICE	TBD	
		787 SF
		7,459 SF
SERVICE DEPARTMENT		
SERVICE SHOP	TBD	16 BAYS / 10,973 SF
SERVICE RECEPTION	TBD	2,337 SF
	TBD	16 BAYS / 13,310 SF
PARTS DEPARTMENT		
PARTS DEPARTMENT	TBD	1,831 SF
PARTS MEZZANINE	TBD	2,363 SF
	TBD	4,187 SF
LEVEL 1 TOTAL	TBD	22,600 SF
LEVEL 2 TOTAL	TBD	2,363 SF
GRAND TOTAL:	TBD	24,963 SF

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PROJECT NAME

VALLEJO AUTO
COMPLEX

PROJECT DESCRIPTION

NEW HYUNDAI FACILITY

PROJECT ADDRESS

500 REDWOOD ST. VALLEJO,
CA 94590

OWNER INFORMATION

Wise Auto Group

Phone: 916-580-8222

jreavis@wiseautogroup.com



GOREE PROJECT NUMBER

A22006

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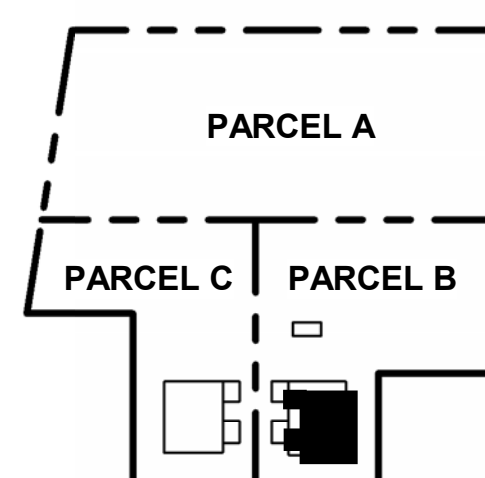
ISSUE DATE

05/23/2024

ISSUE HISTORY

DATE	MARK	DESCRIPTION
05/23/2024		DEVELOPMENT RESUBMITTAL
06/23/2024		

KEY PLAN

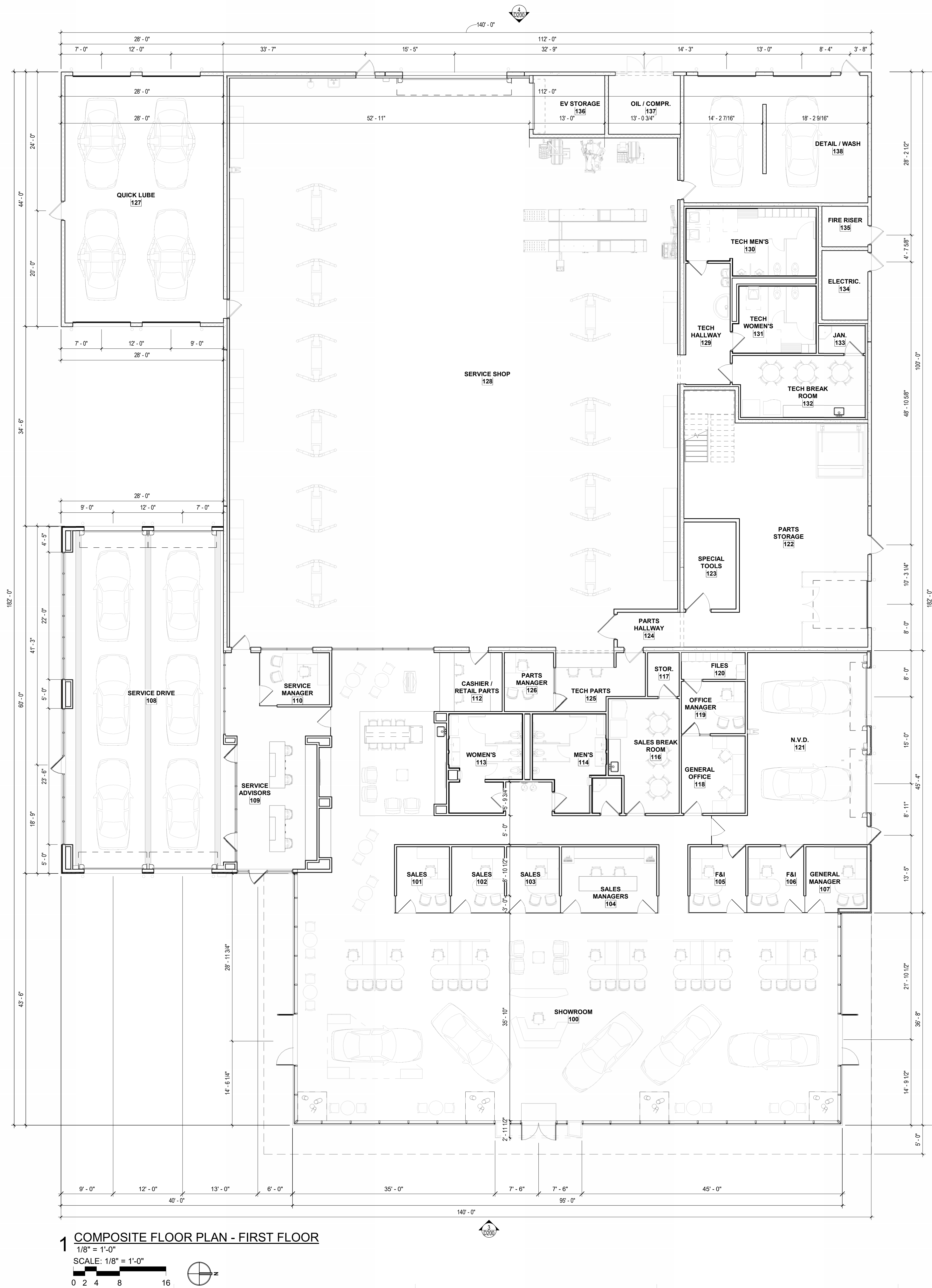


SHEET NAME

COMPOSITE DIMENSIONED
FLOOR PLANS

SHEET NUMBER

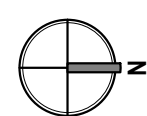
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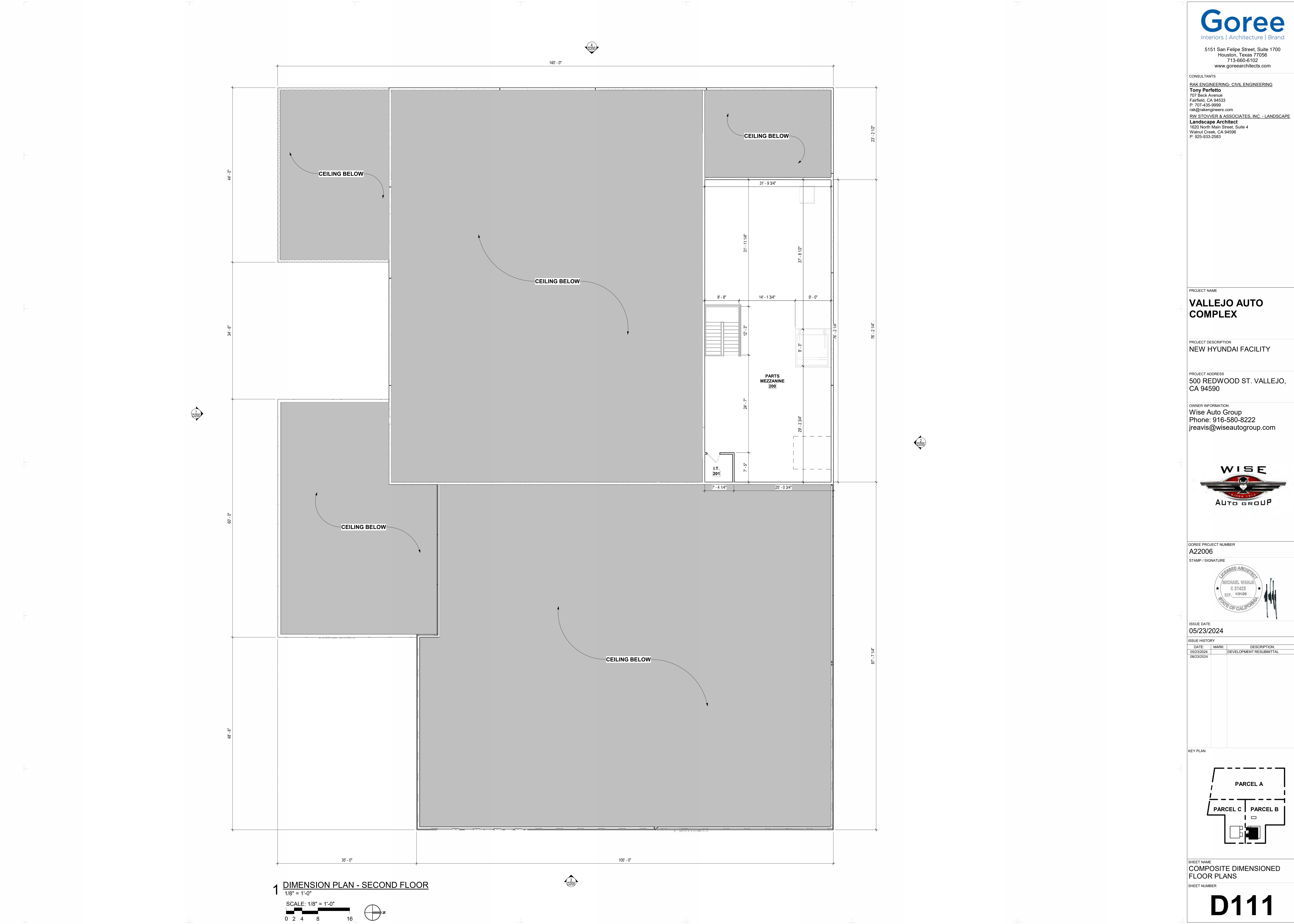


1 COMPOSITE FLOOR PLAN - FIRST FLOOR

1/8" = 1'-0"

SCALE: 1/8" = 1'-0"





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PROJECT NAME

**VALLEJO AUTO
COMPLEX**

PROJECT DESCRIPTION

NEW HYUNDAI FACILITY

PROJECT ADDRESS

**500 REDWOOD ST. VALLEJO,
CA 94590**

OWNER INFORMATION

Wise Auto Group

Phone: 916-580-8222

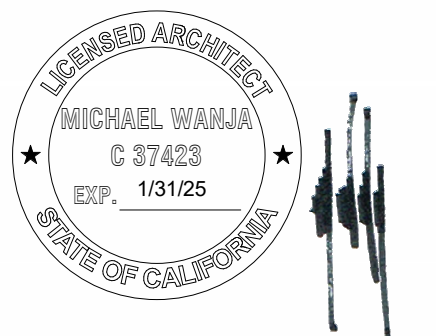
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GOREE PROJECT NUMBER

A22006

STAMP / SIGNATURE



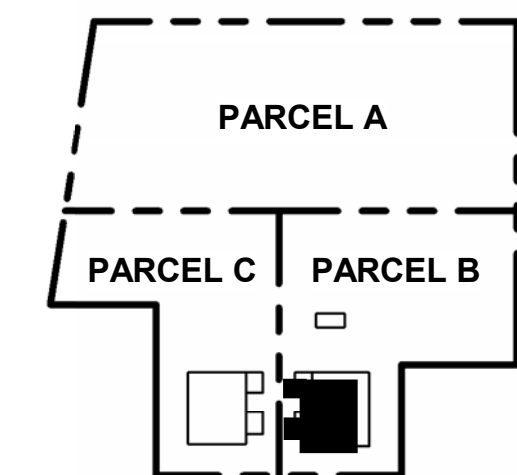
ISSUE DATE

05/23/2024

ISSUE HISTORY

DATE:	MARK:	DESCRIPTION:
05/23/2024		DEVELOPMENT RESUBMITTAL
06/23/2024		

KEY PLAN

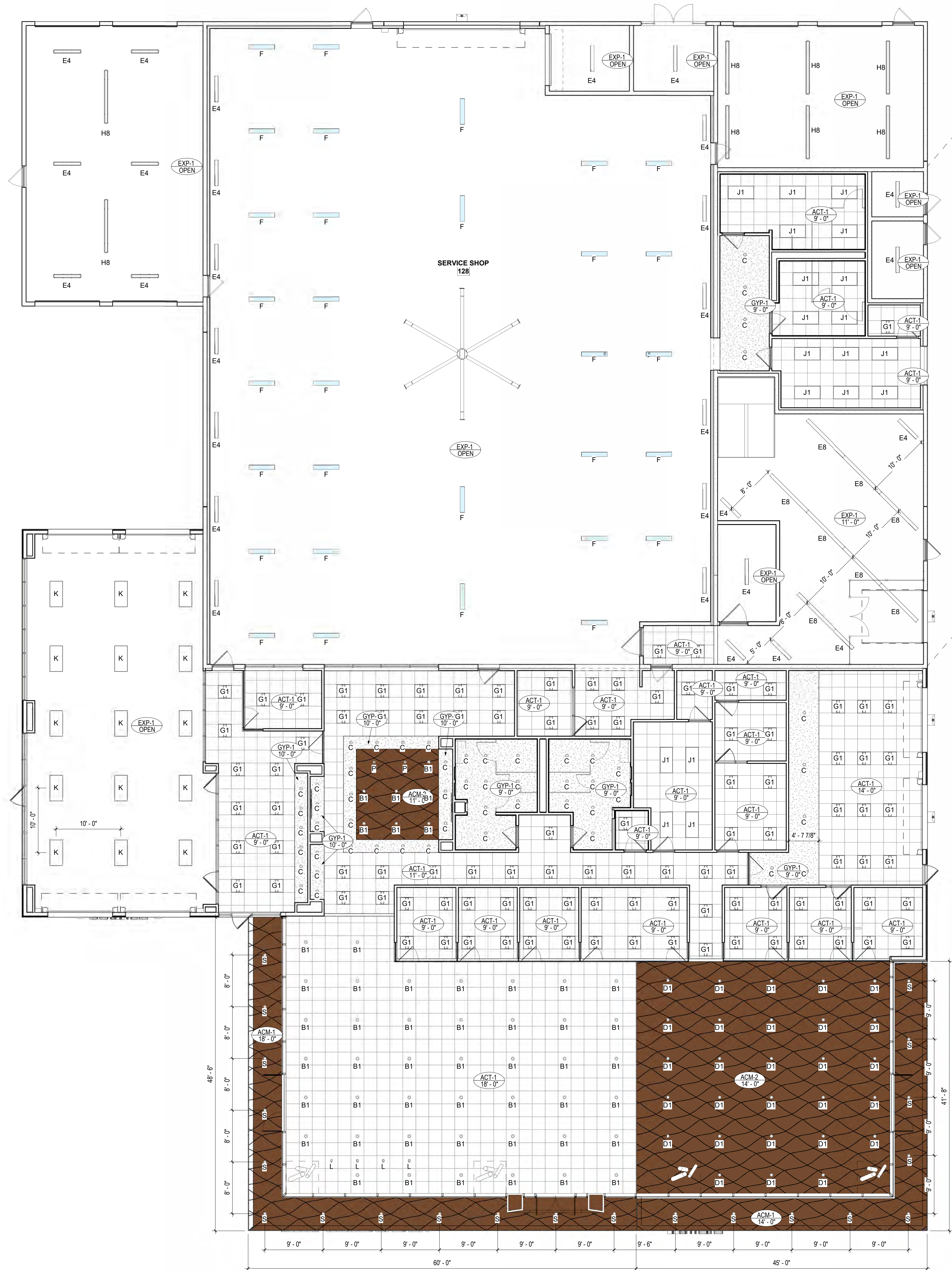


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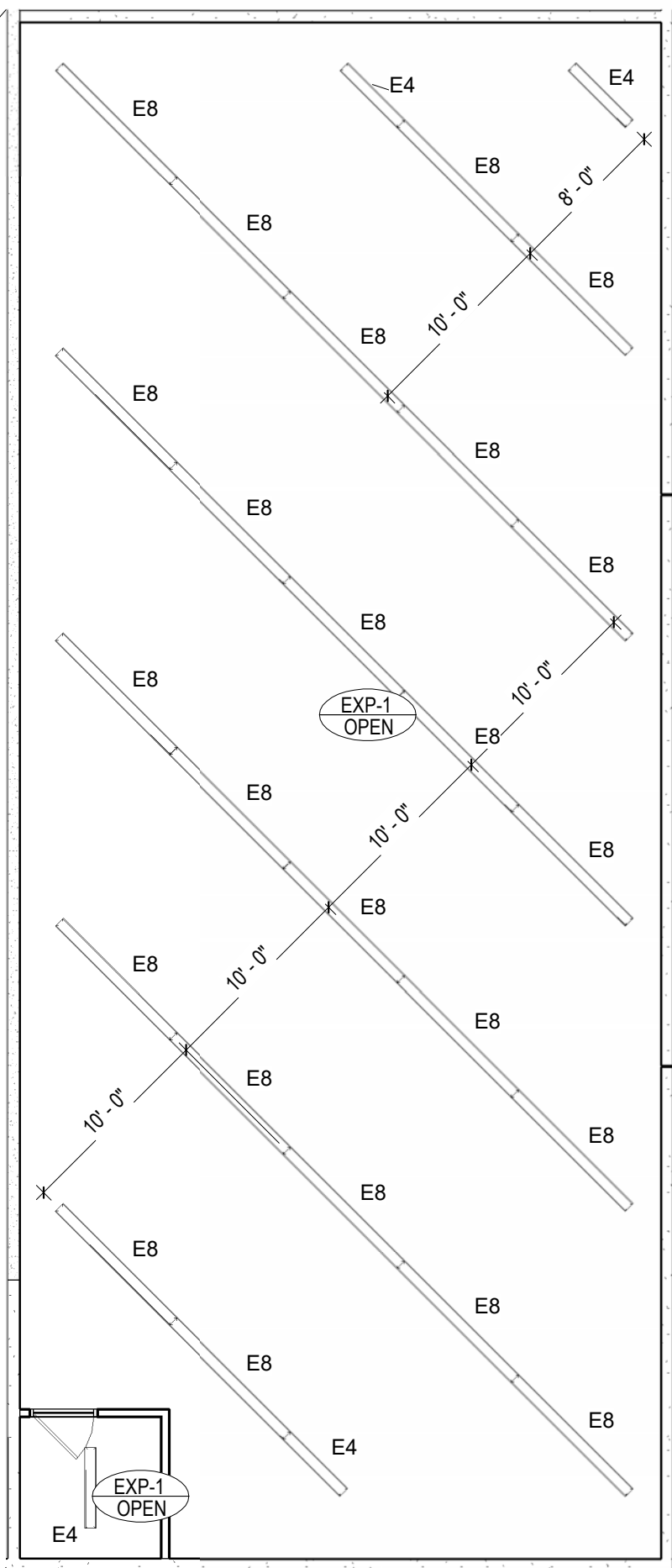
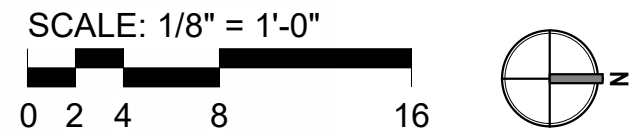
**COMPOSITE DIMENSIONED
FLOOR PLANS**

SHEET NUMBER

D111



1 REFLECTED CEILING PLAN - FIRST FLOOR
1/8" = 1'-0"



2 REFLECTED CEILING PLAN - SECOND FLOOR
1/8" = 1'-0"

CEILING LEGEND	
	ACT-1 ACOUSTIC CEILING TILE 2'X2'
	ACM-1 ARCHITECTURAL METAL PANEL
	ACM-2 ARCHITECTURAL METAL PANEL
	GYP-1 GYPSUM BOARD
	EXP-1 EXPPOSED STRUCTURE WHERE EXP-01/OPEN IS INDICATED ON THE PLANS PAINT ALL EXPOSED ELEMENTS P-7 INCLUDING BUT NOT LIMITED TO MECHANICAL DUCTS, ELECTRICAL CONDUIT, FIRE SPRINKLER PIPING, ETC.
	EXIT SIGNAGE HATCH INDICATES DIRECTION OF EXIT

INTERIOR LIGHT FIXTURE SCHEDULE						
MARK	Count	MANUFACTURER	MODEL	TRIM FINISH / COLOR	COMMENTS	REMARK / CONTACT
A	5	LSI INDUSTRIES	XIG B LED 19 350 WW UE SP10 NA SST	BRASS	INGROUND	CONTACT: JOANNA DUCKER E: JOANNA.DUCKER@LSI-INDUSTRIES.COM P: 513.372.3110
B1	50	LSI INDUSTRIES	MRL-LED-65L-SIL-FTA-50-70CRI-SINGLE-24MH	WHITE		E: JOANNA.DUCKER@LSI-INDUSTRIES.COM
C	53	LSI Industries	LAD6-LED-41L-UNV-DIM1-40-WF-TR6R-SF-HAZ-C 27	WHITE		
D1	28	LSI Industries	LAD6-LED-41L-UNV-DIM1-40-WF-TR6R-SF-HAZ-C 27	WHITE		
E4	27	LSI Industries	EG3-4-S-LED-06L-DA-S-50-80-SUSPEND12' MH	WHITE		WALL MOUNTED
E8	32	LSI Industries	SDL8-LED-80L-FL-50-9' MH	WHITE		
F	31	Columbia	AWN	HIGH BAY FIXTURE		
G1	101	OREE	HET- AIR RETURN LED	WHITE		2X2 ARCHITECTURAL LED TROFFER
J1	19	LSI Industries	SFP24-LED-50-40-9' MH			
K	15	LSI Industries	ALU2-2LEDHE-12L-LL-W-50-14' MH			
L	4	LSI Industries	STRB30-20-LED-40-24			JOANNA DUCKER AT LSI INDUSTRIES INC. DIRECT: 513-372-3110 CELL: 513-348-8715
P	2	Lumenwerx	Volia 2 Cylinder Pendant		DECORATIVE PENDANT	
S	33	LSI Industries	LAD6-LED-41L-UNV-DIM1-40-WF-TR6R-SF-HAZ-C 27	WHITE		

PROJECT NAME

**VALLEJO AUTO
COMPLEX**

PROJECT DESCRIPTION

NEW HYUNDAI FACILITY

PROJECT ADDRESS

**500 REDWOOD ST. VALLEJO,
CA 94590**

OWNER INFORMATION

Wise Auto Group
Phone: 916-580-8222
jreavis@wiseautogroup.com



GOREE PROJECT NUMBER

A22006

STAMP / SIGNATURE



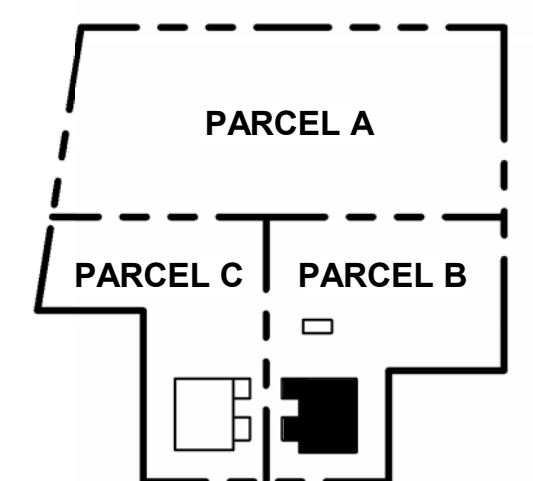
ISSUE DATE

05/08/2024

ISSUE HISTORY

DATE:	MARK:	DESCRIPTION:
05/23/2024		DEVELOPMENT RESUBMITAL
06/23/2024		

KEY PLAN



SHEET NAME

REFLECTED CEILING PLANS

SHEET NUMBER

D180

CONSULTANTS

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RAY STOLVER & ASSOCIATES, INC. - LANDSCAPE

Landscape Architect

1620 North Main Street, Suite 4

Walnut Creek, CA 94596

P: 925-933-2583

PROJECT NAME

VALLEJO AUTO
COMPLEX

PROJECT DESCRIPTION

NEW HYUNDAI FACILITY

PROJECT ADDRESS

500 REDWOOD ST. VALLEJO,
CA 94590

OWNER INFORMATION

Wise Auto Group

Phone: 916-580-8222

jreavis@wiseautogroup.com



GOREE PROJECT NUMBER

A22006

STAMP / SIGNATURE



ISSUE DATE

05/08/2024

ISSUE HISTORY

DATE:	MARK:	DESCRIPTION:
05/23/2024		DEVELOPMENT RESUBMITTAL
06/23/2024		

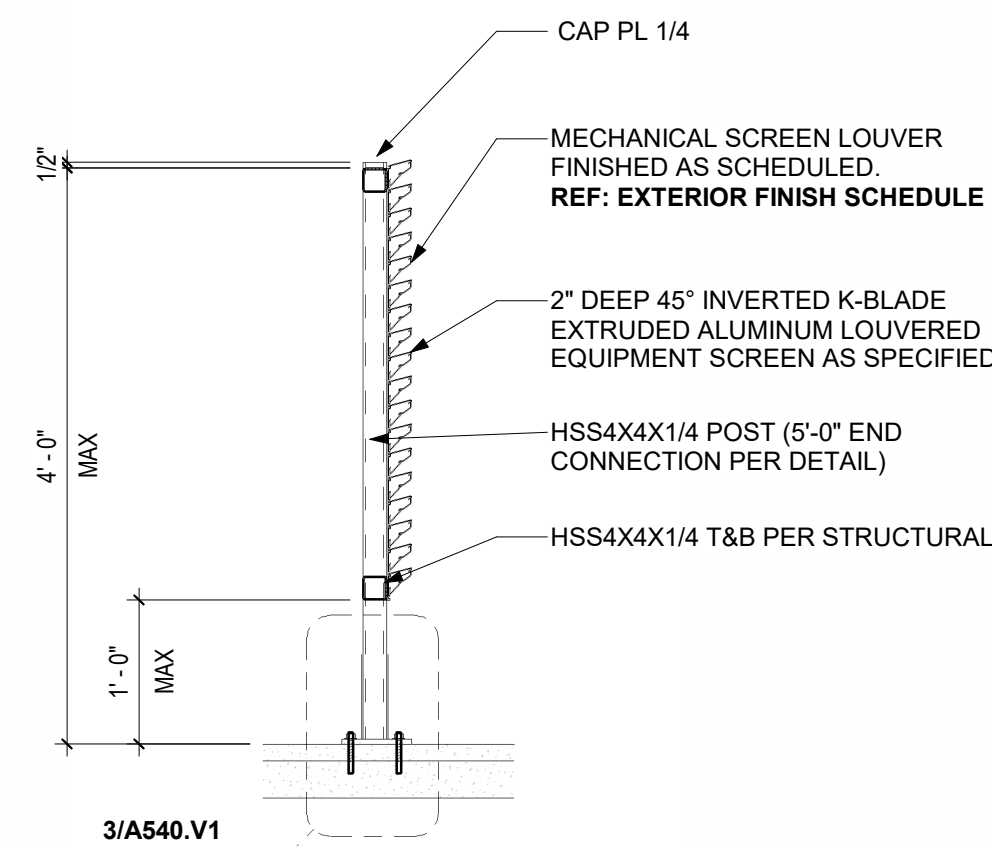
KEY PLAN

SHEET NAME

PROPOSED ROOF PLAN

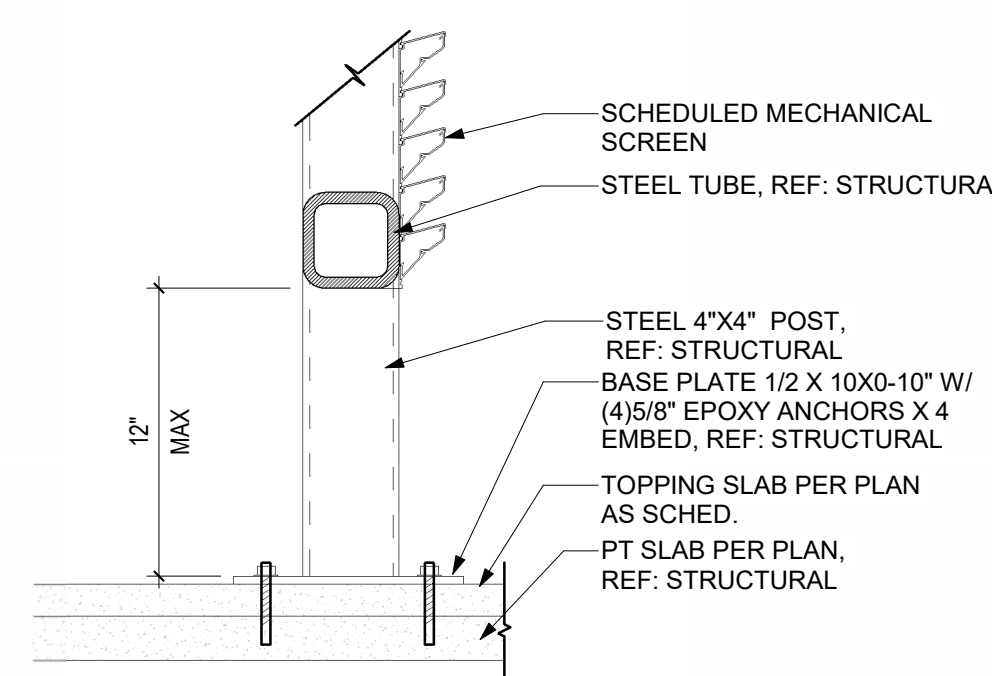
SHEET NUMBER

D190



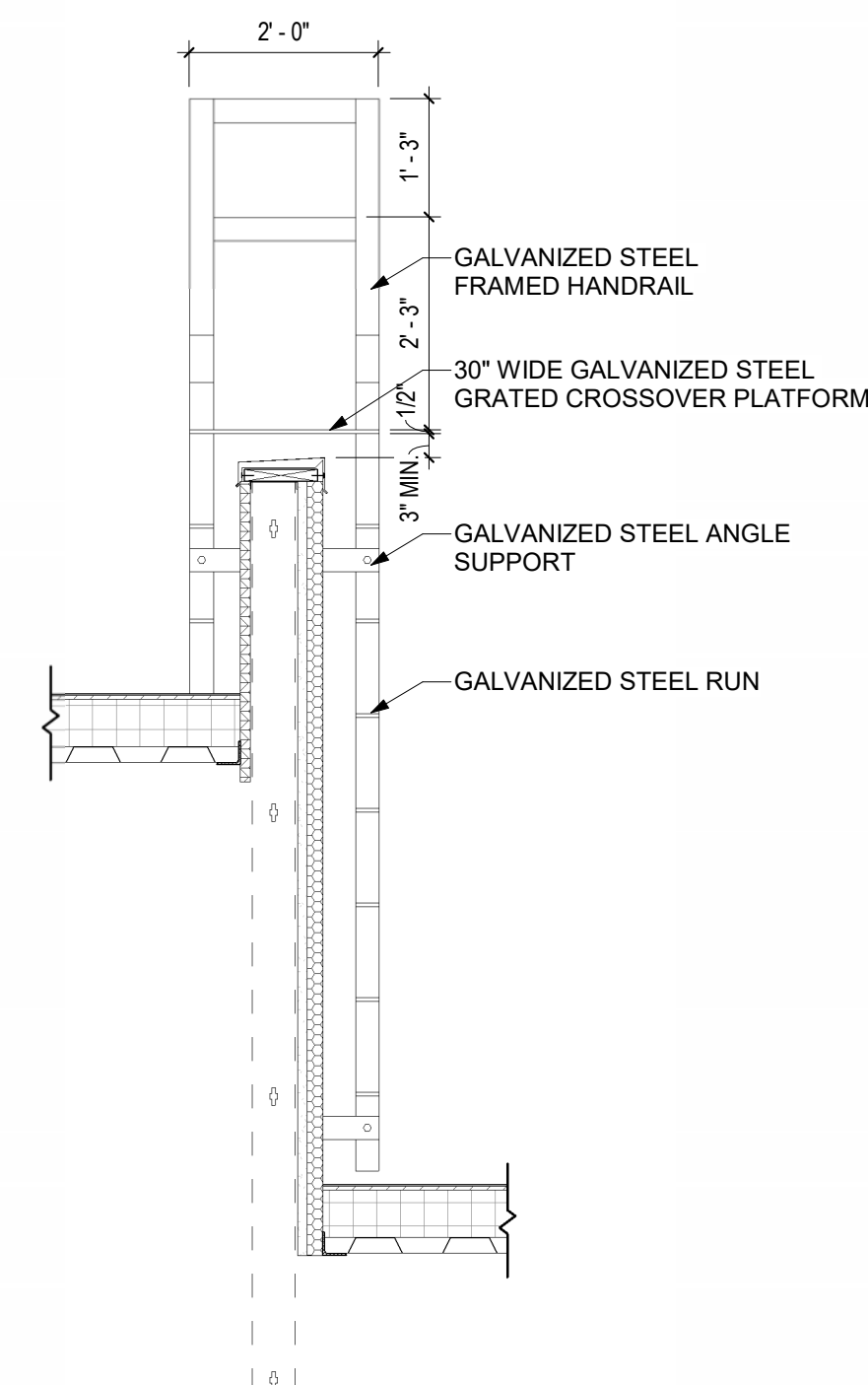
2 MECHANICAL SCREEN

3/4" = 1'-0"



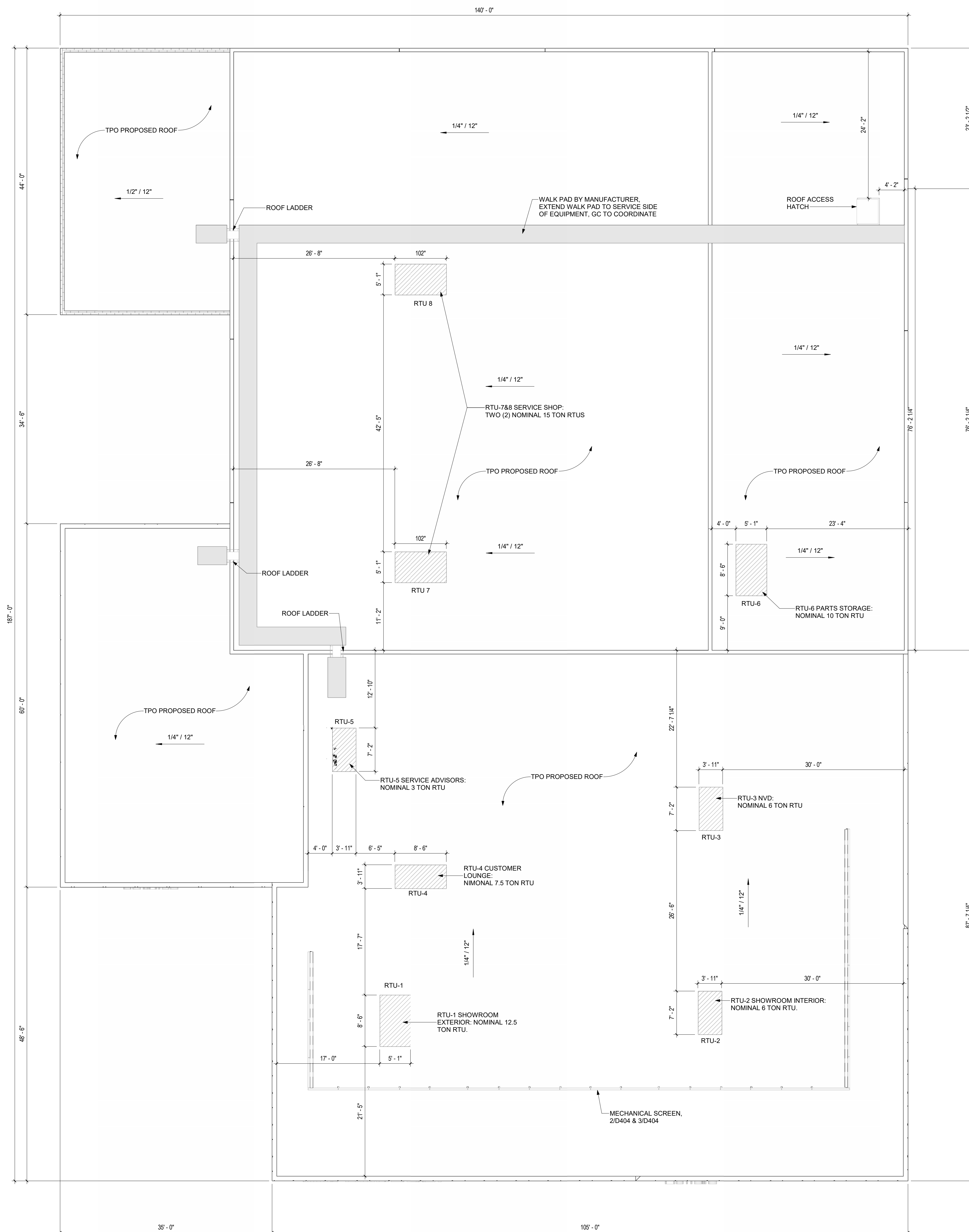
3 SCREEN POST DETAIL

1 1/2" = 1'-0"



4 CROSS ACCESS ROOF LADDER

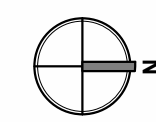
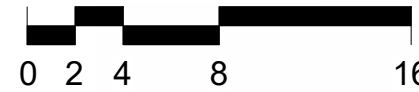
1/2" = 1'-0"



1 ROOF PLAN

1/8" = 1'-0"

SCALE: 1/8" = 1'-0"





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PROJECT NAME

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PROJECT DESCRIPTION

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VALLEJO, CA 94590

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Phone: 916-580-8222

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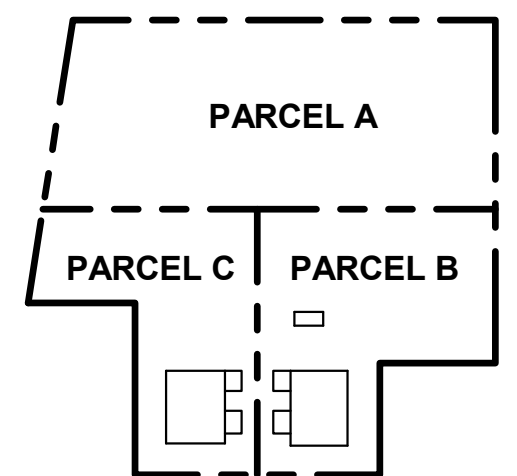
ISSUE DATE

05/23/2024

ISSUE HISTORY

DATE:	MARK:	DESCRIPTION:
05/23/2024	1	DEVELOPMENT RESUBMITTAL
06/23/2024		

KEY PLAN

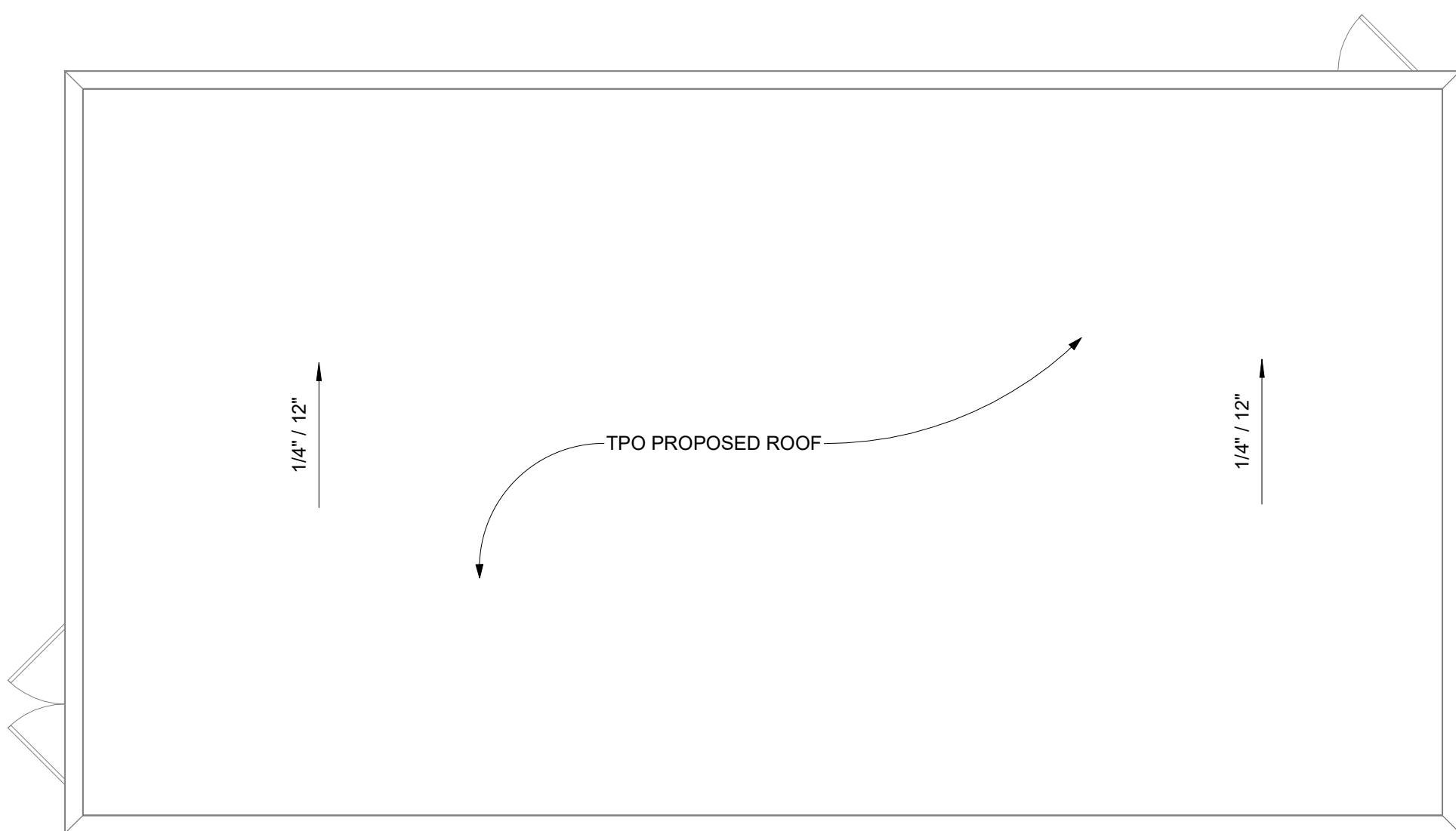


SHEET NAME

PROPOSED CAR WASH PLAN

SHEET NUMBER

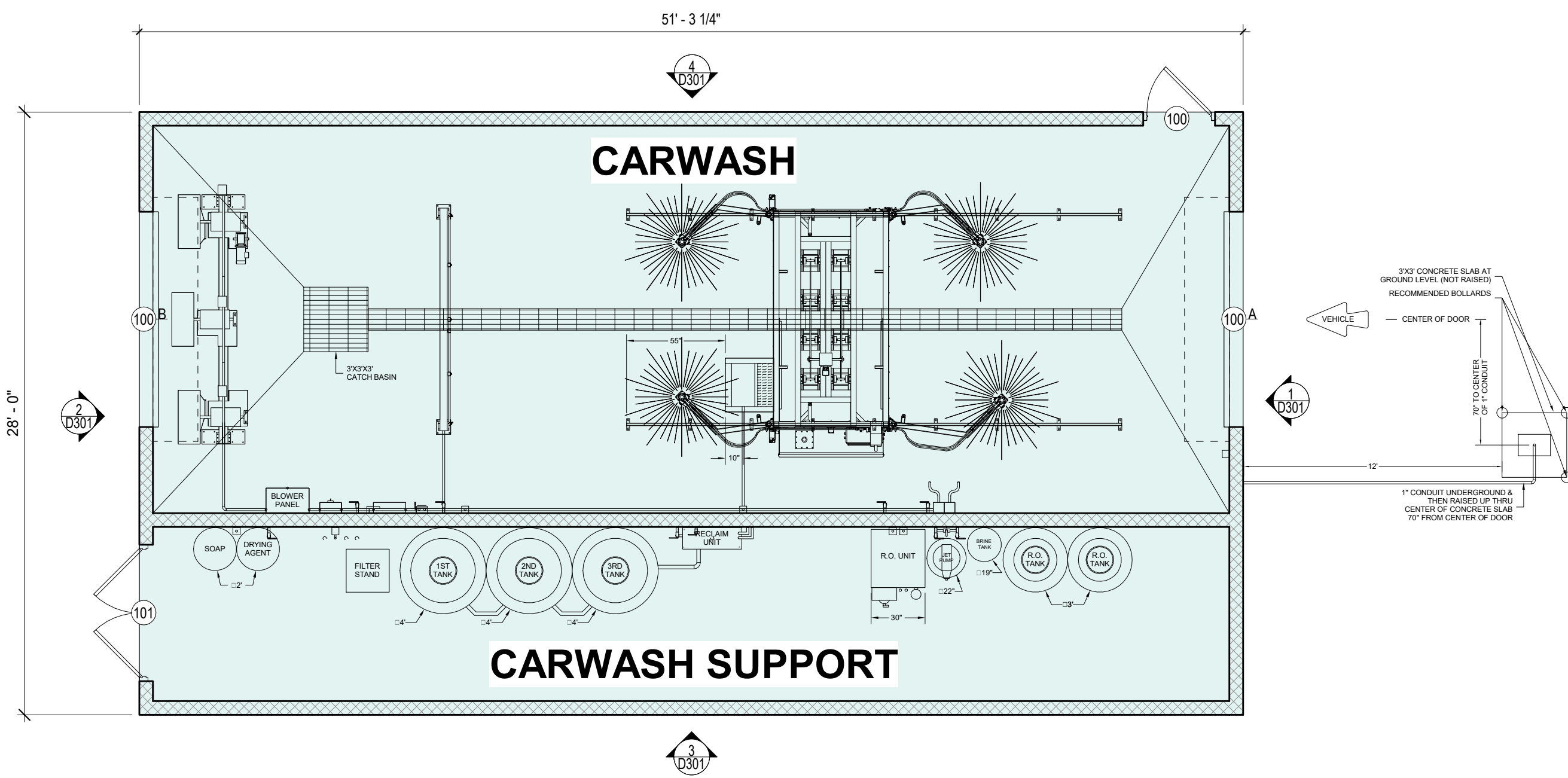
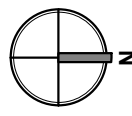
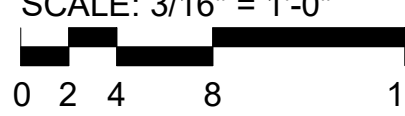
D300



2 ROOF PLAN

3/16\"/>

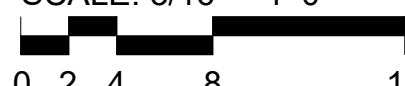
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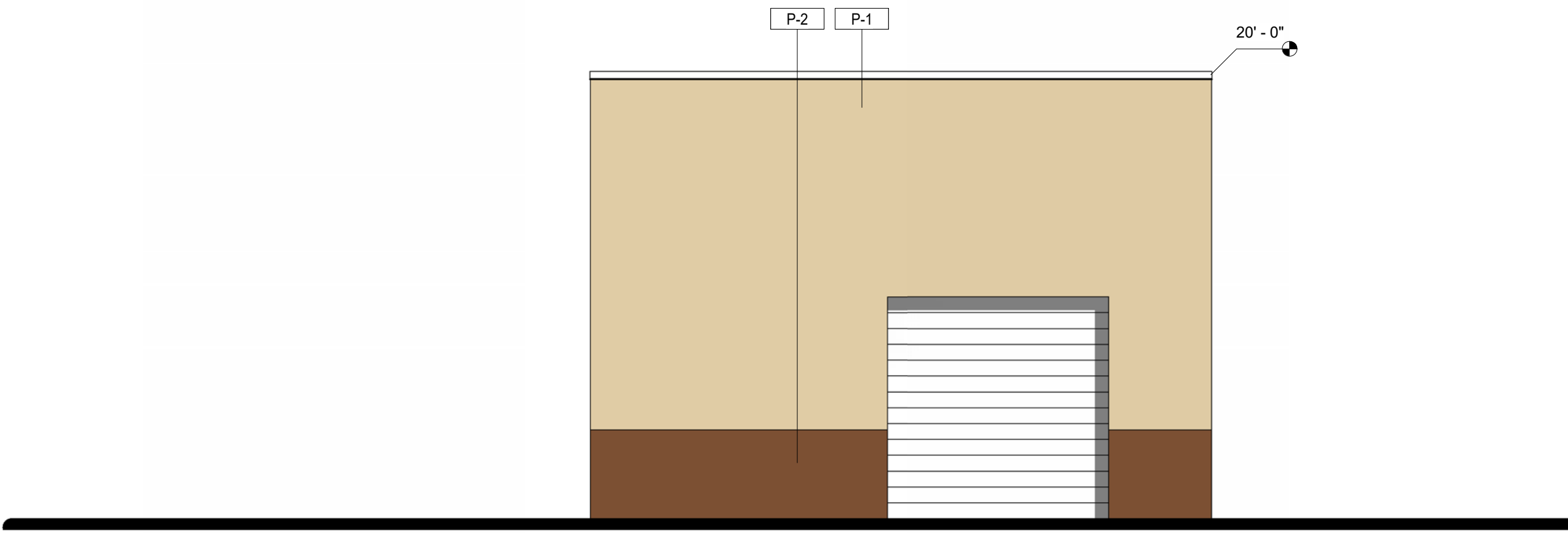
1 PROPOSED CAR WASH PLAN

3/16\"/>

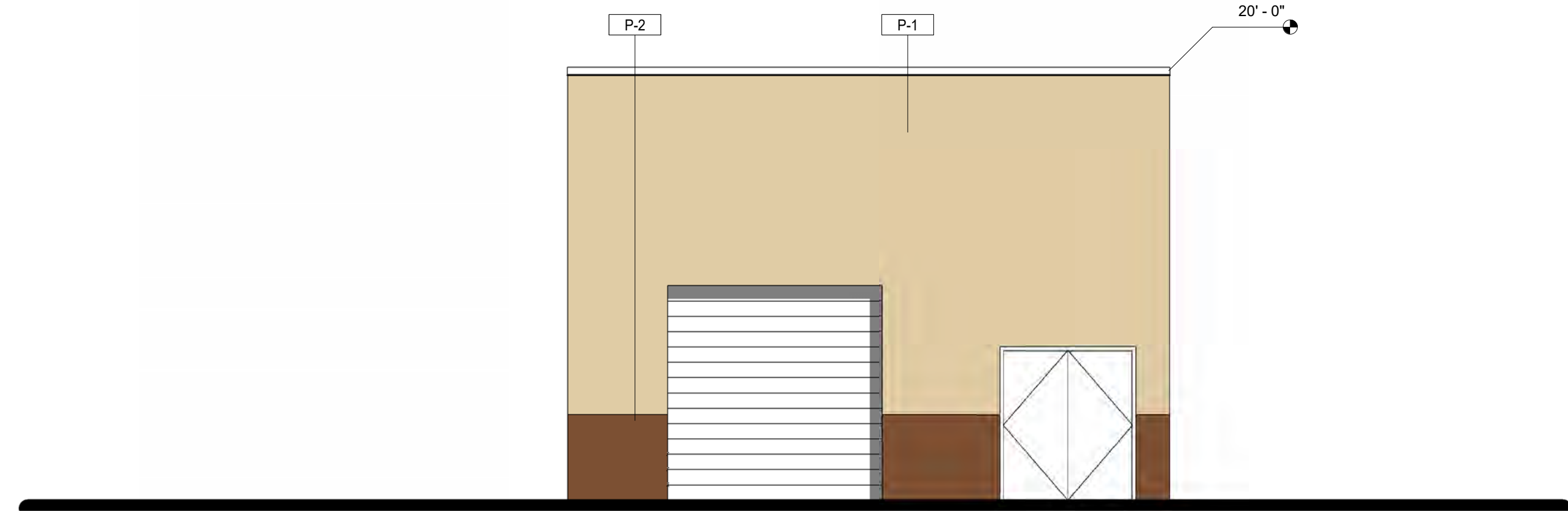
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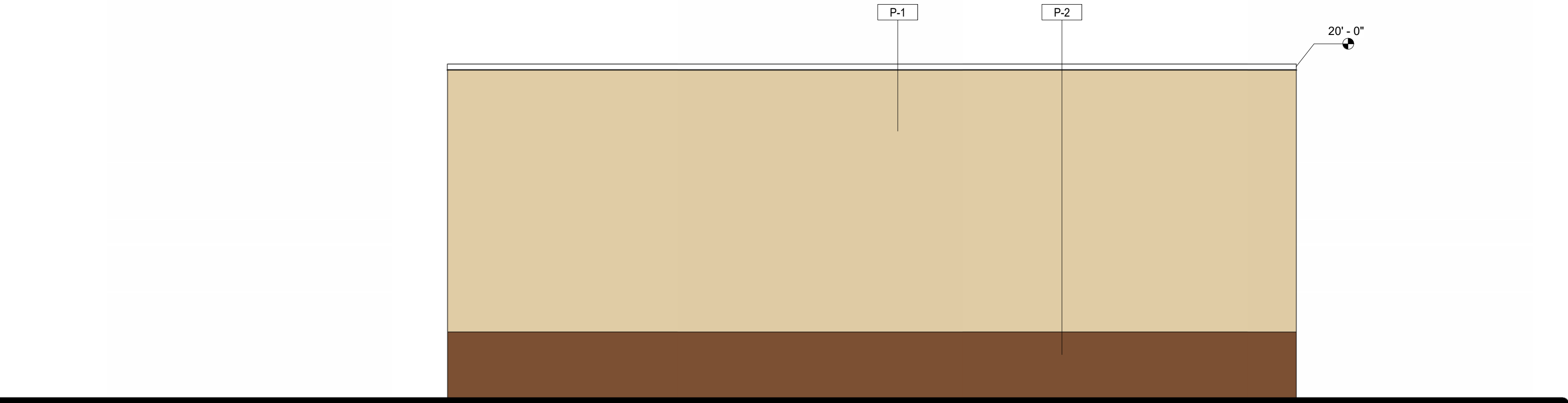
PROGRAMMING		
PROGRAM TYPE	REQUIRED (PP: 685) UNIT / AREA	PROPOSED UNIT / AREA
SERVICE DEPARTMENT		
CAR WASH	N / A	955 SF
CAR WASH SUPPORT	N / A	442 SF
	N / A	1,397 SF
GRAND TOTAL:	N / A	1,397 SF



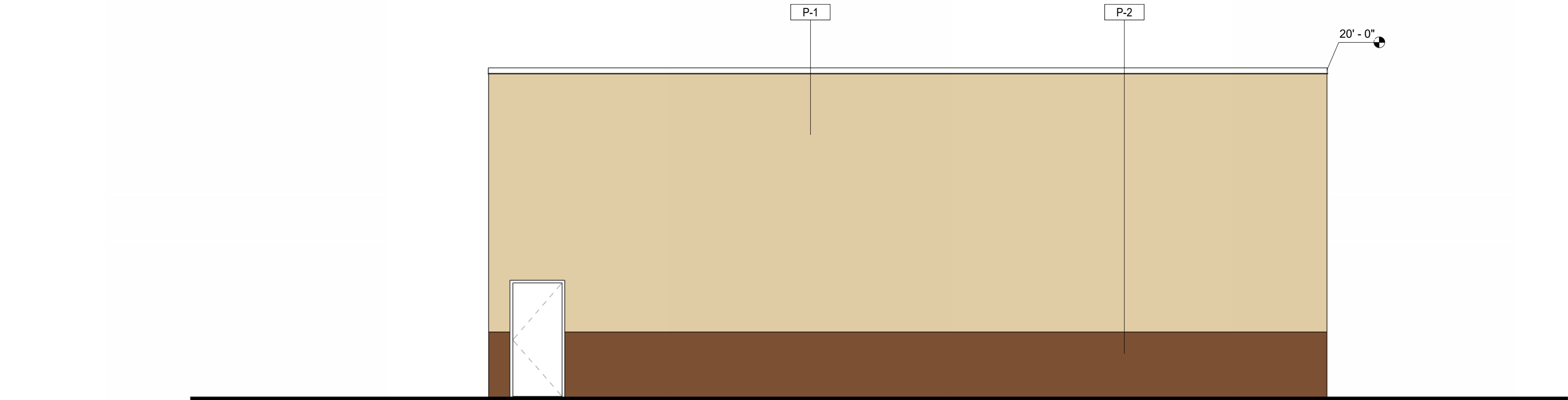
1 PROPOSED BUILDING ELEVATIONS - WEST
3/16" = 1'-0"



2 PROPOSED BUILDING ELEVATIONS - SOUTH
3/16" = 1'-0"



3 PROPOSED BUILDING ELEVATIONS - EAST
3/16" = 1'-0"



4 PROPOSED BUILDING ELEVATIONS - NORTH
3/16" = 1'-0"

EXTERIOR FINISHES

P-1

P-2

SHERWIN WILLIAMS #9111
"ANTLER VELVET"

SHERWIN WILLIAMS
#6104 "KAFFEE"

TO MATCH HYUNDAI
FINISH STANDARDS

REFERENCE CIVIL DRAWINGS, ALL PROPOSED FINISHED FLOOR
HEIGHTS SHOWN ARE AT 13'-6"

Goree

Interiors | Architecture | Brand

5151 San Felipe Street, Suite 1700
Houston, Texas 77056
713-660-6102
www.goreearchitects.com

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RW STOVVEE & ASSOCIATES, INC. - LANDSCAPE
Landscape Architect
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P: 925-933-2583

PROJECT NAME

VALLEJO AUTO COMPLEX

PROJECT DESCRIPTION

NEW AUTO COMPLEX

PROJECT ADDRESS

**500 REDWOOD ST.
VALLEJO, CA 94590**

OWNER INFORMATION

Wise Auto Group
Phone: 916-580-8222
jreavis@wiseautogroup.com

GOREE PROJECT NUMBER

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ISSUE DATE

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DATE:	MARK:	1	DEVELOPMENT RESUBMITTAL
05/23/2024			
06/23/2024			

KEY PLAN

SHEET NAME

PROPOSED CAR WASH ELEVATIONS

SHEET NUMBER

D301

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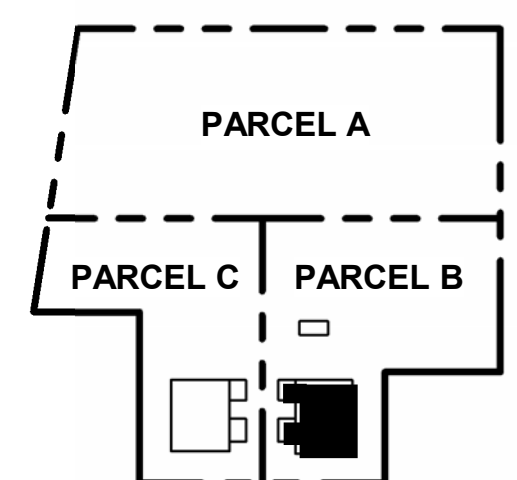
ISSUE DATE

05/23/2024

ISSUE HISTORY

DATE:	MARK:	DESCRIPTION:
05/23/2024		DEVELOPMENT RESUBMITTAL
06/23/2024		

KEY PLAN

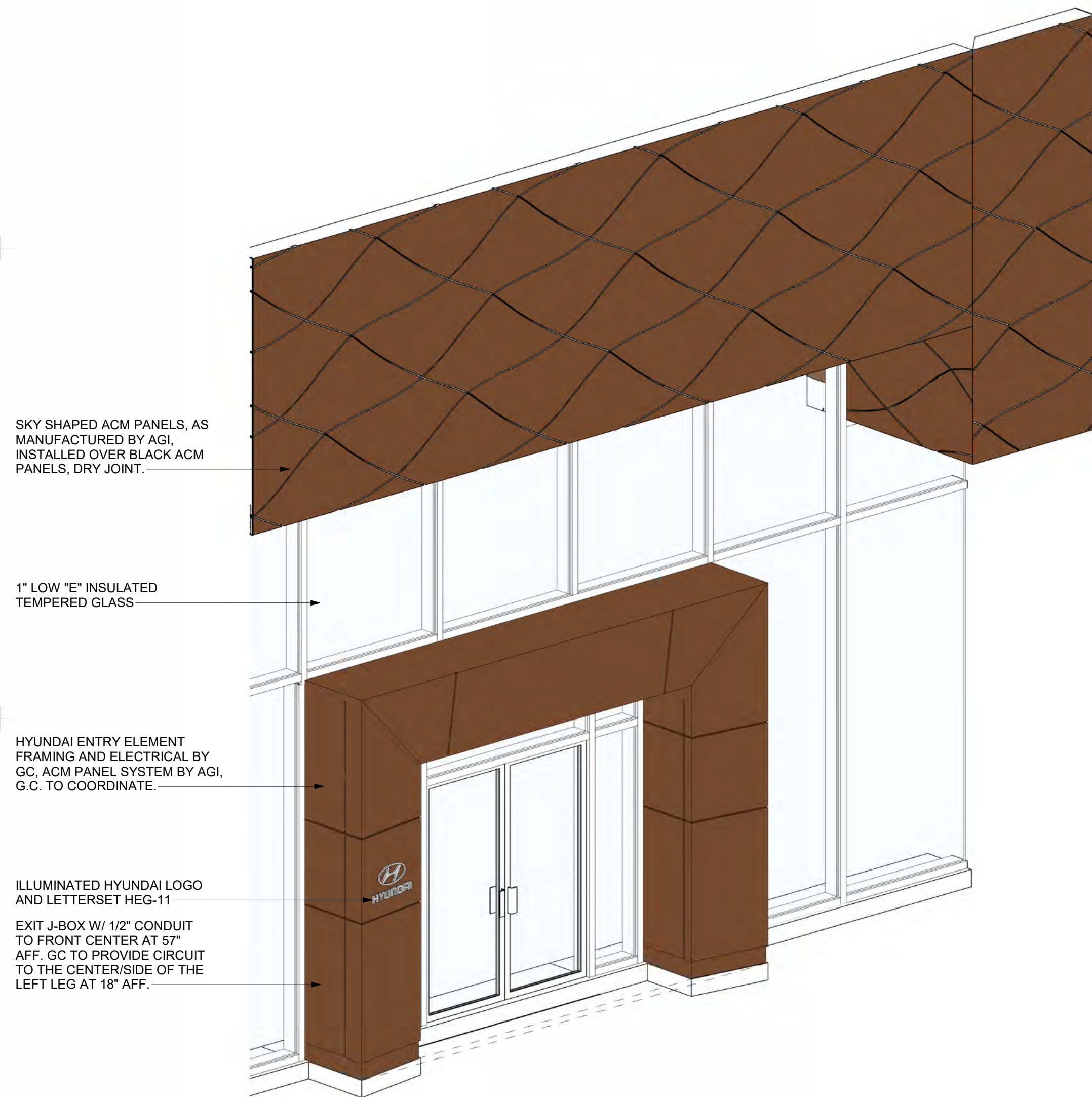


SHEET NAME

ENTRY ELEMENT & INCLINED
COLUMNS

SHEET NUMBER

D312



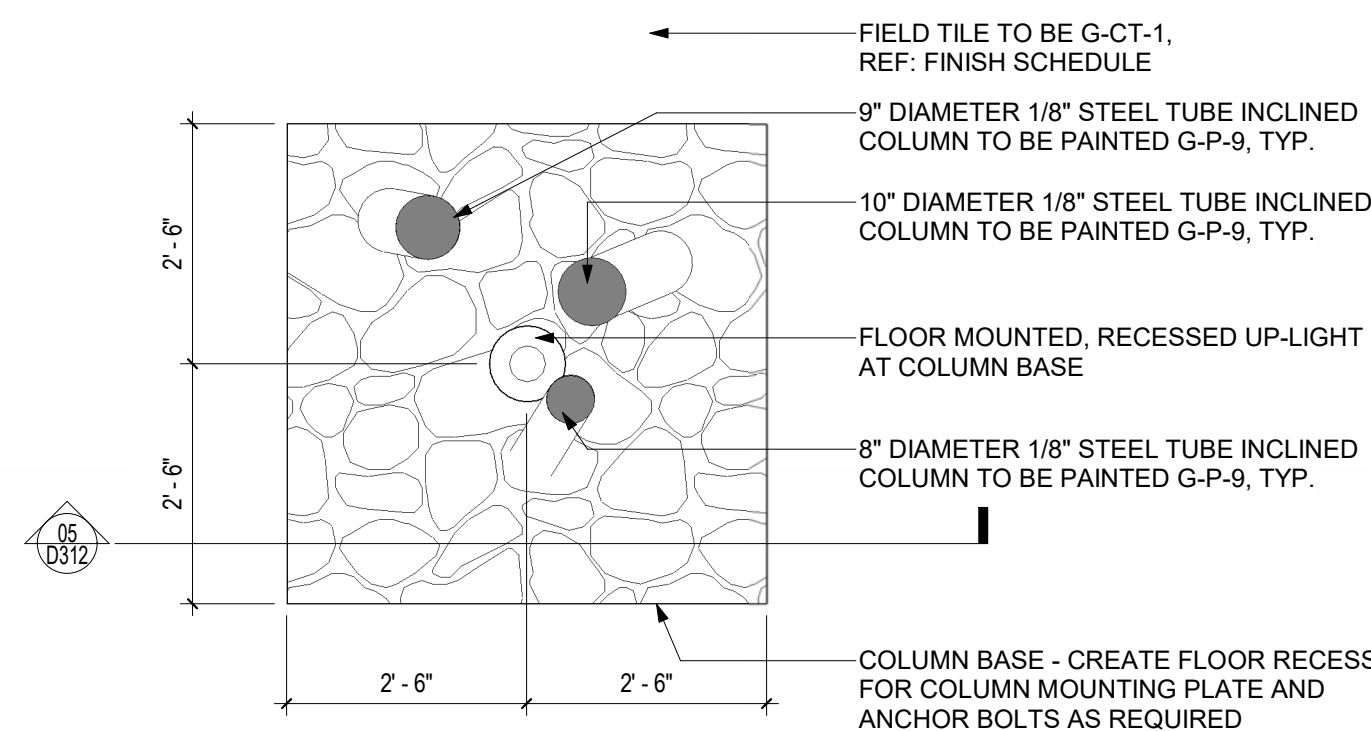
SKY SHAPED ACM PANELS, AS
MANUFACTURED BY AGI,
INSTALLED OVER BLACK ACM
PANELS, DRY JOINT.

1" LOW "E" INSULATED
TEMPERED GLASS

HYUNDAI ENTRY ELEMENT
FRAMING AND ELECTRICAL BY
G.C. ACM PANEL SYSTEM BY AGI,
G.C. TO COORDINATE

ILLUMINATED HYUNDAI LOGO
AND LETTERSET HEG-11
EXIT J-BOX W/ 1/2" CONDUIT
TO FRONT CENTER AT 57"
AFF. G.C. TO PROVIDE CIRCUIT
TO THE CENTER/SIDE OF THE
LEFT LEG AT 18" AFF.

09 ENTRY ELEMENT - 3D



FIELD TILE TO BE G-CT-1,
REF. FINISH SCHEDULE

9" DIAMETER 1/8" STEEL TUBE INCLINED
COLUMN TO BE PAINTED G-P-9, TYP.

10" DIAMETER 1/8" STEEL TUBE INCLINED
COLUMN TO BE PAINTED G-P-9, TYP.

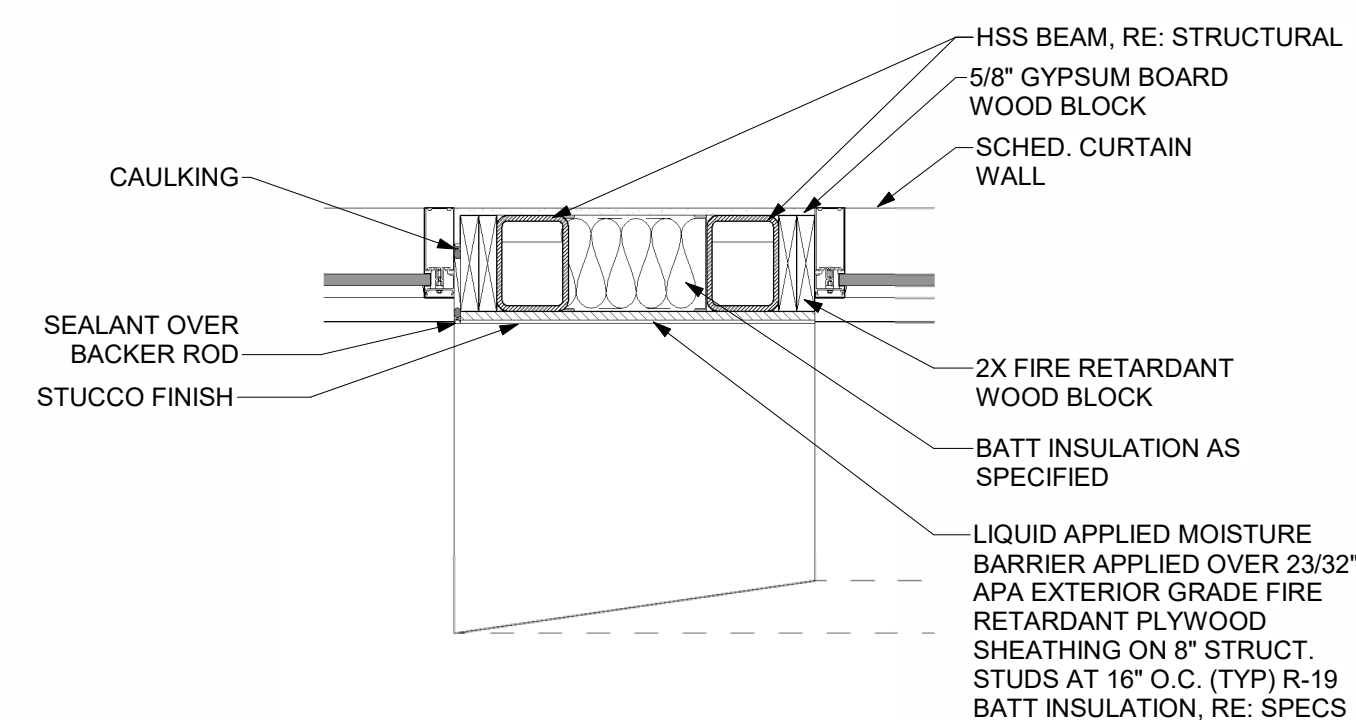
FLOOR MOUNTED, RECESSED UP-LIGHT
AT COLUMN BASE

8" DIAMETER 1/8" STEEL TUBE INCLINED
COLUMN TO BE PAINTED G-P-9, TYP.

COLUMN BASE - CREATE FLOOR RECESS
FOR COLUMN MOUNTING PLATE AND
ANCHOR BOLTS AS REQUIRED

06 NOTED PLAN - FIRST FLOOR - Callout 2

1/2" = 1'-0"



HSS BEAM, RE: STRUCTURAL

5/8" GYPSUM BOARD
WOOD BLOCK

SCHED. CURTAIN
WALL

2X FIRE RETARDANT
WOOD BLOCK

BATT INSULATION AS
SPECIFIED

LIQUID APPLIED MOISTURE
BARRIER APPLIED OVER 23/32"

APA EXTERIOR GRADE FIRE
RETARDANT PLYWOOD

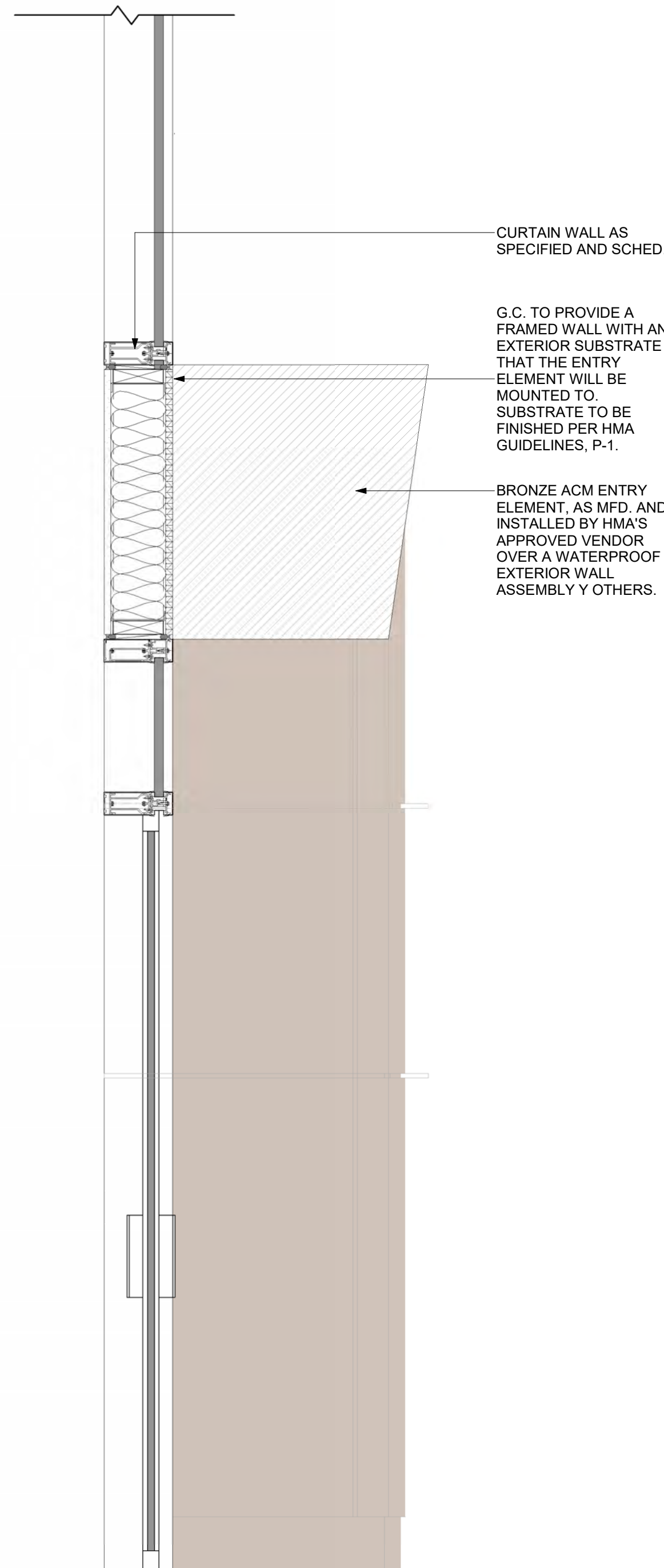
SHEATHING ON 8" STRUCT.
STUDS AT 16" O.C. (TYP) R-19
BATT INSULATION, RE: SPECS

04 NOTED PLAN - FIRST FLOOR - Callout 1 - Callout 1

3/4" = 1'-0"

08 ENTRY ELEMENT - SECTION DETAIL

1" = 1'-0"



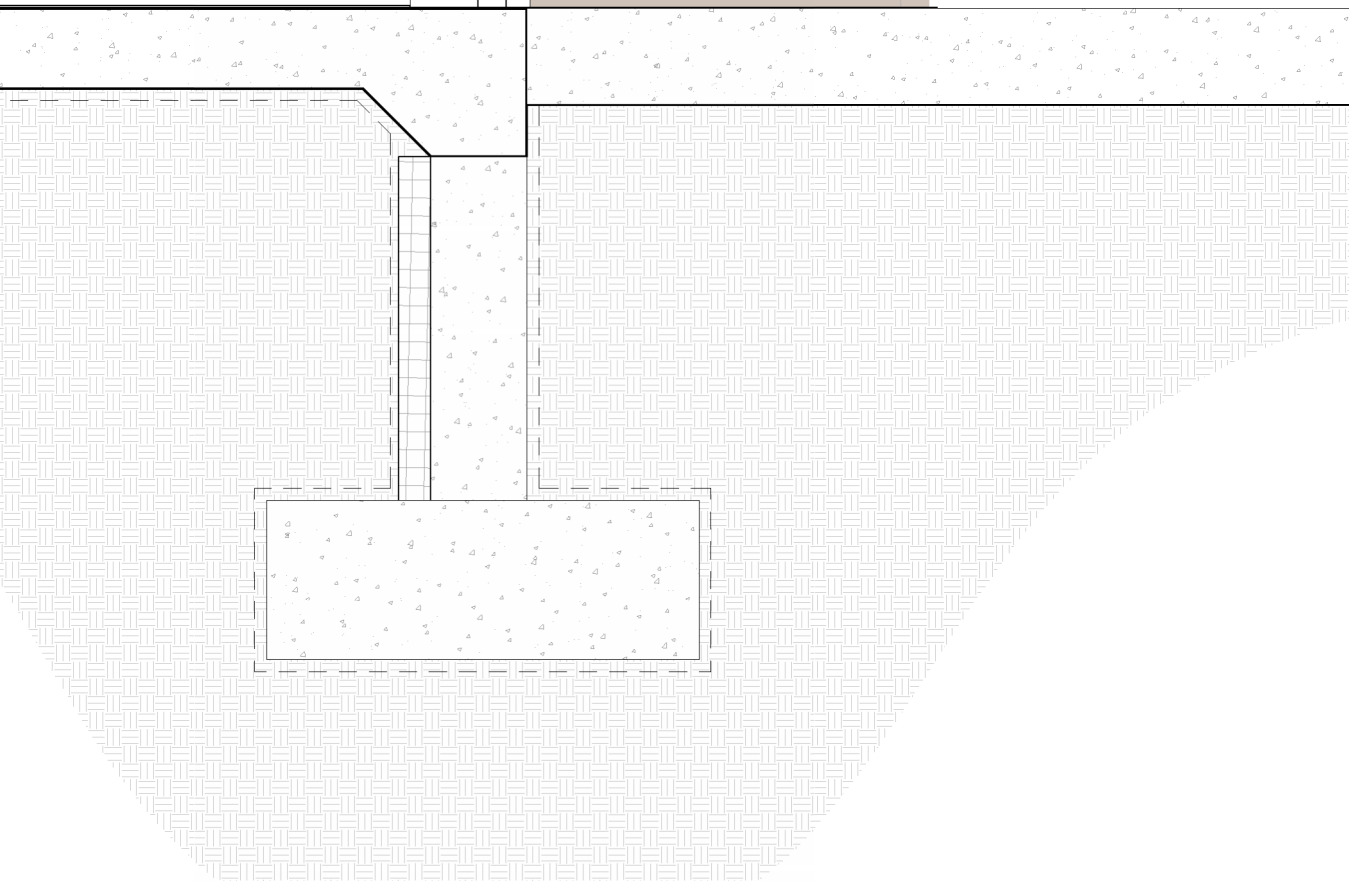
CURTAIN WALL AS
SPECIFIED AND SCHED.

G.C. TO PROVIDE A
FRAMED WALL WITH AN
EXTERIOR SUBSTRATE
THAT THE ENTRY
ELEMENT WILL BE
MOUNTED TO.
SUBSTRATE TO BE
FINISHED PER HMA
GUIDELINES, P-1.

BRONZE ACM ENTRY
ELEMENT, AS MFD. AND
INSTALLED BY HMA'S
APPROVED VENDOR
OVER A WATERPROOF
EXTERIOR WALL
ASSEMBLY Y OTHERS.

03 HYUNDAI ENTRY ELEMENT - SECTION @ DOOR

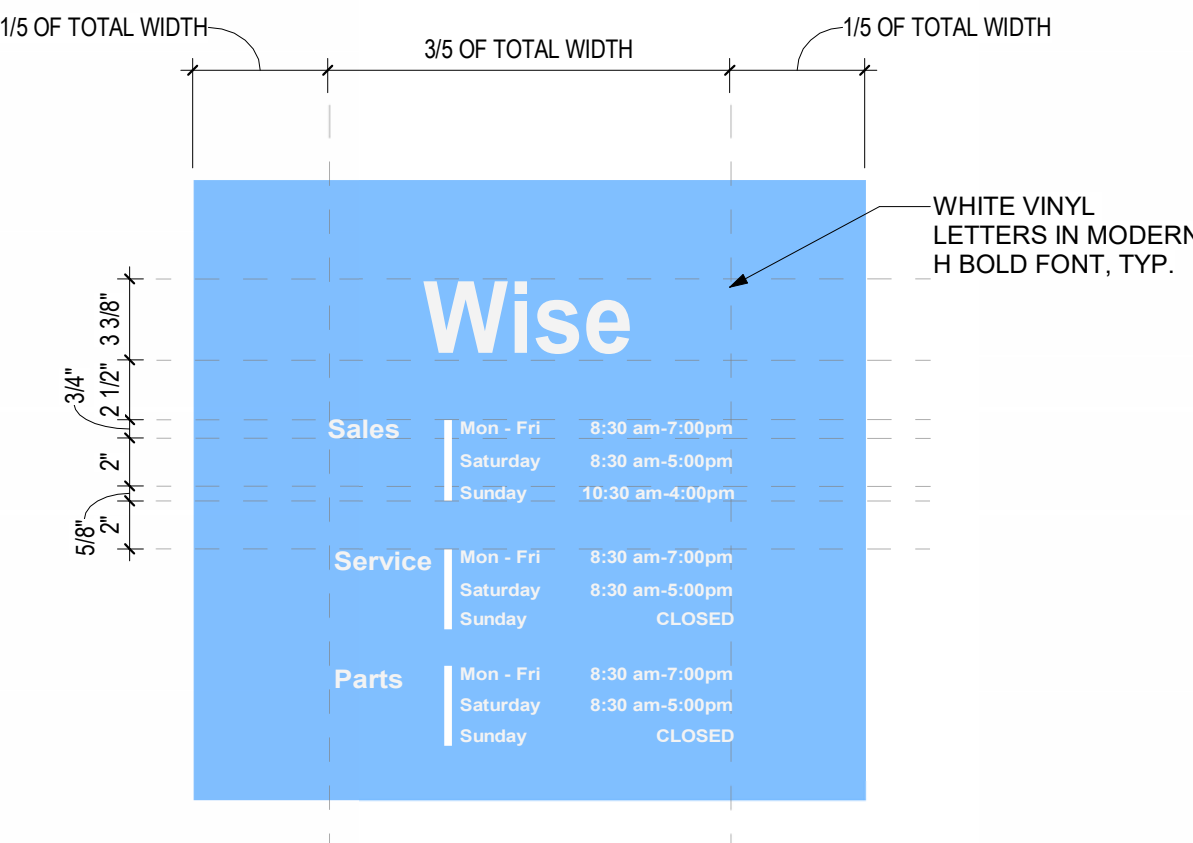
1" = 1'-0"



07 DAYS AND HOURS OF OPERATION SIGN

1 1/2" = 1'-0"

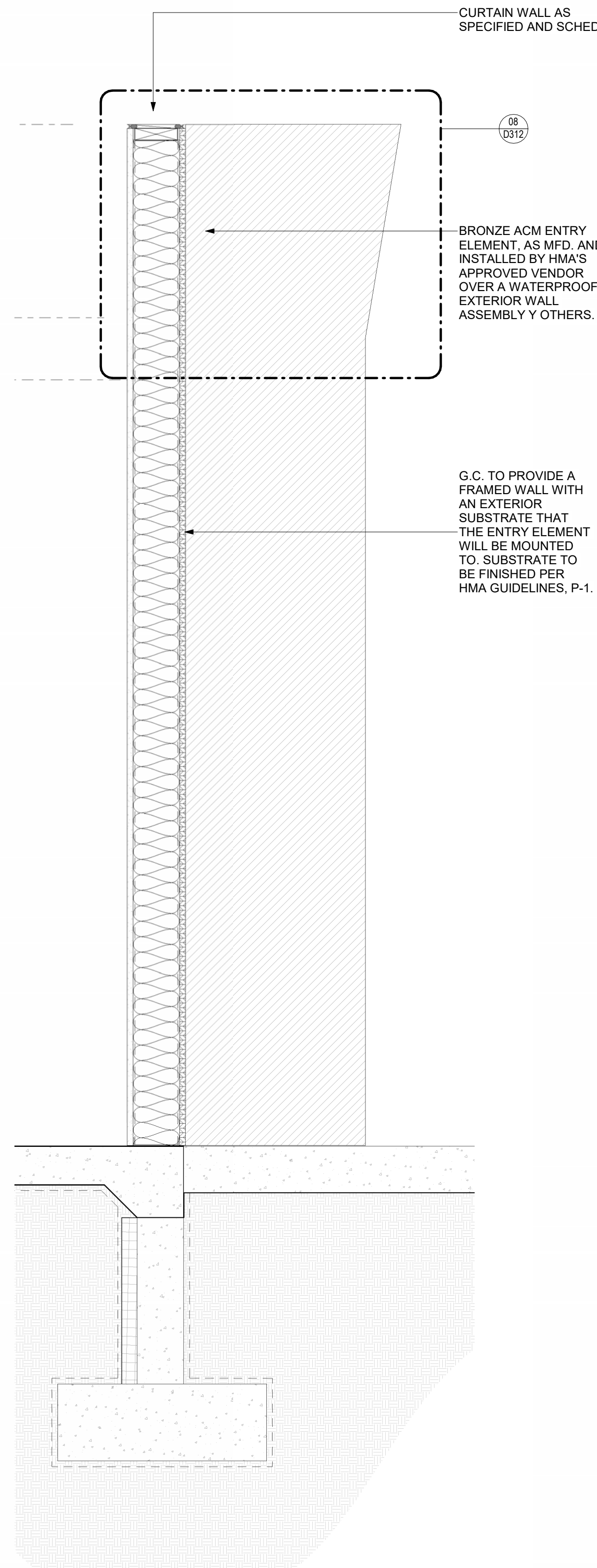
NOTE: PLACE STORE HOUR INFORMATION
PLACKARD AT THE SERVICE DRIVE ENTRANCE.



WHITE VINYL
LETTERS IN MODERN
H BOLD FONT, TYP.

02 ENTRY ELEMENT - SECTION AT ACM

1" = 1'-0"



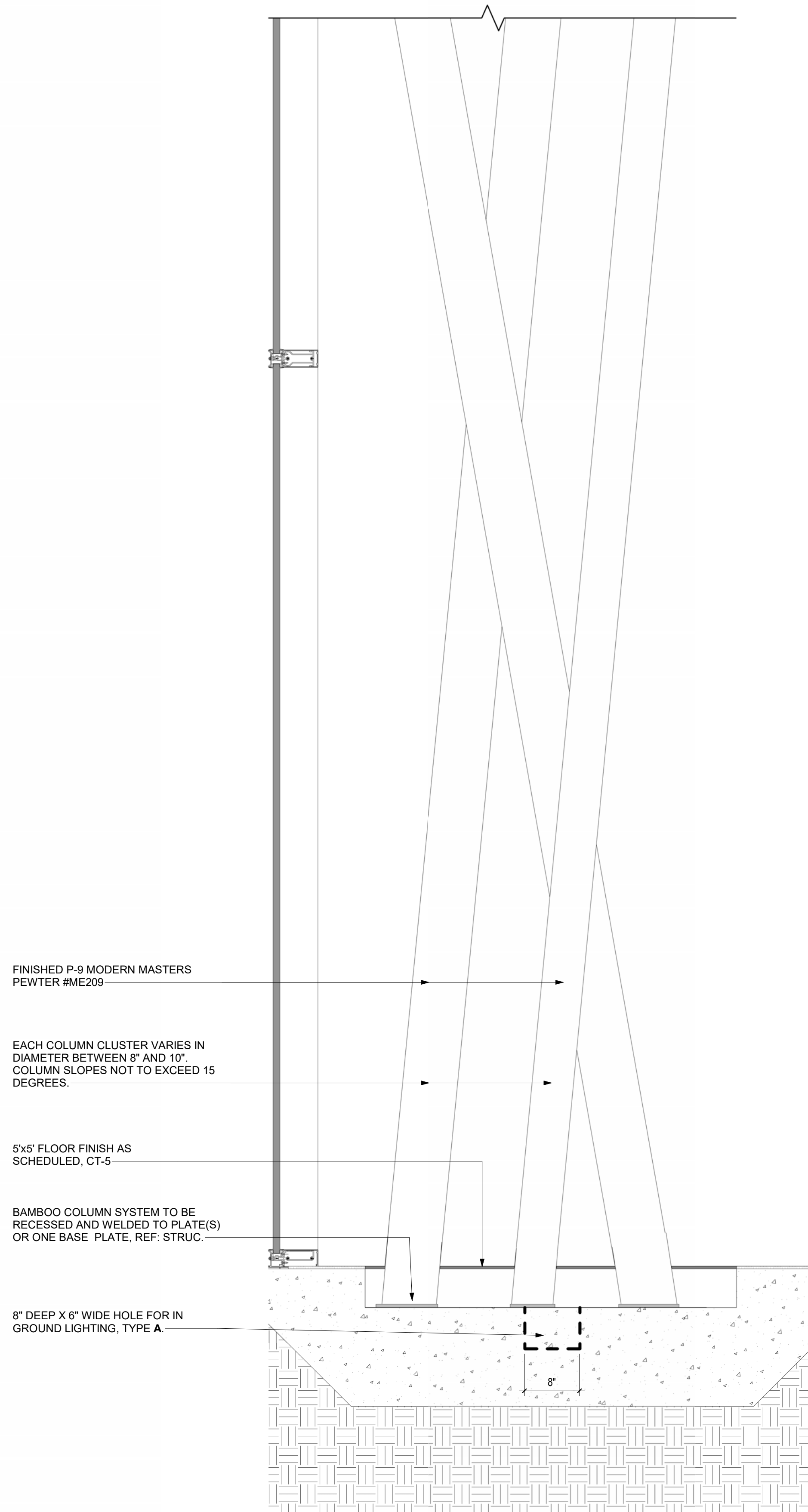
CURTAIN WALL AS
SPECIFIED AND SCHED.

BRONZE ACM ENTRY
ELEMENT, AS MFD. AND
INSTALLED BY HMA'S
APPROVED VENDOR
OVER A WATERPROOF
EXTERIOR WALL
ASSEMBLY Y OTHERS.

G.C. TO PROVIDE A
FRAMED WALL WITH
AN EXTERIOR
SUBSTRATE THAT
THE ENTRY ELEMENT
WILL BE MOUNTED
TO. SUBSTRATE TO
BE FINISHED PER
HMA GUIDELINES, P-1.

05 INCLINED COLUMNS - SECTION

1" = 1'-0"



FINISHED P-9 MODERN MASTERS
PEWTER #ME209

EACH COLUMN CLUSTER VARIES IN
DIAMETER BETWEEN 8" AND 10"
COLUMN SLOPES NOT TO EXCEED 15
DEGREES.

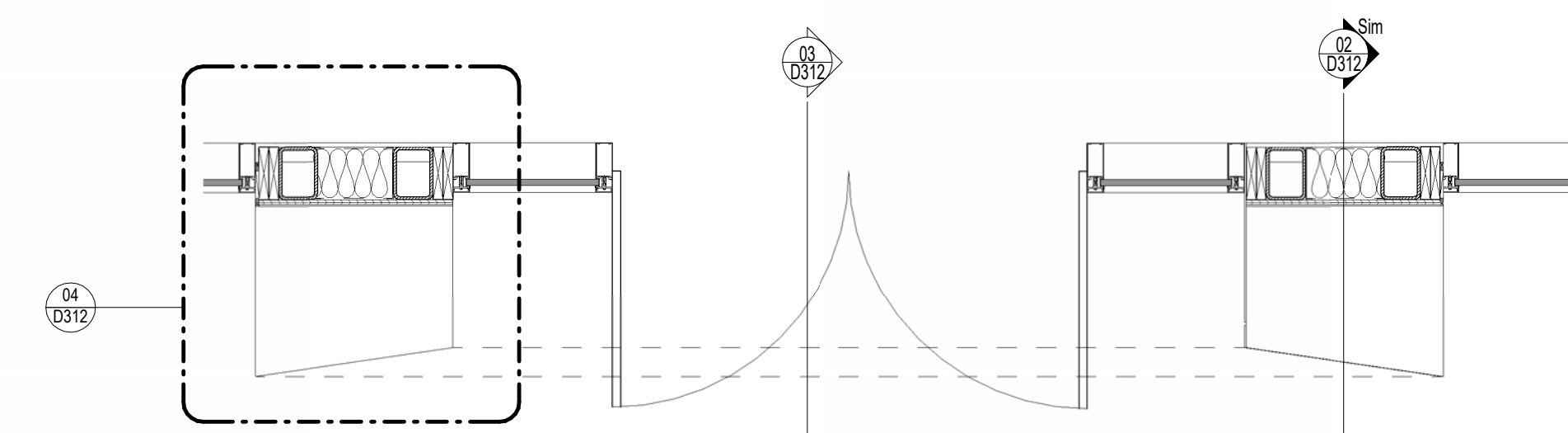
5'x5' FLOOR FINISH AS
SCHEDULED, CT-5

BAMBOO COLUMN SYSTEM TO BE
RECESSED AND WELDED TO PLATE(S)
OR ONE BASE PLATE, REF: STRUC.

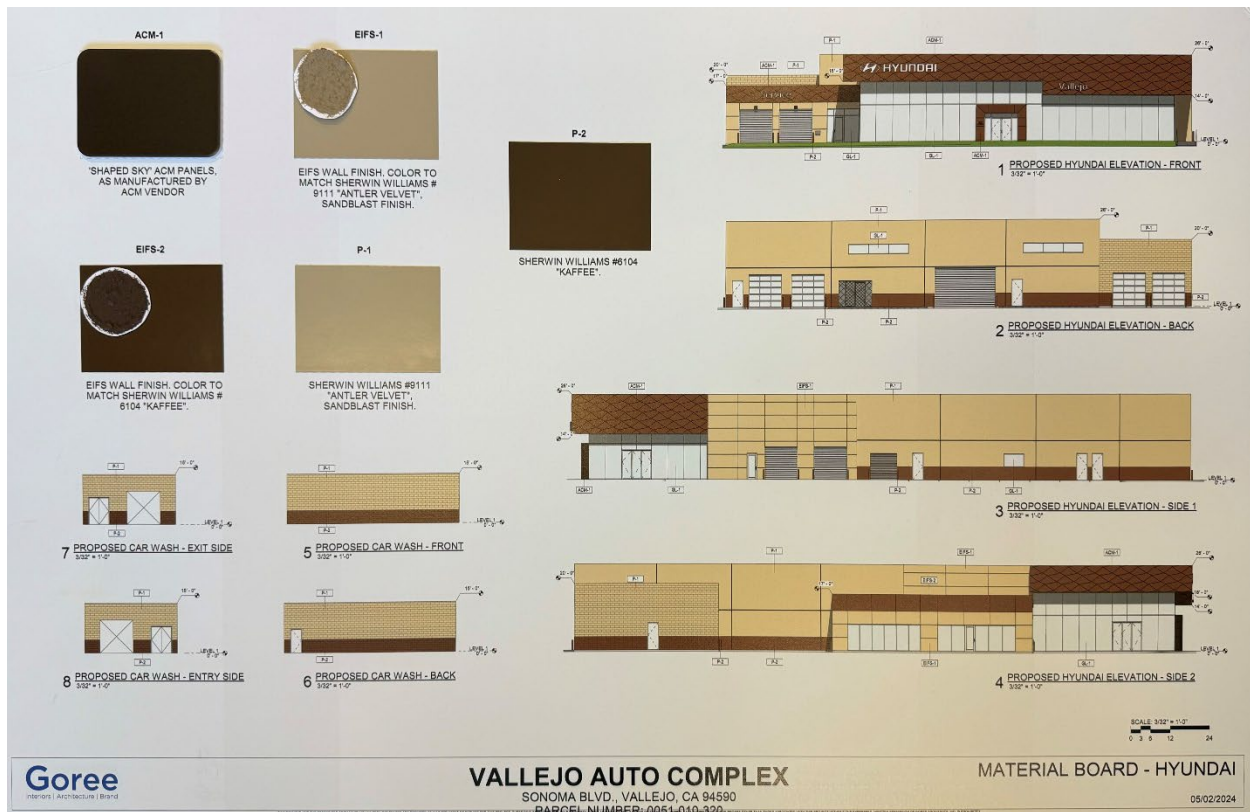
8" DEEP X 6" WIDE HOLE FOR IN
GROUND LIGHTING, TYPE A

01 NOTED PLAN - FIRST FLOOR - Callout 1

1/2" = 1'-0"



Attachment 4 – Material Board



October 9, 2024

VIA EMAIL TO: city.clerk@cityofvallejo.net and planning@cityofvallejo.net

City of Vallejo
Planning Commission
Design Review Board
555 Santa Clara Street
Vallejo, CA 94590

Re: Objection to Staff Recommendation for Approval of Design Review (DR23-0014) and Landscape Review (LR23-0006) for WISE VALLEJO AUTO COMPLEX at 500 Redwood Street / APN: 0051-010-320 –Design and Landscape Plans Inconsistent with the General Plan and the Sonoma Boulevard Specific Plan and Implementation Strategy

Dear Members of the Design Review Board,

I represent local residents and commercial property owners with land located in the Sonoma Boulevard Specific Plan area of Vallejo and submit this objection to the staff recommendation for approval of the auto dealership project design and landscaping plan proposed near the intersection of Redwood Street and Sonoma Boulevard. The project design fails to align with the Sonoma Boulevard Specific Plan (SBSP), White Slough Specific Plan (WSSP), and the site-specific land use strategy outlined in the Implementation Plan for the SBSP.

1. Design Review Board Proposed Resolution Fails To Address the SBSP, WSSP or the Implementation Plan for the SBSP

The 2040 General Plan provides that the CC designation applies only to the Sonoma Boulevard Specific Plan Area. The proposed project location is zoned Central Corridor Commercial and falls within the SBSP. Contrary to the staff report findings, under the 2040 General Plan, the proposed project site also falls within the WSSP which is bounded in the south by Redwood Street and to the east by Sonoma Boulevard. The staff's recommendations wholly fail to address the SBSP or the WSSP.

Further, the staff recommendations find that “the proposed design is compatible with the historical or visual character of any area recognized by the city as having such character” since “the proposed project is not within any historic district of the city.” However, the proposed project **is within the SBSP and WSSP corridors** which do provide for a visual character of the area that has not been addressed by the staff review or recommendations.

2. The Proposed Design Plan Conflicts with Policy NBE-2.5

Staff recommendations find that the proposed project design is consistent with Policy NBE-2.5 in the General Plan. This statement is misleading and not correctly applied. Policy NBE-2.5 in the General Plan provides for the development of “Regional Retail and Entertainment” that “support a thriving mix of regional retail and entertainment uses near Interstate 80.” Policy NBE-2.5 is consistent with the goals of the SBSP and WSSP to develop a mixed-use environment harmonious with the natural surrounds. The proposed plan for a car dealership does not provide a mix of retail

Re: Objection to Staff Recommendation for Approval of Design Review (DR23-0014) and Landscape Review (LR23-0006) for Proposed Auto Dealership at 500 Redwood Street / APN: 0051-010-320 – Design and Landscape Plans Inconsistent with the Sonoma Boulevard Specific Plan and Implementation Strategy

Page 2 of 5

and entertainment. The design proposes a single-use commercial development and not a thriving mix of retail and entertainment uses.

3. Conflict with Key SBSP Objectives for Urban Design and Community Character

Several of the core objectives of the SBSP would be undermined by the proposed design for an auto dealership at this location, including:

- Objective 3.1.1: Promote Compact and Walkable Mixed-Use Development: The SBSP envisions creating a mixed-use, pedestrian-oriented environment that balances residential and commercial uses in a way that fosters walkability and community engagement. The proposed auto dealership design, however, does not provide for any pedestrian activity and increases traffic congestion; both of which diminish the area's potential as a walkable, vibrant residential and recreation corridor.
- Objective 3.2.1: Enhance the Boulevard as a Community-Oriented Corridor: The SBSP focuses on creating developments that enhance community character through vibrant public spaces, retail, and residential projects. The proposed auto dealership design, which offers little engagement with the surrounding community, would disrupt the intended character for the SB corridor and hinder its transformation into a more dynamic, residential-focused environment.

4. Inconsistency with the Mixed-Use and Medium Density Residential Zoning and Goals of the SBSP Implementation Plan

The SBSP designates the land at the proposed project site for medium-density residential development, promoting the transformation of the corridor into a vibrant, mixed-use residential area. The intent of the SBSP is to facilitate implementation of the SBSP and encourage the transformation of the corridor into an economically vibrant, visually attractive, functional, mixed-use, human-scaled, complete street, inclusive of Urban Villages. The proposed auto dealership design plan, which constitutes a single-use commercial development, directly contradicts the SBSP.

The SBSP's medium-density residential designation aims to create housing opportunities that support local residents and encourages walkability. This includes housing opportunities for seniors and workers at nearby employment centers, such as Kaiser Permanente, and envisions the area as a retail, shopping, and restaurant destination for residents.

An auto dealership, by contrast, promotes only vehicle use, creates large parking areas, blocks views with large buildings, and generates high levels of vehicular traffic which add to the congestion of this area and undermines the SBSP's goals of fostering a compact, pedestrian-friendly environment. The residential focus of this area is meant to support the city's long-term housing goals, a vision that would be severely compromised by the introduction of an auto dealership.

Re: Objection to Staff Recommendation for Approval of Design Review (DR23-0014) and Landscape Review (LR23-0006) for Proposed Auto Dealership at 500 Redwood Street / APN: 0051-010-320 – Design and Landscape Plans Inconsistent with the Sonoma Boulevard Specific Plan and Implementation Strategy

Page 3 of 5

5. Inappropriate Placement of an Auto dealership

The SBSP's land use strategy specifically reserves auto dealerships for the portion of the Northern Corridor north of White Slough. The site proposed for development is south of White Slough and is clearly identified as medium density residential. Approving this dealership south of White Slough and in the corridor area designated for medium density residential disrupts the balance of land uses and introduces a single-use commercial facility that is auto-centric instead of meeting the plan design goals of developing walkable residential, recreation, and commercial uses. Such a deviation would hinder much needed housing development, is counter to the mixed-use goals for the area, and will impede the creation of a vibrant community that supports local needs and contributes to the city's broader urban development goals.

6. Conflict with White Slough Specific Plan's Goals

The White Slough Specific Plan focuses on recreation and development that integrates small, pedestrian-friendly shopping centers with recreational uses around White Slough. Specifically, the SBSP, the WSSP, and the Implementation Plan all propose a recreation area and walking/biking trail around White Slough which integrates with the proposed development of retail, shopping, and restaurant destinations envisioned for this area. The proposed trail borders the proposed project. The auto dealership design plan directly conflicts with the City's goal of fostering community engagement and recreation-friendly development. The proposed auto dealership plan does not adequately address the recreation focus for this area and fails to fully provide for an integrated pedestrian and bike trail. The size, design, and use of the dealership detract from the SBSP's and WSSP's vision for a more vibrant and accessible community.

7. Obstruction of View Corridors and Protection of Natural Resources

One of the specific goals of the SBSP is to preserve and enhance view corridors that provide visual access to the area's natural resources, such as White Slough. These view corridors are a key component of the plan's urban design principles, aimed at integrating the natural beauty of Vallejo's landscape into the built environment.

The auto dealership design, which proposes several large structures, extensive parking areas, and commercial orientation that block important view corridors and diminish the connection between the area's built environment and its natural features. This design plan's disregard for visual connectivity conflicts with the SBSP's and WSSP's urban design principles, which promote open sightlines and the enhancement of natural vistas. The project's current design does not adequately address or prioritize these view corridors, making it inconsistent with the SBSP's urban design objectives.

Counter to the view preservation goals of the SBSP and WSSP, the staff report failed to fully address the blockage of such views by the large buildings proposed in the plan. The plan places

Re: Objection to Staff Recommendation for Approval of Design Review (DR23-0014) and Landscape Review (LR23-0006) for Proposed Auto Dealership at 500 Redwood Street / APN: 0051-010-320 – Design and Landscape Plans Inconsistent with the Sonoma Boulevard Specific Plan and Implementation Strategy

Page 4 of 5

two large buildings that almost wholly fill the view of White Slough from the roadway and the sidewalk. Simply put, the construction of an auto dealership will not preserve significant public views and vistas from public streets and open spaces and will not provide areas for pedestrian activity.

8. Environmental and Traffic Concerns

In addition to design conflicts, the dealership would:

- Increase vehicle traffic and congestion: A dealership would generate significant vehicular traffic, both from customer visits and from operational needs (such as deliveries and test drives). The traffic study presented the Fehr and Peers in support of the Sonoma Boulevard Corridor Design Plan raises concerns that an auto dealership complex will increase traffic congestion and burden in the Sonoma Boulevard corridor. The proposed project design does not adequately address the vehicular impact on this corridor and surrounding areas. The project plan is at odds with SBSP's goal of promoting alternative transportation modes and creating a more walkable, community-friendly area.
- Increase emissions and pollution: By promoting car sales, the dealership would lead to more cars on the road, increasing emissions and contributing to air pollution. This undermines SBSP's goal of promoting sustainable, transit-oriented development. The proposed project and landscape designs do not adequately address impacts to air quality or the greenhouse gas emissions involved in the project.
- Creation of run off pollutants: Auto dealerships generate environmental pollutants that contaminate water ways, including gasoline, motor oil, paint, and solvents, and many other chemicals commonly used by auto dealerships. The proposed project design plan does not adequately provide for protection of White Slough and fails to adequately address potential impacts to Vallejo's water system.

9. Interim Uses Envisioned for the Project Site

The Implementation Plan also identifies potential interim uses for this area that are far more aligned with the SBSP's goals, including urban agriculture, viticulture, farmer's markets, flea/antique markets, seasonal businesses (e.g., Christmas tree lots or pumpkin patches), nurseries, and recreational uses such as fun parks. These uses, which do not require permanent facilities or infrastructure, align with the long-term vision of creating a community-centered, pedestrian-friendly corridor. The proposed auto dealership conflicts with these interim use suggestions, as it involves significant permanent infrastructure that would foreclose the flexibility of the land for such community-serving purposes.

10. Proposed Access Across Neighboring Properties

The proposed design plan includes access rights across neighboring properties. Such rights are not shown in the survey presented to the Planning Commission for review of this project.

October 9, 2024
City of Vallejo
Planning Commission

Re: Objection to Staff Recommendation for Approval of Design Review (DR23-0014) and
Landscape Review (LR23-0006) for Proposed Auto Dealership at 500 Redwood Street /
APN: 0051-010-320 – Design and Landscape Plans Inconsistent with the Sonoma
Boulevard Specific Plan and Implementation Strategy

Page 5 of 5

Conclusion

Given the clear inconsistencies between the proposed auto dealership design plans and the land use and development goals outlined in the Sonoma Boulevard Specific Plan, White Slough Specific Plan, and the Implementation Plan, I strongly urge the Design Review Board and Landscape Review Board to reject the staff recommendation for approval. The dealership undermines the plans' mixed-use, pedestrian-friendly vision and conflicts with the flexibility needed for interim uses that serve the community and enhance the area's long-term potential.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kristina M. Reed", with a stylized flourish at the end.

Kristina M. Reed

January 6, 2025

VIA EMAIL TO: city.clerk@cityofvallejo.net and planning@cityofvallejo.net

City of Vallejo
Planning Commission
555 Santa Clara Street
Vallejo, CA 94590

Re: Objection to Staff Recommendation for Approval of 500 Redwood Street (APN: 0051-010-320). This project includes multiple entitlements, including Design Review (DR23-0014), Development Review (DVR23-0032), Landscape Review (LR23-0006), Minor Use Permit (MUP23-0014), Parcel Map (PM23-0004), Variance (VAR23-0003), and Exception (EXC24-0005)

Dear Members of the Planning Commission,

I represent both residential and commercial property owners in the City of Vallejo. The purpose of this letter is to formally object to the proposed Wise Vallejo Auto Complex development project located at 500 Redwood Street (APN: 0051-010-320). This project includes multiple entitlements, including Design Review (DR23-0014), Development Review (DVR23-0032), Landscape Review (LR23-0006), Minor Use Permit (MUP23-0014), Parcel Map (PM23-0004), Variance (VAR23-0003), and Exception (EXC24-0005). While I appreciate the City's efforts to support development, I believe this project presents several significant concerns that must be addressed prior to approval.

1. Inadequate Environmental Review under CEQA

The staff report asserts that no additional environmental review is required under CEQA Guidelines Sections 15162 and 15183. However, the proposed project introduces substantial changes, including the subdivision of a 12.45-acre parcel and the construction of a 24,963-square-foot auto dealership and 1,437-square-foot car wash.

These changes raise the following environmental concerns:

- **Traffic Impacts:** The Vehicle Miles Traveled (VMT) analysis assumes a negligible impact without adequately addressing potential traffic congestion on Sonoma Boulevard (SR29) and surrounding intersections, particularly with added truck deliveries and customer traffic.
- **Floodplain Issues:** The property lies within a FEMA-designated floodplain. While the report notes grading adjustments, it fails to provide an adequate assessment of the long-term flood risks associated with raising the finished grade.
- **Cumulative Impacts:** The project's cumulative impact on local infrastructure, including water, sewage, and stormwater systems, requires further analysis, particularly given the potential for subsequent development of Parcels A and C.

Re: Objection to Staff Recommendation for Approval of Design Review (DR23-0014) and Landscape Review (LR23-0006) for Proposed Auto Dealership at 500 Redwood Street / APN: 0051-010-320 – Design and Landscape Plans Inconsistent with the Sonoma Boulevard Specific Plan and Implementation Strategy

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- **Materials Runoff.** The project's cumulative impact on the local watershed, including run off of automotive oils, wastes, solvents, and other materials has not been addressed.

2. Inconsistency with the General Plan and Zoning Code

While the project is described as consistent with the General Plan's Business/Limited Residential (B/LR) designation and the Central Commercial Corridor (CC) Zoning District, several inconsistencies remain:

- **Mixed-Use Goals:** The General Plan emphasizes promoting mixed-use development and pedestrian-friendly design in the CC district. The proposed auto dealership does not align with these goals, as it prioritizes vehicle storage and service areas over pedestrian access and public-facing amenities.
- **Setback Variance:** The variance to increase the building setback undermines the zero-foot street frontage setback requirement in the CC district, which aims to enhance street engagement and pedestrian safety.

3. Impacts to Community Aesthetics and Compatibility

The architectural design of the project, including its building height and contemporary style, fails to harmonize with the surrounding community. Additionally, the proposed 182-foot-long building exceeds the allowable building length and detracts from the visual appeal of the area.

4. Insufficient Mitigation Measures

The proposed landscaping plan, while including drought-tolerant plantings, does not adequately compensate for the significant impervious surfaces added by the project. Furthermore, the absence of street trees along Sonoma Boulevard due to PG&E easements reduces the project's ability to contribute to urban forest goals.

5. Lack of Public Engagement

Although a public notice was distributed, the project's implications for surrounding residents and businesses have not been adequately addressed. Greater outreach and consultation are necessary to ensure that community concerns are fully considered.

Requested Actions

Given these concerns, I respectfully request that the Planning Commission:

1. Deny approval of the Minor Use Permit (MUP23-0014), Variance (VAR23-0003), and Exception (EXC24-0005) until these issues are resolved.

January 6, 2025
City of Vallejo
Planning Commission

Re: Objection to Staff Recommendation for Approval of Design Review (DR23-0014) and Landscape Review (LR23-0006) for Proposed Auto Dealership at 500 Redwood Street / APN: 0051-010-320 – Design and Landscape Plans Inconsistent with the Sonoma Boulevard Specific Plan and Implementation Strategy

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2. Require the preparation of a Supplemental Environmental Impact Report (SEIR) to fully evaluate the project's environmental impacts.
3. Require the applicant to revise the project design to better align with General Plan policies promoting mixed-use, pedestrian-friendly development.
4. Ensure compliance with CEQA by addressing cumulative and project-specific impacts in greater detail.

Thank you for your attention to this matter. I trust that the Planning Commission will act in the best interests of Vallejo's residents and the city's long-term development goals.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kristina M. Reed". The signature is stylized with a large initial "K" and a circular flourish at the end.

Kristina M. Reed