



AGENDA

VALLEJO PLANNING COMMISSION REGULAR MEETING – 7:00 P.M. VIA TELECONFERENCE

Diosdado "J.R." Matulac, Chair
Kathleen Diohep, Vice-Chair
Peggy Cohen-Thompson
Jamar Stamps
Charles Palmares
Melissa Bowman

VIA TELECONFERENCE

www.cityofvallejo.net

March 1, 2021

IMPORTANT NOTICE

Until further notice, meetings of the Planning Commission are being conducted using teleconference and electronic means, consistent with State of California Executive Order N-29-30 regarding the COVID-19 pandemic. The live stream of the meeting may be viewed on television or online. Details may be found at www.cityofvallejo.net. In accordance with Executive Order N-29-30, the public may only view the meetings on television and/or online and not in the Council Chamber.

PUBLIC COMMENT: Members of the Public may provide public comments during the Planning Commission Meeting via ZOOM (<https://zoomregular.cityofvallejo.net>), or via phone, by dialing (669) 900-6833, enter meeting id: 914 0075 0676#

For additional instructions on how to speak during public comment, please visit, www.cityofvallejo.net/publiccomment

VIEW THE MEETING: There are three different ways you can view this public meeting:

- Watch Vallejo local channel 28
- Stream from the City website: www.cityofvallejo.net/Streaming
- Join the Zoom webinar: <https://zoomregular.cityofvallejo.net>

Want more City information? Members of the public can:

- Like us on Facebook (www.facebook.com/cityofvallejo)
- Sign up to receive City Communications via e-mail (www.cityofvallejo.net/living/connect)
- Sign up to receive City updates and get connected with your neighbors on Nextdoor (www.nextdoor.com)

This AGENDA contains a brief general description of each item to be considered. The posting of the recommended actions does not indicate what action may be taken. If comments come to the Planning Commission without prior notice and are not listed on the AGENDA, no specific answers or response should be expected at this meeting per State law.

Notice of Availability of Public Records: All public records relating to an open session item, which are not exempt from disclosure pursuant to the Public Records Act, that are distributed to a majority of the Planning Commission will be available on the City of Vallejo website at www.cityofvallejo.net subject to staff's ability to post the documents prior to the meeting.

Disclosure Requirements: Government Code Section 84308 (d) sets forth disclosure requirements which apply to persons who actively support or oppose projects in which they have a "financial interest", as that term is defined by the Political Reform Act of 1974. If you fall within that category, and if you (or your agent) have made a contribution of \$250 or more to any commissioner within the last twelve months to be used in a federal, state or local election, you must disclose the fact of that contribution in a statement to the Commission.

Appeal Rights: The applicant or any party adversely affected by the decision of the Planning Commission may, within ten days after the rendition of the decision of the Planning Commission, appeal in writing to the City Council by filing a written appeal 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 two hundred or five hundred feet of the project boundary, whichever was the original notification boundary.

The Council may affirm, reverse or modify any decision of the Planning Commission which is appealed. The Council may summarily reject any appeal upon determination that the appellant is not adversely affected by a decision under appeal.



The Council Chambers in City Hall is ADA compliant. Devices for the hearing impaired are available from the City Clerk. Requests for disability related modifications or accommodations, aids or services may be made by a person with a disability to the City Clerk's office no less than 72 hours prior to the meeting as required by Section 202 of the Americans with Disabilities Act of 1990 and the federal rules and regulations adopted in implementation thereof.

If you have any questions regarding any of the following agenda items, please call the assigned planner or project manager at (707) 648-4326.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. APPROVAL OF MINUTES

- A. February 8, 2021
- B. February 17, 2021
- C. February 24, 2021

5. WRITTEN COMMUNICATIONS

6. REPORT OF THE SECRETARY

A. Upcoming Meetings:

March 15, 2021

6:00 PM Special Meeting V-Town Major Use Permit to allow a Retail Cannabis business with accessory uses of non-volatile cannabis manufacturing and distribution at 5184 Sonoma Boulevard: Suite 300 (APN: 0067-150-300) - Public Hearing

March 15, 2021

7:00 PM Regular Meeting: Zoning Code, Associated General Plan Amendments and Initial Study /Mitigated Negative Declaration – Public Hearing

7. CITY ATTORNEY REPORT

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

9. REPORT OF THE SUBCOMMITTEES

10. REPORT OF THE CITY COUNCIL LIAISON

11. COMMUNITY FORUM

Due to the current Shelter at Home Order and in conformance with the Governor's Executive Order N-29-30, the City of Vallejo has opted to hold Planning Commission meetings via teleconference. Any interested members of the public desiring to communicate with the Planning Commission as part of the Community Forum may do so via ZOOM (<https://zoomregular.cityofvallejo.net>), or via phone, by dialing (669) 900-6833, enter meeting id: 914 0075 0676#

12. CONSENT CALENDAR AND APPROVAL OF THE AGENDA

Due to the current Shelter at Home Order and in conformance with the Governor's Executive Order N-29-30, the City of Vallejo has opted to hold Planning Commission meetings via teleconference. Any interested members of the public desiring to communicate with the Planning Commission as part of the Consent Calendar and Approval of the agenda may do so via ZOOM (<https://zoomregular.cityofvallejo.net>), or via phone, by dialing (669) 900-6833, enter meeting id: 9140075 0676#

- A. Adopt Resolution receiving the General Plan and Housing Element Annual Progress Report for calendar year 2020 and recommending the Council accept the same and direct submittal to the State.

13. PUBLIC HEARING

Due to the current Shelter at Home Order and in conformance with the Governor's Executive Order N-29-30, the City of Vallejo has opted to hold Planning Commission meetings via teleconference. Any interested members of the public desiring to communicate with the Planning Commission as part of the Public Hearing may do so via ZOOM (<https://zoomregular.cityofvallejo.net>), or via phone, by dialing (669) 900-6833, enter meeting id: 914 0075 0676#

A. PROJECT TITLE:	Oakwood Apartments Northwest Corner of Sonoma Boulevard and Magazine (APN: 0061-160-210)
PROJECT APPLICANT:	Randall Harris of HDO Architects
PROJECT DESCRIPTION:	Oakwood Apartments: Development of a multifamily apartment complex involving 132 units with a residential clubhouse, cabana, and associated site improvements. The unit breakdown is as follows: six studios, 72 one-bedroom units, and 54 two-bedroom units. Minor Exception request for parking reduction from 248 spaces to 233 spaces; increase in fence height from four feet to five feet; and reduction of the overall landscape barrier by 1,342 square feet.
PROPOSED ENVIRONMENTAL DETERMINATION:	The project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15332 (Class 32 "In-Fill Development"). Therefore, no further environmental review analysis is required.
STAFF RECOMMENDATION:	Staff recommends that the Planning Commission adopt Resolution No. PC21-02 to APPROVE Environmental Document (ED) #19-0002, Site Development Permit (SD) #20-0003, Major Use Permit (UP) #20-0005, Minor Exception (ME) #20-0003, and Landscape Review (LR) #20-0002 based on the findings in Resolution No. PC 21-02.
PROJECT MANAGER:	Jonathan Atkinson, Senior Planner Jonathan.atkinson@cityofvallejo.net

B. PROJECT TITLE:	ReLeaf Alternative, Inc. Appeal 128 Robles Way (APN: 0079-141-160)
APPELLANT:	Margaret Plump
APPEAL DESCRIPTION:	Appeal request to overturn Planning and Development Services Director approval of Minor Use Permit (MUP) #21-0008 application. This approval establishes retail cannabis sales for ReLeaf Alternative, Inc. within an existing tenant space in the Glen Cove Center.
PROPOSED ENVIRONMENTAL DETERMINATION:	The project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15301 (Class 1 "Existing Facilities"). Therefore, no further environmental review is required.
STAFF RECOMMENDATION:	Conduct a Public Hearing on the appeal of the Planning and Development Services Director's approval of Minor Use Permit (MUP) #20-0008 for ReLeaf Alternative, Inc. Direct Staff to prepare a resolution denying the appeal, upholding the Director's decision and approving Minor Use Permit (MUP) #20-0008.
PROJECT MANAGER:	Jonathan Atkinson, Senior Planner Jonathan.atkinson@cityofvallejo.net

14. ACTION CALENDAR

NOTICE: Members of the public wishing to address the Planning Commission on Action Calendar Items may do so via ZOOM (<https://zoomregular.cityofvallejo.net>), or via phone, by dialing (669) 900-6833, enter meeting id: 914 0075 0676#. For additional instructions on how to speak during public comment, please visit, www.cityofvallejo.net/publiccomment.

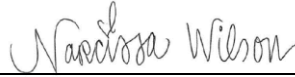
15. OTHER

Due to the current Shelter at Home Order and in conformance with the Governor's Executive Order N-29-30, the City of Vallejo has opted to hold Planning Commission meetings via teleconference. Any interested members of the public desiring to communicate with the Planning Commission as part of the Other item may do so via ZOOM (<https://zoomregular.cityofvallejo.net>), or via phone, by dialing (669) 900-6833, enter meeting id: 914 0075 0676#

16. ADJOURNMENT

I, Narcissa Wilson, Planning Executive Secretary, do hereby certify that I have caused a true copy of the above notice and agenda to be delivered to each of the members of the Vallejo Planning Commission, 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 p.m. Thursday, February 25, 2021.

Dated February 25, 2021

A handwritten signature in cursive script that reads "Narcissa Wilson".

Narcissa Wilson, Planning Executive Secretary

Minutes

**CITY OF VALLEJO PLANNING COMMISSION
SPECIAL MEETING MINUTES
COUNCIL CHAMBERS
February 8, 2021**

1. CALL TO ORDER

The meeting was called to order by Chair Matulac at 7:04 p.m.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present: Chair Matulac, Vice-Chair Diohep, Commissioners Palmares, Cohen-Thompson, Stamps and Bowman

Absent: None

Staff present: Interim Deputy City Manager Hayes, Interim Planning and Development Services Director Ratcliffe, City Attorney Nebb, Senior Planner Hightower

4. STUDY SESSION

A. New Zoning Code Study Session – Conduct a Study Session with the Planning commission on the draft New Zoning Code Project.

Interim Deputy City Manager Hayes introduced the topic.

Interim Deputy City Manager Hayes, Interim Deputy Planning and Development Director Ratcliffe and Senior Planner Hightower presented the project.

Commissioners asked questions and staff responded.

Chair Matulac opened for public comment.

Speakers – Anne Carr, Robert Schussel, Mark Klein, Cookie Gordon, Steven Moffatt

Chair Matulac closed for public comment.

Commissioners asked questions and staff responded.

5. ADJOURNMENT

Chair Matulac adjourned the meeting at 8:54 p.m.

DIOSDADO "J.R." MATULAC, CHAIRPERSON

ATTEST:

CESAR OROZCO
ASSOCIATE PLANNER

DRAFT

**CITY OF VALLEJO PLANNING COMMISSION
REGULAR MEETING MINUTES
COUNCIL CHAMBERS
February 17, 2021**

1. CALL TO ORDER

The meeting was called to order by Chairman Matulac at 7:09 p.m.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present: Chair Matulac, Vice-Chair Diohep, Commissioners Palmares, Stamps, and Cohen-Thompson (late)

Absent: Commissioner Bowman

Staff present: Interim Deputy City Manager Hayes, Interim Planning and Development Services Director Ratcliffe, Deputy City Attorney Brady, Senior Planner Hightower

4. APPROVAL OF MINUTES

A. January 20, 2021

On a motion of Vice-Chair Diohep, the commission approve the minutes with the following vote:

VOTE:

AYES: Chair Matulac, Vice-Chair Diohep, Commissioners Palmares, and Stamps

NOES: None

ABSENT: Commissioner Bowman and Cohen-Thompson

ABSTAIN: None

5. WRITTEN COMMUNICATIONS – Staff provided written communications to the Commission regarding the Zoning Code.

6. REPORT OF THE SECRETARY

A. Upcoming Meetings:

February 24, 2021

Zoning Code Study Session

March 1, 2021

Office of Planning and Research & Housing and Community Development – Annual Update

Oakwood Apartments

Northwest Corner of Sonoma Boulevard and Magazine Street (APN:0061-160-210)

Site Development Permit (SD) #20-0003

Major Use Permit (UP) #20-0005

Minor Exception (ME) #20-0003

Landscape Review (LR) #20-0002

Environmental Document (ED) #19-0002

March 15, 2021

Zoning Code and Initial Study/ Mitigation Negative
Declaration – Public Hearing (Tentative)

Interim Planning and Development Services Director Ratcliffe commented on item A and provided an update on the new zoning code.

7. CITY ATTORNEY REPORT - None

8. REPORT OF THE PRESIDING OFFICE AND MEMBERS OF THE PLANNING COMMISSION AND LIAISON REPORTS

A. Report of the Presiding Office and Members of the Planning Commission –

Vice Chair Diohep commented on the renewal rate for the American Planning Association and commented on past practices about holding study sessions for upcoming projects.

9. REPORT OF THE SUBCOMMITTEES – None

10. REPORT OF THE CITY COUNCIL LIAISON – None

11. COMMUNITY FORUM – Anne Carr

12. CONSENT CALANDER AND APPROVAL OF THE AGENDA

Action: Moved by Vice-Chair Diohep to approve the consent calendar and agenda.

VOTE:

AYES: Chair Matulac, Vice-Chair Diohep, Commissioners Palmares and Stamps
NOES: None
ABSENT: Commissioners Bowman and Cohen-Thompson
ABSTAIN: None

13. PUBLIC HEARING

A. New Zoning Code

Interim Planning and Development Services Director Ratcliffe presented the item.

Commissioners asked questions and staff responded.

Action: Moved by Vice-Chair Diohep, and second by Commissioner Stamps, to continue the project to the March 15, 2021 Planning Commission Meeting.

VOTE:

AYES: Chair Matulac, Vice-Chair Diohep, Commissioners Palmares, Stamps and Cohen-Thompson
NOES: None
ABSENT: Commissioners Bowman
ABSTAIN: None

14. ACTION CALENDAR - None

15. OTHER

A. Zoning Code Study Session

This is an informational only; no Planning Commission action taken. Discussion will include, but is not limited to: Objective Hillside Regulations, Exterior Maintenance Requirements for Tobacco and Cannabis Uses, Minimum Height Requirements for Non-residential Buildings in certain Commercial districts, and follow-up on Staff Responses to Commission Comments/Questions.

Interim Deputy City Manager Hayes and Interim Planning introduced the item.

Interim Development Services Director Ratcliffe Senior Planner Hightower presented the item.

Commissioners asked questions and staff responded.

Chairman Matulac opened for public comment.

Speakers: Anne Carr, Robert Schussel

Chairman Matulac closed for public comment.

Commissioners asked questions and staff responded.

16. ADJOURNMENT

Chair Matulac adjourned the meeting at 9:47 p.m.

DIOSDADO "J.R." MATULAC, CHAIRPERSON

ATTEST:

CESAR OROZCO
ASSOCIATE PLANNER

**CITY OF VALLEJO PLANNING COMMISSION
SPECIAL MEETING MINUTES
COUNCIL CHAMBERS
February 24, 2021**

1. CALL TO ORDER

The meeting was called to order by Chair Matulac at 7:07 p.m.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present: Chair Matulac, Vice-Chair Diohep, Commissioners Palmares, Cohen-Thompson, Stamps and Bowman

Absent: None

Staff present: Interim Deputy City Manager Hayes, Interim Planning and Development Services Director Ratcliffe, City Attorney Nebb, Senior Planner Hightower

4. STUDY SESSION

A. New Zoning Code Study Session – Review changes of the Draft New Zoning Code since January 6, 2021. Staff will review the Draft Code Section by Section, highlighting substantive changes since January 6, 2021. Draft document was released.

Interim Deputy City Manager Hayes introduced the topic.

Interim Deputy Planning and Development Director Ratcliffe and Senior Planner Hightower presented the project.

Commissioners asked questions and staff responded.

Chair Matulac opened for public comment.

Speakers – Robert Schussel, Anne Carr

Chair Matulac closed for public comment.

Commissioners asked questions and staff responded.

5. ADJOURNMENT

Chair Matulac adjourned the meeting at 9:41 p.m.

DIOSDADO "J.R." MATULAC, CHAIRPERSON

ATTEST:

CESAR OROZCO
ASSOCIATE PLANNER

DRAFT

Consent

DATE: March 1, 2021
TO: Chair and Members of the Planning Commission
FROM: Cesar Orozco, Associate Planner
Christina Ratcliffe, Interim Planning and Development Director
SUBJECT: **ADOPT RESOLUTION RECEIVING THE GENERAL PLAN AND HOUSING ELEMENT ANNUAL PROGRESS REPORT CALENDAR YEAR 2020 AND RECOMMENDING THE COUNCIL ACCEPT SAME AND DIRECT SUBMITTAL TO THE STATE**

RECOMMENDATION

Adopt resolution receiving and recommending the City Council accept the attached Annual Progress Report (APR) and direct staff to submit the APR to the California Department of Housing and Community Development (HCD) and the California Office of Planning and Research (OPR).

REASONS FOR RECOMMENDATION

State law requires that all cities (including Charter cities) provide APRs on the status of their General Plan, Housing Element. The City of Vallejo (City) will meet that requirement with submittal of the attached APR to HCD and OPR. In addition, submittal of the APR will help make the City more competitive in applying for State and regional grants.

BACKGROUND AND DISCUSSION

California Government Code Section 65400 requires cities and counties to adopt a General Plan for development within their boundaries that includes implementation strategies of the General Plan Goals.

State law also requires cities and counties to provide an annual report by April 1st to OPR and HCD on the progress of implementing its General Plan. In addition, a separate Report on the progress made in meeting the Housing Element goals, including progress on the Regional Housing Needs Allocation (RHNA), as well as local efforts to remove governmental constraints to the maintenance, improvement, and development of housing.

The City Council adopted the current 5th cycle Housing Element for the 2015-2023 period on May 26, 2015, and HCD subsequently certified compliance of the Housing Element. The Housing Element demonstrates how the City is addressing housing needs based on progress on our RHNA. While the Housing Element must address specific statutory requirements, it is also intended to reflect local community values and priorities.

This year, Government Code Section 65400(a)(2)(J) also requires that cities which have received a Local Government Planning Support Grant to note those awards and provide a basic list of information as part of their APR.

Staff has prepared the attached APR (see Exhibit A attached to the Resolution) for review by the Planning Commission, in compliance with State requirements. By complying with State law, the City will be eligible and/or more competitive for certain funding opportunities, including LEAP and REAP grants, Caltrans' recent Senate Bill 1 planning grants, and the Metropolitan Transportation Commission's One Bay Area Grant program.

FISCAL IMPACT

City Council acceptance of the APR and submission of the APR to HCD will have no direct or immediate

fiscal impact on the City. However, these actions may benefit the City's finances in the future by making it eligible and/or more competitive for certain grants, and by supporting future development.

ENVIRONMENTAL REVIEW

This action is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15378, because it is not a project which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

Attachments

1. Annual Progress Report
2. Resolution Recommending City Council Acceptance of APR

CONTACT

Christina Ratcliffe, Interim Planning and Development Services Director, (707) 648-5436

Christina.ratcliffe@cityofvallejo.net

Margaret Kavanaugh-Lynch, Planning Manager, (707) 648-8604

Margare.kavanaugh-lynch@cityofvallejo.net

Cesar Orozco, Associate Planner, (707) 648-5436

Cesar.orozco@cityofvallejo.net



Annual Progress Report on the General Plan 2020

City of Vallejo
Planning and Development Services
555 Santa Clara Street
Vallejo, CA 94590

<u>Table of Contents</u>	<u>Page Number</u>
1. Introduction	2
2. Background	2
a. Community and People	2
b. Nature and the built Environment	3
c. Economy, Education and Training	4
d. Mobility, Transportation and Connectivity	4
3. DATE OF ACCEPTANCE BY LOCAL LEGISLATION BODY	5
4. GENERAL PLAN IMPLEMENTATION	5
5. HOUSING ELEMENT ANNUAL PROGRESS REPORT	6
6. GENERAL PLAN AMENDMENTS	6
7. MAJOR DEVELOPMENT APPLICATION PROCESSED	7
8. LOCAL GOVERNMENT PLANNING SUPPORT GRANTS	7

1. INTRODUCTION

As requested by Government Code Section 65400 (b), every City must submit an Annual Progress Report (APR) to their legislative body, the Governor's Office of Planning and Research (OPR), and the Department of Housing and Community Development (HCD) on the implementation status of their General Plan. The annual report must also include discussion on the City's progress in providing its required share of affordable housing pursuant to Government Code Section 65584 and its efforts to remove governmental constraints for the maintenance, improvement and development of affordable housing per Section 65583.c(3) of the California Government Code.

This General Plan Annual Progress Report covers the period from January 1, 2020 to December 31, 2020.

The purpose for the APR is to assess how the General Plan is being implemented in accordance with adopted goals, policies and implementation measures; identify any necessary adjustments or modifications to the General Plan as a means to improve local implementation; provide a clear correlation between land use decisions that have been made during the 12-month reporting period and the goal, policies and implementation measures contained in the General Plan; and to provide information regarding local agency progress in meeting its share of regional housing needs.

2. BACKGROUND

On August 29, 2017, Vallejo's City Council adopted the City's current General Plan for implementation. The General Plan has 10 elements contained within four separate chapters: Community and People, Nature and Built Environment, Economy, Education and Training and Mobility, Transportation and Connectivity. The General Plan contains the seven state-required elements which are land use, circulation, housing¹, conservation, open space, safety and noise and three optional elements are healthy community, arts and culture, historic preservation and economic development.

The General Plan is the City's vision is one anchored by a vibrant downtown and waterfront, which together are a focus of local life and a regional tourist attraction. The process of preparing the General Plan took place in 2012 as the City embarked on a program to bring its 1980s General Plan up to date so that it could meet future challenges. The process resulted in the following 19 key principles designed to improve the quality of development and the long-term fiscal health of the City so that it can remain an attractive place to live and work:

a. Community and People

1. **Pride in Identity.** Vallejo takes pride in its identity, natural setting, and history. Its residents, businesses, and government value the City's maritime heritage, cultural diversity, neighborhoods, and thriving arts community—and their links to the region and the world.
2. **Strong Community Bonds.** Vallejo builds strong community bonds at the neighborhood level, with activities and recreational opportunities for youth, local festivals, and a strong culture of volunteering, positive role models, and leadership programs.
3. **Safe City.** Vallejo is a safe place for everyone. Residents and businesses in every neighborhood collaborate with each other and with responsive law enforcement to promote personal safety.

4. **Caring and Equitable Community.** Vallejo treats everyone with compassion, dignity, and fairness and supports stable, diverse neighborhoods. It is a caring community where everyone has access to services, jobs and housing and shares in the vitality and prosperity of the community.
5. **Collaborative Civic Engagement.** Vallejo identifies its challenges and takes constructive actions to address them. It is a place with strong, collaborative partnerships between government, residents, and local businesses and where challenges are addressed proactively, drawing on lessons learned from their own experience and from other communities.
6. **Active, Participatory Community.** Vallejo supports and depends on active community participation. Vallejo provides timely and understandable information on planning issues and projects, and community members participate directly in shaping plans and policies for the city's future.
7. **Healthy Community.** Vallejo promotes the health of its residents and recognizes the value of a proactive, preventative approach to health. All Vallejo neighborhoods have easy access to healthy food, including organic food and locally grown food from school and community gardens.

b. Nature and the Built Environment

8. **Beautiful City.** Vallejo values and showcases the City's beauty, historic character, compatible architecture, abundant trees, and local ecology. Gateways into the community make positive, welcoming impressions, and Vallejo's pride is displayed on every block in the way people care for their homes, gardens, businesses, and neighborhoods.
9. **A Place People Want to Be.** Vallejo's vibrant downtown, attractive waterfront and open spaces, livable neighborhoods, and varied destinations draw people from the Bay Area and beyond. Vallejo is a place where people of all ages want to be, day and night—to live, work, shop, and recreate.
10. **Iconic Waterfront.** Vallejo treasures its waterfront as a centerpiece of the community, with a promenade, multi-use trails, natural open space, and access to water activities. It is a place for community gathering, exercising, socializing, shopping, dining out, and having fun.
11. **Environmental Stewardship.** Vallejo pursues and promotes environmental education; protects and manages its watersheds, wetlands, and wildlife habitats; and embraces businesses and industries that are sensitive to the environment. It is a community where environmental stewardship is an asset that attracts people and businesses.
12. **Sense of Place.** Vallejo values its special character and unique sense of place in its dramatic waterfront setting, varied topography, city-wide views, historic districts, maritime heritage, and favorable weather.

c. Economy, Education and Training

13. **Good Jobs, Education, & Training.** Vallejo provides people with good jobs and its young people with job training and the education they need to succeed. Vallejo embraces innovations in education, and the city's excellent educational institutions and trade schools play a prominent role in its economic vitality and community life.

14. Innovation, Entrepreneurship, & Successful Local Businesses. Vallejo welcomes innovative businesses and fosters entrepreneurship. It is a community that capitalizes on new technologies, community assets, and local knowledge – while helping local businesses to succeed.
15. Economic Development Aligned with Natural Environment. Vallejo values economic development and aligns well-designed projects with the protection and enhancement of environmental resources. It is a community where sustainable development is efficiently processed and provides broad benefits that serve community needs and enhance the quality of life.
16. Stable, Strong, & Diverse Economy. Vallejo is characterized by fiscal stability; a strong, diverse economy, including health care, education, and manufacturing; and efficient use of its lands and waterways. Vallejo's unique setting, community character, and favorable weather are major resources for economic expansion, including tourism and entertainment.

d. Mobility, Transportation and Connectivity

17. Regional Transportation Hub. Vallejo provides excellent and affordable connections to the surrounding region for people and goods. It is a regional transportation hub – by rail, road, ferry, transit, bicycle, and on foot.
18. River & Bay City. Vallejo's waterways provide transportation and recreational opportunities and are recognized for their important role in the broader ecosystem.
19. Interconnected, Mobile Community. Vallejo is an interconnected, cohesive community from east to west and north to south, where traveling by foot, bicycle or transit is efficient, easy, safe, and fun. Vallejo offers a range of convenient, affordable, and eco-efficient mobility options for residents and visitors.

The General Plan sets forth the City's policies regarding the types and locations of future land uses and activities. It describes the desired character and quality of Development as well as the process for how development should be proceed. Thus, in creating the current General Plan, the City of Vallejo went through a process that ascertained the community's values for future land uses and activities, and balanced these values with market factors, city revenues, environmental constraints, and private property rights.

The City of Vallejo General Plan reflects the aspiration and values of Vallejo's residents and their elected representatives. The City Council and Planning Commission use the Plan in consideration land use and planning-related decisions. City staff uses the Plan on a day-to-day basis to administer and regulate land use and development activity. Citizens can use the plan to understand the City's approach to regulating development, protecting resources, and upholding community values.

3. DATE OF ACCEPTANCE BY LOCAL LEGISLATION BODY

The 2020 General Plan annual update was taken before the Planning Commission for a recommendation to City Council on March 1, 2021. City Council directed staff to submit the General Plan and Housing annual update on March 23, 2021.

4. GENERAL PLAN IMPLEMENTATION

The following subsections represent the progress the City's Departments have made towards implementing the actions of their General Plan during the 2020 reporting period.

1. Public Works Department

a. Community and People

- i. **Policy CP-1.7:** Green Space. Promote community physical and mental health through provision and preservation of the urban forest, natural areas, and “green” infrastructure (i.e. best practices water management).
 - 1. Proposed projects will be to rehab the welcome center at Hiddenbrooke Parkway, remove and replace existing landscaping and update irrigation along the north and south side of Hiddenbrooke Parkway and Glen Cove Parkway (Project ID: PWL001, PWL002, PWL006).
- ii. **Policy CP-1.15:** Water Quality. Maintain and improve water quality in a way that provides public and environmental health benefits.
 - 1. Proposed project to build trash enclosures at City Hall and the Ferry Building to keep public and waterways safe from trash (PW9409).

b. Nature and Built Environment

- i. **Policy NBE-1.7:** Green Infrastructure. Encourage the installation of green infrastructure, including tools such as permeable pavement, rain gardens, constructed wetlands, grassy swales, rain barrels and cisterns, and green roofs, to treat stormwater, attenuate floods, increase groundwater recharge, and reduce urban heat islands.
 - 1. Proposed project will complete a citywide tree inventory and develop an Urban Forest Management Plan to establish a citywide commitment to a healthy, growing urban forest in the City of Vallejo (Project ID PW9428).
- ii. **Policy NBE-1.13:** Community Preservation. Encourage high standards of property maintained and rapid abatement of conditions contributing to blight.
 - 1. Proposed project will reinforce a retaining wall with tiebacks to reduce risk to pedestrian safety at 602 Capitol Street, Repair failing brick work of building 46A (Project ID PW9429).

c. Economy, Education and Training

- i. **Policy EET-1.3:** Visitor Destination: Make Vallejo an important visitor destination in the Bay Area.
 - 1. The project is for the rehabilitation of the Mare Island Cemetery and the possible transfer of ownership back to the Federal Government (Project ID PW9418).
- ii. **Policy EET-1.9:** Municipal Services. Provide robust, high-quality municipal services and build revenue to achieve a self-sustaining model of funding.
 - 1. The proposed project includes performing work on facilities owned by the City (Project ID: PWC111)

d. Mobility, Transportation and Connectivity

- i. **Policy MTC-1.5:** Regional Trail Network. Continue to participate in efforts to complete the regional trail networks through Vallejo.
 - 1. Proposed Class 1 Vallejo Bluff Trail, would close gap in three major regional trails (San Francisco Bay Trail, The Bay Area Ridge Trail and California Delta Trail) (Project ID CE001)
- ii. **Policy MTC-2.1:** Safety First. Prioritize pedestrian, bicycle, and automobile safety over traffic flow, and **Policy MTC- 2.4:** Citywide Mobility. Maintain a transportation network that provides for all ages and abilities and for all areas of the community, **Policy MTC-2.6:** Pavement Condition. Improve street pavement condition in Vallejo, prioritizing neighborhood corridors and arterials, **Policy MTC-2.7:** Complete Street. Increase accessibility for and use of streets by pedestrians, bicyclist and transit riders.
 - 1. Proposed project is to review which roadways in the City are good candidates for reducing number of lanes, reduce the number of travel lanes on Redwood Street, Sacramento Street, and reconstruction projects will consist of pavement rehabilitation, removal and replacement of non-compliant ADA curb ramps, sidewalks, curb and gutter (Project ID PW9731, PW9729, PW9703).

2. Water Division

a. Community and People

- i. **Policy CP-1.13:** Clean Water. Provide a safe, adequate water supply City Wide.
 - 1. Proposals to replace and upgrade of the sedimentation and flocculation facilities at the Fleming Hill Water Treatment, replace water meters and meter reading technology, annual transfer to Finance Department to support new Enterprise Resource Planning Project, annual replacement of pipes, and rehab and/or replace the Gordon Valley Water Main (Project ID: WT7104, WT7105, WT7106, WT7107, WT7108, WT7109, WT7110, WT7111).

3. Planning Division

a. Nature and Built Environment

- i. **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.
 - 1. New developments are encouraged to plant new trees, shrubs, and groundcovers both contributing to the beautification of Vallejo and the contribution to an urban forest (Project # SD19-0003, UP19-0002, LR19-0005).
- ii. **Policy NBE-2.2:** Inviting Gateways. Establish gateways that proudly announce entry to Vallejo with high-quality, similarly themed design and/or landscaping.
 - 1. Creating and establishing the northern gateway to Vallejo by adding new landscape (Project # SD19-0003, UP19-0002, LR19-0005).

- iii. **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.
 - 1. Taking underutilized sites with infrequent activity and minimal exterior improvements. The project's adaptive reuse of the building as an active residential development with high-quality site and building improvements make the property compatible with both existing and anticipated residential and commercial uses in the vicinity Project # SD19-0003, UP19-0002, LR19-0005).
- b. Economy, Training and Education
 - i. **Policy EET-1.13:** Data and Information Systems. Invest in data and mapping capabilities to realize sustainable economic development and evaluate potential environmental impacts.
 - 1. Creating and implementing a new GIS Mapping tool to be used by the whole City and the Public.
 - ii. **Policy EET-2.3:** Customer Service. Maintain a customer-and-business friendly environment in Vallejo.
 - 1. Continue to have a customer service environment during the pandemic with limited City Hall hours and providing meetings via zoom.
- 4. Fire Department
 - a. Community and People
 - i. **Policy CP-5.4:** Workforce Diversity. Promote diversity in the workplace, including equal opportunities for economically, physically, and socially disadvantaged people.
 - 1. Secured SAFER grant for 12-Firefighters.
 - b. Nature and Built Environment
 - i. **Policy NBE-5.2:** Community Preparedness. Increase public awareness of City emergency preparedness programs and resources.
 - 1. The fire department published two emergency preparedness booklets that is available to the public.
- 5. Police Department
 - a. Community and People
 - i. **Policy CP-1.5:** Active Recreation Programming. Support and expand active recreation programs in Vallejo.
 - 1. Hosted and participated in community events and outreach: 911 for Kids Program, Late-Night Basketball, Youth Reading Program, Kicks for Hope, School Attendance Incentive Campaign, K-9 trail and Shop with a Cop.
 - ii. **Policy CP-3.1:** High Quality Education. Foster high quality schools that enhance civic pride.
 - 1. Grow youth opportunities by increased hourly for police cadets for competitiveness in local market and added significant updates to the cadet program in preparation for the police academy and participate in the Youth Intern program at the City during the summer and winter.

- iii. **Policy CP-5.4: Workforce Diversity.** Promote diversity in the workplace, including equal opportunities for economically, physically, and socially disadvantaged people.

- 1. New recruits hired to add additional police officers on the force.

- b. Economy, Training and Education

- i. **Policy EET-2.3: Customer Service.** Maintain a customer-and-business friendly environment in Vallejo.

- 1. Hired a new Public Information Office to increase social media presence and enhance communication to community with cohesive messaging from department, launched six new neighborhood watch groups.

- c.

5. HOUSING ELEMENT ANNUAL PROGRESS REPORT

California Government Code Section 65400 requires cities and counties to adopt a General Plan for development within their boundaries that includes, among other things, a Housing Element. The Housing Element is a comprehensive statement of the jurisdiction's housing needs and proposed actions to meet those needs at all income levels.

The City Council adopted the current 5th cycle Housing Element for the 2015-2023 period on May 26, 2015, and HCD subsequently certified compliance of the Housing Element with State requirements. The Housing Element demonstrates how the City is addressing regional housing needs based on an allocation (RHNA). While the Housing Element must address specific statutory requirements, it is also intended to reflect local community values and priorities via community input.

Following is a summary of key information of the HCD Annual Progress Report:

1. Table A documents the number of housing units for which entitlement applications were deemed complete. The City deemed complete a total of 51 units.
2. Table A2 documents the number of units receiving land use entitlements, building permits and certificate of occupancy. The City entitled 274 units, issued building permits for 41 units, and issued certificates of occupancy for 17 units. All the units were single-family dwellings, multi-family or accessory dwelling units.
3. Table B documents the City's progress toward meeting its RHNA goals. Including the 41 units completed in 2020, the City has produced 251 units (22.6 percent) toward its total RHNA of 1,111 units. All of these units are in the Moderate or Above Moderate Income category, which accounts for 439 units of the total RHNA.
4. Table C documents sites identified or rezoned to accommodate shortfall housing need. There were no such sites in 2018.
5. Table D describes the progress of the various programs and activities identified in the Housing Element. These are mostly executed by the City's Planning Division and the Vallejo Housing Authority. As indicated in the table, most programs and activities are ongoing or in progress. A number of programs involve changes to density, parking, and other development standards; these changes will be addressed in the City's new zoning ordinance, which is currently underway and anticipated to be completed in early-2021.

6. Table E documents projects receiving a commercial development bonus pursuant to Government Code Section 65915.7. There were no such projects in 2020.
7. Table F documents units rehabilitated, preserved and acquired for alternative adequate sites pursuant to Government Code section 65583.1(C)(2). There were no such sites in 2020.
8. Table G documents locally owned lands included in the Housing Element sites inventory that have been sold, leased or otherwise disposed of. There were no such sites in 2020.

6. GENERAL PLAN AMENDMENTS

On January 14, 2020, the City Council adopted via Resolution No.19-13 to amend the General Plan Land Use map to facilitate the use of an existing building for a police station. The change of the General Plan designation from Business/Limited Residential to Public Facilities and Institutions.

Additionally, on January 14, 2020, the City Council adopted via Resolution No.19-14 to amend the General Plan Land Use Map and identify Mare Island Causeway Bike (route) facility. The correction to the General Plan 2040 Land Use Map was to correct previously improperly designated parcels, particularly those at the edge of two adjacent areas and/or align the General Plan 2040 Land Use Map with existing uses. The identification of the existing Mare Island Causeway bike route was to identify the existing Class III bike route along with the planned/proposed Class I designation.

7. MAJOR DEVELOPMENT APPLICATION PROCESSED

The following major development applications were processed and approved between the report year of January 1, 2020 to December 31, 2020:

1. Fairview at Northgate: 51.3-acre parcel subdivided into three different sites: 18 acres to relocated and expanded the existing Costco, 4 acres of general retail, 22 acres to 178 single family homes and 6 acres for an open space corridor.
2. 700 Fairgrounds Drive: Multifamily residential development that included a 47 apartment units on a 0.94-acre parcel of land. The project was a "by right project" filed pursuant to Senate Bill (SB) 35 (California Government Code Section 65913.4: Ministerial approval of infill affordable housing projects). The project also allocated 10 percent or five units for Low Income (50 to 80 percent of Area Median Income).

8. LOCAL GOVERNMENT PLANNING SUPPORT GRANTS

The City of Vallejo received a \$500,000 Local Early Action Planning (LEAP) Grant from the State of California. The purpose of the monies was three fold:

1. Sixth Cycle Housing Element: Development of Housing Element and Housing Policies. Approximate cost \$175,000.
2. General Plan Amendment to allow compliance with Senate Bill 743 Vehicle Miles Travelled (VMT): Approximate cost \$200,000.
3. Climate Adaptation Plan: To address the City of Vallejo's extensive range of climate change vulnerabilities in response to predicted Sea Level Rise and to streamline future development including housing production. Approximate cost \$200,000.

The balance of the costs exceeding \$500,000 will be met by a Caltrans grant, also secured by the City of Vallejo in 2020.

ATTACHMENTS

A. HCD – Housing Element Annual Report

Table A

Jurisdiction	Vallejo	
Reporting Year	2020	(Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

(CCR Title 25 §6202)

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table A																				
Housing Development Applications Submitted																				
Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes								Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Notes	
1					2	3	4	5								6	7	8	9	10
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)	Notes*	
Summary Row: Start Data Entry Below								0	0	0	0	0	0	0	51	51	51	0	0	
	0074-023-060	123 Woodrow Ave.			ADU	R	1/30/2020							2	2	2		No		
	0056-146-210	900 Carolina St.			ADU	R	1/21/2020							1	1	1		No		
	0067-282-010	101 Volcano Ct.			ADU	R	1/30/2020							1	1	1		No		
	0071-242-050	33 Romine Way			ADU	R	4/15/2020							1	1	1		No		
	0056-044-040	527 Indiana St.			ADU	R	4/29/2020							1	1	1		No		
	0053-191-200	110 Toyon Dr.			ADU	R	5/13/2020							1	1	1		No		
	0056-063-030	1031 Indiana St.			ADU	R	5/28/2020							1	1	1		No		
	0072-053-260	880 Ashwood Ave			ADU	R	6/9/2020							1	1	1		No		
	0056-212-130	930 York St			ADU	R	6/9/2020							1	1	1		No		
	0068-242-130	112 St. Marys Place			ADU	R	6/16/2020							1	1	1		No		
	0059-062-150	24 Tuolumne St.			ADU	R	5/27/2020							1	1	1		No		
	0068-183-080	148 Simonton St			ADU	R	6/22/2020							1	1	1		No		
	0051-234-340	240 Nebraska St			ADU	R	6/18/2020							1	1	1		No		
	0053-143-190	1245 Valle Vista Ave			ADU	R	6/23/2020							1	1	1		No		
	0057-155-140	2012 Florida St			ADU	R	6/23/2020							1	1	1		No		
	0061-071-100	507 Winchester St			ADU	R	6/23/2020							1	1	1		No		
	0059-114-140	116 Muller St			ADU	R	6/23/2020							1	1	1		No		
	0057-062-110	1932 Tennessee St			ADU	R	6/29/2020							1	1	1		No		
	0051-232-230	114 Nebraska St			ADU	R	7/3/2020							1	1	1		No		
	0056-205-140	830 Georgia St			ADU	R	7/9/2020							1	1	1		No		
	0067-314-250	384 Meadows Dr			ADU	R	7/9/2020							1	1	1		No		
	0054-103-180	2318 Napa St			ADU	R	7/13/2020							1	1	1		No		
	0057-052-020	1733 Illinois St			ADU	R	7/15/2020							1	1	1		No		
	0081-113-080	171 Suffolk Ln			ADU	R	7/17/2020							1	1	1		No		
	0081-113-080	171 Suffolk Ln			ADU	R	7/17/2020							1	1	1		No		
	0059-092-180	118 Buss Ave			ADU	R	7/21/2020							1	1	1		No		
	0069-203-070	1419 Rollingwood Dr			ADU	R	7/27/2020							1	1	1		No		
	0057-121-060	1833 Louisiana St			ADU	R	8/3/2020							1	1	1		No		
	0068-411-050	832 Taper Ct			ADU	R	8/11/2020							1	1	1		No		
	0052-441-010	300 Phoenix Cir			ADU	R	8/25/2020							1	1	1		No		
	0067-065-590	160 Litchfield Ct			ADU	R	9/1/2020							1	1	1		No		
	0057-191-260	306 Mayo Ave			ADU	R	9/3/2020							1	1	1		No		
	0057-117-090	1844 Ohio St			ADU	R	9/3/2020							1	1	1		No		
	0074-101-090	112 El Monte Ave			ADU	R	9/9/2020							1	1	1		No		
	0059-113-180	499 Wallace			ADU	R	8/24/2020							1	1	1		No		
	0052-061-530	205 B.W Williams Dr			ADU	R	9/23/2020							1	1	1		No		

	0059-063-300	130 Perkins Ave			ADU	R	9/24/2020								1	1	1		No	
	0059-072-050	117 Phelan Ave			ADU	R	10/21/2020								1	1	1		No	
	0056-016-020	215 Arkanss St			ADU	R	9/15/2020								1	1	1		No	
	0079-482-100	368 Sandy Nek Way			ADU	R	10/19/2020								1	1	1		No	
	0053-111-090	305 Hermosa Ave			ADU	R	10/29/2020								1	1	1		No	
	0059-063-040	1721 Georgia St			ADU	R	11/3/2020								1	1	1		No	
	0074-051-270	933 Benicia St			ADU	R	11/24/2020								1	1	1		No	
	0074-110-440	481 Reis Ave			ADU	R	11/24/2020								1	1	1		No	
	0052-021-110	367 Lofas Place			ADU	R	11/25/2020								1	1	1		No	
	0068-084-020	101 Falcon Dr			ADU	R	12/1/2020								1	1	1		No	
	0054-033-530	436 Washington St			ADU	R	12/8/2020								1	1	1		No	
	0054-033-530	436 Washington St			ADU	R	12/8/2020								1	1	1		No	
	0056-144-020	917 Florida St			ADU	R	12/8/2020								1	1	1		No	
	0071-062-020	1035 Castlewood Dr			SFD	O	3/3/2020								1	1	1		No	

Table B

Regional Housing Needs Allocation Progress													
Permitted Units Issued by Affordability													
		1	2									3	4
Income Level		RHNA Allocation by Income Level	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	283											283
	Non-Deed Restricted												
Low	Deed Restricted	178											178
	Non-Deed Restricted												
Moderate	Deed Restricted	211											211
	Non-Deed Restricted												
Above Moderate		690		47	44	55	64	41				251	439
Total RHNA		1362											
Total Units				47	44	55	64	41				251	1111

Note: units serving extremely low-income households are included in the very low-income permitted units totals
 Cells in grey contain auto-calculation formulas

Table C

Jurisdiction	Vallejo	
Reporting Year	2020	(Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

(CCR Title 25 §6202)

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Cells in grey contain auto-calculation formulas

[illegible]

Table D

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction	Vallejo		
Reporting Year	2020	(Jan. 1 - Dec. 31)	
Table D			
Program Implementation Status pursuant to GC Section 65583			
Housing Programs Progress Report Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.			
1	2	3	4
Name of Program	Objective	Timeframe in H.E	Status of Program Implementation
Program A 1.1.1: Housing Element Annual Review	Prepare an annual analysis of the City's progress in implementing the Housing Element, for submittal to City Council and HCD. Expand inventory of available sites to accommodate unmet need, as necessary	Annual	2016 annual review analysis submitted 2017 annual review analysis submitted 2018 annual review analysis submitted 2019 annual review analysis submitted 2020 annual review analysis submitted
Program A 1.1.2: Vacant Land Inventory and RHNA Monitoring	Maintain a vacant land inventory for residential, commercial, and industrially zoned parcels, and update inventory (site information) as projects are approved through the Planning Division. Annually review inventory to ensure enough land to meet the City's RHNA allocation through the 5th cycle planning period.	Ongoing (2023) and Annual	Completed in 2020. Vacant inventory list will be updated annually. Will reassess/refine approach as needed; concurrent with GIS upgrade/ Vacant land inventory and housing priority are discussed at the City's biweekly development pipeline meeting.

Program A 1.1.3: Mixed-Use Development	Encourage and facilitate residential development in mixed-use zones, particularly units affordable to extremely low-, low- and very low-income households. With General Plan update, Sonoma Blvd Specific Plan, and Zoning Code update, consider providing more flexibility for mixed-use development with residential units on the ground floor of certain commercial areas (except for storefronts abutting the public sidewalk) or under certain conditions. Facilitate the construction of residences in mixed-use developments and high density by: 1) discouraging the development of exclusively commercial projects in areas designated for mixed-use; 2) providing marketing materials on the City's website that delineate site opportunities for mixed-use and provide technical assistance for developers; 3) providing developers a predictable path to entitlement of mixed-use projects; 4) encouraging lot consolidation for mixed-use developments; and 5) establishing a protocol to monitor development interest and progress toward mixed-use development.	General Plan, Specific Plan adopted in 2017: Zoning Code underway (2021)	General Plan 2040 and Sonoma Blvd. Specific Plan was adopted August 2017. Zoning Code Update is in progress. The updated zoning code will be going to council for approval in March 2021.
Program A 1.1.4: High Density	As part of the General Plan update and Zoning Code update, increase density of high density residential from 27 to 30 units per acre.	Zoning Code underway (2021)	Zoning Code Update is in progress. The updated zoning code will be going to council for approval in March 2021. City Staff will evaluate opportunities to remove constraints and streamline housing project approvals. Staff is proposing to increase density to a maximum of 40 units per acre.

Program A 2.1.1: Underutilized Commercial Land Conversion Program	With General Plan and Zoning Code update, expand opportunities for residential and mixed-use development. With Zoning Code update, offer regulatory incentives, such as expedited permit processing, for projects that contain an affordable housing component. Promote the availability of both underutilized sites and regulatory incentives through the City's website, during pre-application meetings, and during other relevant community outreach workshops/meetings. Monitor the supply of underutilized sites and evaluate whether the incentives are providing the necessary catalyst to ensure that development is occurring consistent with the RHNA needs. Make changes to this program to ensure that infill development remains a realistic and viable development strategy.	Study, site inventory 2015; General Plan 2017; Zoning 2021; Other ongoing.	Study, site inventory, promo materials in progress. General Plan 2040 adopted August 2017. Zoning code update in progress. The updated zoning code will be going to council for approval in March 2021. City Staff will evaluate opportunities to remove constraints and streamline housing project approvals. Staff is proposing to allow more mix-use districts within corridors and highly transit areas. Other items ongoing.
Program A 3.1.1: Removal of Governmental Constraints	With Zoning Code update, review local regulations to remove or mitigate constraints on the production of housing, where possible, including: a) remove regulations requiring a major conditional use permit for multi-family housing; b) allow licensed group home and other residential facilities with 6 or fewer residents by right in residential areas accordance with State law; c) encourage housing suitable for extremely low-income households.	Zoning Code underway (2021)	Item (b) completed. Zoning code update in progress. Updated zoning code anticipate to go to council March 2021 for approval. ome of the changes include removal of constraints and streamline housing project approvals.
Program A 3.1.2: Density Bonus Amendment	With Zoning Code update, incentivize the development of affordable housing, including increased density allowances and reduced parking standards in compliance with State law.	Zoning Code underway (2021)	Zoning code update in progress. City Staff will evaluate opportunities to remove constraints and streamline housing project approvals. Although the City does not have a density bonus ordinance, it follows Government Code Section 65915 when an applicant requests a density bonus. Staff is proposing to include the density bouns regulations within the zoning code update. Adopted relevant City policies regarding State Density Bonus Law.

Program A 4.1.1: Housing Marketing and Promotion	Facilitate the development of housing that is affordable to households with a wide range of incomes, particularly in the downtown area, by updating land use policies and regulations and marketing and branding the City as an investment opportunity for moderate and above moderate income households.	Op Zones on-going, and Zoning Code update underway (2021)	Zoning code update in progress. City Staff will evaluate opportunities to remove constraints and streamline housing project approvals. Staff is proposing to allow more mix-use districts in within corridors and highly transit areas.
Program B 1.1.1: Section 8 Rental Subsidy Program (Tenant-Based)	Apply to HUD for vouchers, if available, for extremely low-, very low-, and low- income households, making extremely low-income households a priority. (VHA) Continue owner outreach efforts, including the Family Self-Sufficiency Program, a property manager meetings, regular presentations to the Solano Board of Realtors, and participation in the Napa/Solano Advisory Chapter of the California Apartment Association. (VHA) Continue to contract with gosection8.com, an online landlord listing service to attract new landlords. (VHA)	Ongoing	The City Council approved an increase of the Tenant Based Rental Assistance vouchers. The City Council also adopted housing strategy, which prioritized the establishment of a Self-Sufficiency Program to promote economic growth.
Program B 2.1.1: Below-Market-Rate Financing Program (New Construction)	Explore the feasibility of adopting a Housing Impact Fee that would assist in meeting Vallejo's "fair share" of Regional Housing Needs Allocations.	Annually Apply for affordable housing funds; ongoing	Applied for affordable funds for four of the City's pipeline projects. Ongoing.
Program B 2.1.2: Housing Impact Fee	Explore the feasibility of adopting a Housing Impact Fee that would assist in meeting Vallejo's "fair share" of Regional Housing Needs Allocations.	Ongoing (2023)	Established a housing strategy in 2020 to create a framework to establish policies that will create housing for an array of different income levels. Exploration/feasibility of HIA under consideration.
Program B 2.1.3: Commercial Linkage Fee	Explore the feasibility of a Commercial Linkage Fee that would provide an additional source of funding for affordable housing (i.e. jobs/housing nexus study).	Conducted in 2017	In progress.
Program B.2.1.4 Low-Moderate Income Housing Funds	Support very low- and extremely low-income housing development with RDA Successor Agency funds. Seek new funding sources for the development of affordable housing.	Ongoing	Ongoing.

Program B.2.1.5: Explore Additional Funding Opportunities	Seek additional funding for extremely low income rental housing from State and Federal resources, such as funding from the national Housing Trust Funds when funding becomes available, HOME funds, and CDBG.	Ongoing; Apply as funding becomes available	Applied for Homekey and NPLH funds in 2020.
Program C 1.1.1: Conversion Monitoring and Response Program	If City receives notice by owners of planned conversion of units to market rate, contact qualified and interested nonprofit organizations to begin developing plans to preserve, acquire, or replace the affordable units and notify tenants of affected properties of their rights, potential date of conversion, and options. Consider additional outreach such as hosting workshops and distributing updated information on the web. Contact owners at least two years prior to expiration date to determine best approach to keep the units affordable. Investigate the status of Ascension Arms to ascertain the risk of conversion to market rate, and take immediate action to prevent conversion.	Ongoing (2023)	Ongoing. Ascension Arms renewed affordability period with HUD for all units through March 1, 2027.
Program C 1.1.2: Below-Market-Rate Financing Program (Preservation)	Utilize available tax-exempt bond financing, CDBG, HOME funds, and Housing Authority reserves to assist housing operators to acquire and preserve as affordable units at risk of converting to market rates.	Ongoing (2023)	Ongoing.
Program C 2.1.1 Condominium Conversion Ordinance	With Zoning Code update, review the current condominium conversion regulations to consider their effectiveness to mitigate potential displacement of affordable units and to address complexes with approved condominium maps that are yet to be converted.	Zoning Code underway (2021)	Zoning code update in progress. Updated Zoning Code is anticipated to go to council in March 2012 for approval. City Staff will evaluate opportunities to remove constraints and streamline housing project approvals.

Program D 1.1.1: First-Time Homebuyer Program	Continue the City's first-Time Homebuyer Program, with an intention to provide homeownership opportunities to 5 or more potential homeowners for households at or below 120 percent of the area median income. Consider establishing a program to give priority criteria to homes located in older neighborhoods to increase ownership investment in those areas.	Ongoing (2023)	Ongoing. CHDC selected in 2020 to provide homebuyer counseling and downpayment assistance.
Program D 1.1.2: Sweat-Equity Program for Homeownership	Consider implementing a program to provide financial subsidies to prospective homeowners in exchange for investing sweat equity in rehabilitating an existing home that is in need of significant repair. Consider targeting the program to foreclosed or blighted dwellings and working with a nonprofit organization such as Habitat for Humanity, which specializes in sweat-equity programs.	2017. In 2019 identify an affordable work force project for teachers working in local schools.	Council authorized staff to negotiate the acquisition of a site to construct workforce housing project.
Program D 1.1.3: Section 8 Homebuyer Assistance Program	Reinstate and administer a program offering homebuyer classes and financial assistance, assuming available HUD financing, to Section 8 recipients to help in the purchase of a home.	Ongoing (2023)	Online Educational Program, ongoing. Selected CHDC to provide homebuyer courses.
Program D 1.1.4: Family Self-Sufficiency Program	Administer the Family Self-Sufficiency Program, with a maximum number of participants set at 50.	Ongoing (2023)	Ongoing. City Council approved a housing strategy framework, prioritizing a Self-Sufficiency Program to increase economic growth for residents.
Program D 1.1.5: Mobile Home Permitting	With the Zoning Code update, clarify that a single mobile home or a manufactured house on a permanent foundation will be processed and permitted the same as conventional single family homes in all zoning districts.	Zoning Code underway	In progress. In 2019 launched an outreach campaign to increase FSS Program to an additional 23 eligible applicants. Zoning Code is underway. March of 2021 new Zoning Code will be going to council for approval.
Program E 1.1.1: Section 8 Rental Subsidy Program (Tenant Based, Special Needs)	Meet with service providers on an annual basis to discuss opportunities to expand supportive housing, affordable housing that provides on-site services to people who may need support to live independently, for special needs populations, e.g., formerly homeless individuals and families, people with HIV/AIDS or physical disabilities, and young people aging out of foster care.	Ongoing (2023); annual.	Service providers, developers, and landlord policy working group established recurring meetings.

Program E 1.1.2: Senior Housing Needs	Identify the existing and future housing needs of senior citizens and identify annual funding opportunities. Apply for funding to complete a senior needs survey annually and/or as Notice of Funding Available (NOFAS) are released. Meet with affordable housing/senior housing developers, senior stakeholder groups, and other senior housing advocates such as the Legal Services of Northern California on an annual basis to discuss available sites and senior needs in the community. With Zoning Code update, provide incentives to developers to provide housing, care choices, and age in place options for seniors of all income levels.	Meet regularly with developers; zoning update underway (2021)	Programs under consideration. Zoning code update in progress. Updated Zoning Code anticipated to go to council in March 2021 for approval. City Staff will evaluate opportunities to remove constraints and streamline housing project approvals.
Program E 1.1.3: Homeless Needs	To identify the number of homeless persons, complete a Point in Time count to augment the HUD Continuum of Care Report 2013. Partner with agencies and other community organizations to pursue funding from available sources for homeless services. Annually apply for grants where appropriate or encourage/partner with local and regional nonprofit organizations that wish to apply for such grants.	Ongoing (2023).	Conduct Point in Time (PIT) in January. Last unsheltered PIT count, Jan 23, 2019. Jan 2021 PIT Count postpone due to COVID19, until Jan 2022. Applied for grants to operate Project Roomkey program. Worked county to establish a hotel voucher program.
Program E 1.1.4: Community Action Partnership of Solano County	Continue to be an active member on the Community Action Partnership of Solano County Board (CAP Solano), a joint powers authority, to coordinate homeless services and develop a regional response to homeless needs.	Ongoing (2023)	Ongoing. Working with local and county service providers.
Program E 1.1.5: Reasonable Accommodations	As part of the Zoning Code update, and as required by both the federal Fair Housing Act and the California Fair Employment and Housing Act, establish a procedure for allowing reasonable accommodation requests made by persons with disabilities for exceptions or modifications and other special considerations during the planning and building permit review process.	Zoning Code underway (2021)	Ongoing.

Program E 1.1.6: Universal Design	Inform homebuilders regarding Universal Design features that can be incorporated into new houses, condominiums, and townhomes, including on the Planning Division's website, at the Planning Division's information counter, and at the Building Division's permit counters	Ongoing (2023)	Ongoing.
Program E 1.1.7: Support for Persons with Developmental Disabilities	Explore successful models implemented in other Bay Area cities that encourage the creation of housing for persons with developmental disabilities. Seek outside funding sources for housing construction and rehabilitation specifically targeted for housing for persons with disabilities.	Ongoing	Ongoing
Program E 1.1.8: Employee Housing	With Zoning Code update, ensure local zoning, development standards and permitting processes comply with California Health and Safety Code Sections 17021.5 and 17021.6. Section 17021.5 for Employee Housing.	Zoning Code underway (2021)	Supporting CHDC which provides homebuyer counseling and downpayment assistance, expand program. Working with Factory OS/Holiday on Old Post Office Site and School District.
Program F 1.1.1: Housing Discrimination Monitoring and Referral Program	Publicize fair housing requirements and the availability of assistance (VHA). For Section 8 participants, accept and investigate complaints of housing discrimination and works with Fair Housing Napa Valley regarding the incidence of housing discrimination complaints on other cases (VHA).	Ongoing (2023)	Ongoing. Added a second legal aid provider to the local Resource Guide to expand the availability of this service. Developing a new framework to mediate just cause evictions.
Program F 1.1.2: Analysis of Impediments	Coordinate efforts to further fair housing and equal opportunity through an update and revision of the local Analysis of Impediments to Fair Housing document (AI), as required by the U.S. Department of Housing and Urban Development (HUD). (VHA).	Ongoing (2021)	Updating Analysis of Impediments June 2021.
Program G 1.1.1: Housing Rehabilitation Program	Provide funds to assist very low-, low-, and moderate-income households to undertake repairs to their homes to bring them into a good state of repair and maintain them as viable units in the local housing stock. (VHA)	Ongoing	Ongoing. Released RFP in 2020 to hire an operator to administer an owner occupied rehab program.

Program G 1.1.2: Neighborhood Amenities	Evaluate proposals for higher density residential development to determine what, if any, project-serving retail or services could be incorporated into the project or concurrently developed adjacent to the project which would offer residents the ability to meet their everyday needs easily and efficiently.	Ongoing (2023).	Ongoing.
Program G 2.1.1: Code Enforcement Program	Continue to aggressively enforce existing codes through its Code Enforcement Program, utilizing all available authorities to compel property owners to correct code violations.	Ongoing (2023).	Ongoing. Continuing code enforcement and neighborhood law program.
Program: G 3.1.1: Capital Improvement Program	When updating capital improvement projects, collaborate with Vallejo Flood and Wastewater District to allocate resources to rehabilitate and/or replace infrastructure in older neighborhoods whose infrastructure is approaching obsolescence. (VPW).	CIP Update Annually	Meet quarterly; CIP update accordingly.
Program G 4.1.1: Rental Property Inspection Program	Present a resolution of intention to the City Council regarding a rental property inspection program.	Implement program by late 2015.	After conducting a cost study, this program for market rate units was determined to be financially infeasible. An alternate inspection model is being explored with the Housing Authority, Fire Department and Building Division, recommend 2023.
Program G 4.1.2: Crime Prevention Program (Crime Free-Multi-Housing Program)	Continue the crime-free rental housing program to target and help rehabilitate existing and new multi-family complexes. Work with the Police Department to evaluate multi-family complexes and provide rehabilitation and surveillance recommendations to address crime and safety and to promote the implementation of Crime Prevention through Environmental Design (CPTED) strategies.	Reinstate existing program end of 2015.	Program suspended in 2020, and transitioning from the Crime Free Multi-Housing Program (CFMHP) to the Vallejo Community Public Safety Program (VCPS) that will lead public safety information meetings, share crime data, crime prevention practices, and other public safety information with local neighbors within each specified district.
Program G 5.1.1 Mills Act Program	Promote the use of Mills Act contracts to ensure the rehabilitation, maintenance, and preservation of historic resources through information located on the City's website.	Review as projects submitted	Ongoing.

Program H 1.1.1: Neighborhood Park Access Program	Encourage the development of public neighborhood or pocket parks for new subdivisions. As part of the Zoning Code update and other means, require that developers proposing to build parks and park facilities will do so concurrently with residential construction to ensure these amenities are available to existing and new residents within a reasonable amount of time from project approval.	As subdivisions are submitted; Zoning Code underway (2021)	Ongoing. Zoning code update in progress. Updated zoning code anticipated to go to council March 2021 for approval. City Staff will evaluate opportunities to remove constraints and streamline housing project approvals.
Program H 1.1.2: Neighborhood Services	Evaluate, and if appropriate, encourage the development of services, such as child-care centers, within or adjacent to neighborhoods that will allow residents to minimize vehicle trips and access services close to home. Incorporate neighborhood serving uses into the Zoning Code update.	As plans are submitted; Zoning Code underway (2021)	Ongoing. Zoning code update in progress. Updated zoning code anticipated to go to council March 2021 for approval. City Staff will evaluate opportunities to remove constraints and streamline housing project approvals.
Program H 2.1.2: Downtown Vallejo Specific Plan and Sonoma Boulevard Specific	Implement the Downtown Vallejo and Sonoma Boulevard Specific Plans to introduce high-density mixed-use housing while revitalizing existing retail and commercial areas. Encourage the development of affordable housing units to implement residential development as part of the Specific Plan goals.	As projects are submitted; SBSP 2017; Zoning Code underway (2021)	Ongoing. Zoning code update in progress. Updated zoning code anticipated to go to council March 2021 for approval. City Staff will evaluate opportunities to remove constraints and streamline housing project approvals.
Program H 2.1.3: Live/Work Ordinance	Continue to permit live/work unit applications with an administrative review process to facilitate the development of live/work units.	As projects are submitted.	Ongoing. Updating Residential Zoning Code and Design Review Procedures.
Program H 2.1.4: Transit-Oriented Development (TOD)	Implement the goals of the Mare Island Specific Plan, Waterfront Planned Development Master Plan, and Sonoma Boulevard Specific Plan to implement transit-oriented development. Rezone underutilized areas near transit stops or along major transit corridors as mixed-use and offer regulatory incentives, such as relaxed development standards, building setbacks, height, FARs, and parking, to encourage transit-oriented development.	Ongoing (2023); SBSP 2017; Zoning Code underway (2021)	Ongoing. Zoning code update in progress. Updated zoning code anticipated to go to council March 2021 for approval. City Staff will evaluate opportunities to remove constraints and streamline housing project approvals.

Program H 3.1.1: Design Review	With the Zoning Code update, establish design review criteria, or rely on form-based code in FBC areas, to use in determining whether proposed infill projects are compatible with the existing neighborhoods in which they are proposed.	Zoning Code underway (2021)	Ongoing. Zoning code update in progress. Updated zoning code anticipated to go to council March 2021 for approval. City Staff will evaluate opportunities to remove constraints and streamline housing project approvals.
Program H 3.1.2: Design Guidelines for Housing Quality	Establish residential design guidelines, or rely on form-based code in FBC areas, to ensure residential development projects are consistent with the goals of this Housing Element, produce better housing and neighborhoods, and improve the quality of life for existing and future Vallejo residents.	Zoning Code underway (2021)	Ongoing. Zoning code update in progress. Updated zoning code anticipated to go to council March 2021 for approval. City Staff will evaluate opportunities to remove constraints and streamline housing project approvals.
Program I 1.1.1: Energy Conservation Partnership Program	Continue and establish partnerships with local utility providers and other organizations to promote participation in available energy efficiency programs (e.g. BayREN, HERO and California First, PACE, Rising Sun's California Youth Energy Services (CYES); PG&E Comfort Home Program; rebates for energy-efficient appliances). (VBD).	Ongoing	In progress.
Program I 1.1.2: Green Building Code	Enforce the Green Building Code (Cal-Green) to facilitate the implementation of green building features in new housing units, including possible developing a brochure which would provide developers with a range of green building design features to choose from that will satisfy the requirements of the ordinance. (VBD).	Develop brochure by Dec. 2017. Include Green Building Code Fact Sheet with every developer application and landlord packet.	Ongoing; in progress.
Program I 1.1.3: Incentives for Green Building	Provide incentives, such as project expediting and a study of fee reductions, to encourage the implementation of features that exceed Cal-Green standards. (VBD, VPD)	Develop incentives by Dec. 2018.	Ongoing; in progress.

Table E

Jurisdiction	Vallejo	
Reporting Period	2020	(Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table E									
Commercial Development Bonus Approved pursuant to GC Section 65915.7									
Project Identifier				Units Constructed as Part of Agreement				Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
1				2				3	4
APN	Street Address	Project Name ⁺	Local Jurisdiction Tracking ID ⁺	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
Summary Row: Start Data Entry Below									

Table F

Jurisdiction	Vallejo	
Reporting Period	2020	(Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table F									
Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)									
Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c). Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be reported in Table A2 and not reported in Table F.									
Activity Type	Units that Do Not Count Towards RHNA ⁺ Listed for Informational Purposes Only				Units that Count Towards RHNA ⁺ Note - Because the statutory requirements severely limit what can be counted, please contact HCD to receive the password that will enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c) of Government Code Section 65583.1 ⁺
	Extremely Low-Income ⁺	Very Low-Income ⁺	Low-Income ⁺	TOTAL UNITS ⁺	Extremely Low-Income ⁺	Very Low-Income ⁺	Low-Income ⁺	TOTAL UNITS ⁺	
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Residential Units									
Mobilehome Park Preservation									
Total Units by Income									

Table G

Jurisdiction	Vallejo	
Reporting Period	2020	(Jan. 1 - Dec. 31)

NOTE: This table must only be filled out if the housing element sites inventory contains a site which is or was owned by the reporting jurisdiction, and has been sold, leased, or otherwise disposed of during the reporting year.

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
 (CCR Title 25 §6202)

[illegible]

Table H

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

[illegible]

Summary

Jurisdiction	Vallejo	
Reporting Year	2020	(Jan. 1 - Dec. 31)

Building Permits Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		41
Total Units		41

Note: Units serving extremely low-income households are included in the very low-income permitted units totals

Housing Applications Summary	
Total Housing Applications Submitted:	50
Number of Proposed Units in All Applications Received:	51
Total Housing Units Approved:	51
Total Housing Units Disapproved:	0

Use of SB 35 Streamlining Provisions	
Number of Applications for Streamlining	0
Number of Streamlining Applications Approved	0
Total Developments Approved with Streamlining	0
Total Units Constructed with Streamlining	0

Units Constructed - SB 35 Streamlining Permits			
Income	Rental	Ownership	Total
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	0	0	0

Cells in grey contain auto-calculation formulas

LEAP Reporting

Jurisdiction	Vallejo
Reporting Year	2020 (Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROGRESS REPORT
Local Early Action Planning (LEAP) Reporting
 (CCR Title 25 §6202)

Please update the status of the proposed uses listed in the entity's application for funding and the corresponding impact on housing within the region or jurisdiction, as applicable, categorized based on the eligible uses specified in Section 50515.02 or 50515.03, as applicable.

Total Award Amount	\$	-
--------------------	----	---

[illegible]

Summary of entitlements, building permits, and certificates of occupancy (auto-populated from Table A2)

Completed Entitlement Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	5
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		
Total Units		96

Building Permits Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate	Deed Restricted	41
	Non-Deed Restricted	0
Total Units		41

Certificate of Occupancy Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		17
Total Units		17

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC 21-0001

**ACCEPTING THE 2020 GENERAL PLAN ANNUAL
PROGRESS REPORT AND RECOMMENDING THE COUNCIL
ACCEPT THE REPORT AND DIRECT STAFF TO SUBMIT THE
REPORT TO THE CALIFORNIA OFFICE OF PLANNING AND
RESEARCH (OPR) AND THE CALIFORNIA DEPARTMENT OF
HOUSING AND COMMUNITY DEVELOPMENT (HCD)**

WHEREAS, Government Code Section 65400 mandates that all cities and counties submit an annual report on the status of the General Plan and progress in its implementation to their legislative bodies, the Governor's Office of Planning and Research (OPR) and the Housing and Community Development (HCD) by April 1 of each year; and

WHEREAS, Government Code Section 65400(a)(2)(B) requires local planning agencies to provide by April 1st of each year an Annual Progress Report (APR) on the status of the Housing Element of the General Plan to the legislative body, the California Office of Planning and Research (OPR), and the California Department of Housing and Community Development (HCD); and

WHEREAS, On March 1, 2021, the Planning Commission received and reviewed the Annual Progress Report and attachments.

**NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF VALLEJO DOES
HEREBY RESOLVE AS FOLLOWS:**

Section 1. the Planning Commission of the City of Vallejo based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, does hereby recommend the City Council receive and accept the Annual Progress Report attached and incorporated by reference herein, and authorize staff to forward the report to the Governor's Office of Planning and Research and the State Department of Housing and Community Development pursuant to Government Code Section 65400(2)

I. VOTE

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 1st of March, 2021 by the following vote to-wit:

AYES:
NOES:
ABSTAIN:
ABSENT:

DIOSADO MATULAC, CHAIRPERSON
City of Vallejo Planning Commission

CHRISTINA RATCLIFFE, SECRETARY
City of Vallejo, Planning Commission

Attachments:

- Exhibit A: Annual Progress Report 2020

Staff Reports



**STAFF REPORT
CITY OF VALLEJO
PLANNING COMMISSION**

I. PROJECT INFORMATION

DATE OF MEETING:	March 1, 2021	Item No. 13-A
PREPARED BY:	Jonathan Atkinson, Senior Planner	
PROJECT LOCATION:	Sonoma Boulevard and Magazine Street (APN: 0061-160-210)	
PROJECT NUMBERS:	Environmental Document (ED) #19-0002 Site Development Permit (SD) #20-0003 Major Use Permit (UP) #20-0005 Minor Exception (ME) #20-0003 Landscape Review (LR) #20-0002	
REQUIRED APPROVALS:	Categorical Exemption Site Development Permit Major Use Permit Minor Exception Landscape Review	
PROJECT SUMMARY:	Oakwood Apartments: Development of a multifamily apartment complex involving 132 units with a residential clubhouse, cabana, and associated site improvements. The unit breakdown is as follows: six studios, 72 one-bedroom units, and 54 two-bedroom units.	
ENVIRONMENTAL DETERMINATION:	The project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15332 (Class 32 "In-Fill Development"). Therefore, no further environmental review analysis beyond that which is contained herein and attached to this staff report.	
RECOMMENDATION:	Staff recommends that the Planning Commission adopt Resolution No. PC21-02 to APPROVE Environmental Document (ED) #19-0002, Site Development Permit (SD) #20-0003, Major Use Permit (UP) #20-0005, Minor Exception (ME) #20-0003, and Landscape Review (LR) #20-0002 based on the findings in Resolution No. PC 21-02.	

PROJECT DATA SUMMARY:

Applicant:	HDO Architects C/O Randall Harris 2950 Camino Diablo: Suite 110 Walnut Creek, CA 94597
Property Owner:	Aventis-Sonoma, LLC C/O Stephen Schwartz 1148 Alpine Road Walnut Creek, CA 94596
General Plan Designation:	Business/Limited Residential (B/LR)
Specific Plan:	None
Zoning District:	High Density Residential (HDR) District
Existing Use:	Vacant
Surrounding Land Uses:	North: Multifamily South: Community Center East: Sonoma Boulevard (Highway 29) West: Multifamily
Lot Area:	215, 622 square feet (4.95 acres)
Total Floor Area:	154,511 square feet
Parking Required/Provided:	248 spaces required / 233 spaces provided

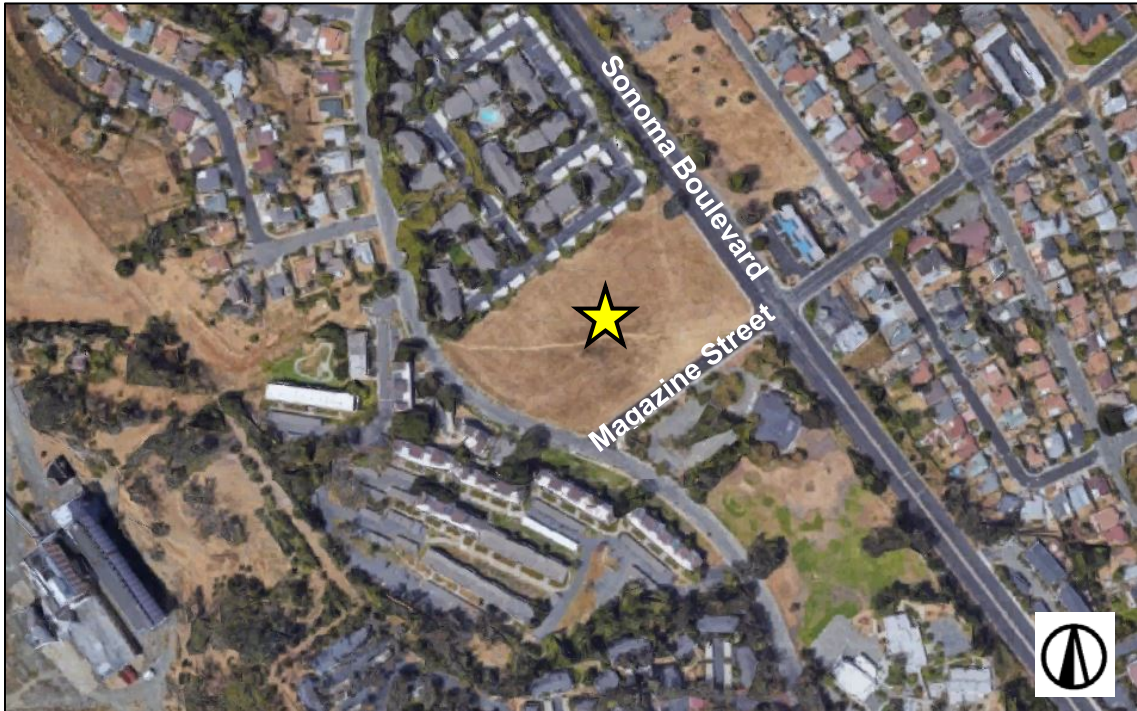
II. PROJECT DESCRIPTION**A. Site Location and Context**

The project site is a vacant 4.95-acre parcel surrounded by the following existing developments and land uses: Sea Breeze Apartments are located to the north; Sonoma Boulevard (Highway 29) is located to the east with undeveloped land, a commercial strip center, and a gas station on the other side of the street; Magazine Street is located to the south with the Norman C. King South Vallejo Community Center and Patterson Elementary School on the other side of the street; and Porter Street is located to the west with the Harbor Park Apartment Homes on the other side of the street. Single-family residences are the predominant land use beyond these adjoining developments and land uses.

Non-native annual grasses, shrubs, a southern blue gum tree, and a mountain blue gum tree characterize the minimal vegetation of the project site. The project site has a moderate downward slope from northwest to southwest. There is no evidence of any

waters, wetlands, or hazardous materials on the project site. The environmental analysis attached to this staff report contains further information on existing project site conditions.

Figure 1 – Vicinity Map



B. Required Approvals

The project requires Planning Commission approval of the following:

Table 1 – Required Permit Approvals

Permit	Project
Site Development 16.90.020	New building and site improvements.
Major Use Permit 16.57.020.A	Construction of nine or more dwelling units.
Landscape Review 16.71.020.A.1	New landscaping in excess of 500 square feet.
Minor Exception 16.80.090	Parking reduction from 248 to 233 spaces. Reduction of the landscape buffer by 1,342 square feet. Increase in fence height from four to five feet.

C. Project Description

The project involves a multifamily residential development with 132 apartment units. The units will be distributed across six three-story buildings with approximate heights of 36 to 39 feet. A two-story community center with an approximate height of 31½ feet will include

a leasing office, gym, and media room for the tenants. The unit breakdown is as follows: six studios; 72 one-bedroom units, and 54 two-bedroom units.

There will be 233 parking spaces provided with 132 parking spaces covered by carports. The six apartment buildings and community center are freestanding and sited in a manner typical of a “garden-style” apartment complex. Landscape frontage improvements, including a variety of street trees, shrubs, and ground covers, will be installed along Sonoma Boulevard, Magazine Street, and Porter Street. Landscape improvements will also be installed around each building and throughout the apartment complex.

III. STAFF ANALYSIS

A. General Plan Consistency

The General Plan 2040 land use designation for the project site is Business/Limited Residential (B/LR). The General Plan characterizes this designation as follows (text applicable to the project is in **bold** text):

*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 this designation in that it is a residential-only project that is compatible with the existing surrounding multifamily developments in the immediate area. The project also has an approximate residential density of 27 units per acre and a Floor Area Ratio (FAR) of 0.71, which are both within the maximums allowed under the B/LR designation.

The project is also consistent with all applicable General Plan 2040 and Housing Element policies. Key policies relevant to the project are shown below in **bold**, followed by Staff’s analysis in *italics*:

Nature and Built Environment

- **Policy NBE-1.1: Natural Resources. Protect and enhance hillsides, waterways, wetlands, occurrences of special-status species and sensitive natural communities, and aquatic and important wildlife habitat through land use decisions that avoid and mitigate potential environmental impacts on these resources to the extent feasible.**

The project site does not contain any waters or wetlands. Furthermore, the project site is not a habitat to any documented special-status species, wildlife, or sensitive natural communities.

- **Policy NBE-1.7 Green Infrastructure.** Encourage the installation of green infrastructure, including tools such as permeable pavement, rain gardens, constructed wetlands, grassy swales, rain barrels and cisterns, and green roofs, to treat stormwater, attenuate floods, increase groundwater recharge, and reduce urban heat islands.

The project includes green infrastructure, such as bio-retention areas to capture stormwater run-off, energy efficiency through Title 24 of the California Building Code, and photovoltaic systems on some of the carports throughout the apartment complex.

- **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.

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 both Magazine Street and Porter Street contribute to the pedestrian realm and can facilitate walking in the vicinity.

- **Policy NBE-2.1 Strengthen Local Identity.** Focus future growth to foster a vibrant Downtown/Waterfront District, strong job centers, comfortable neighborhoods, thriving neighborhood corridors and urban villages, and retail/entertainment clusters that draw visitors from the city and the region.

Development of a multifamily residential development contributes to the neighborhood context and is compatible with adjacent developments along Porter Street.

- **Policy NBE-2.3 Inviting, Compatible Design.** Promote attractive development that is compatible with surrounding uses.

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. Building height and mass are not out of scale with existing buildings located along Porter Street in close proximity.

- **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.

The proposed multifamily residential project would result in the development of a vacant and underutilized infill site with a use that fulfills a housing need in the community and is compatible with the collection of surrounding uses.

Housing Element

- **Policy A.1: The City of Vallejo strives to provide opportunities for the development of new housing adequate to meet its share of the increasing regional demand for households at all income levels.**

The project contributes to the City's share of the Regional Housing Needs Allocation demand with the development of 132 apartment units at market rate value.

- **Policy A.2: Convert vacant infill land and surplus, vacant nonresidential properties to housing and mixed use where feasible, economically desirable, and compatible.**

The project site is a vacant infill property that has been undeveloped for years. The development project will convert the vacant property into an active apartment complex that is compatible with surrounding developments and uses in the vicinity.

B. Zoning Consistency

On August 29, 2017, the City Council adopted the Interim Zoning Policy (IZP) to facilitate development that is consistent with General Plan 2040 until the new zoning code is adopted. Under the IZP, each General Plan 2040 land use designation correlates to the City's existing zoning districts and specific plans for the purposes of applying land use and development standards to a proposal.

The IZP identifies the following zoning districts and specific plans as consistent with the Business/Limited Residential (B/LR) designation:

- Pedestrian Shopping and Service (CP) District
- Linear Commercial (CL) District
- Neighborhood Shopping and Service (CN) District
- Professional Office (PO) District
- Intensive Use – Limited (IU-L) District
- High Density Residential (HDR) District
- White Slough Specific Plan

The project site is identified as Planned Development Commercial (PDC) District on the City's existing zoning map and is inconsistent with the project because the PDC District does not permit residential-only development.

The HDR District is the "best fit" zoning designation in that a multifamily residential development is permitted with a Major Use Permit in accordance with VMC Sections 16.17.020.A.1 and 16.57.020.A.

The project is consistent with the applicable development standards outlined in Title 16 of the Vallejo Municipal Code, as proposed. This includes VMC Chapter(s) 16.17, 16.62, 16.70, 16.71, and 16.79. Parking, landscape setbacks, and fencing are the exception for which a Minor Exception request has been filed for Planning Commission approval.

Table 2 – Development Regulations

Standard		Project	
<i>Density</i>			
HDR District (1)	135 units maximum	132 units	
Lot Coverage	60 percent	26 percent	
<i>Building Setback</i>			
Sonoma Boulevard	10 feet	10 feet	
Magazine Street	15 feet	15 feet	
Porter Street	10 feet	17 feet	
North	7 feet	15 feet	
Building Height	75 feet	39 feet	
Street Fencing	4 feet	5 feet	Minor Exception
Landscape Buffer	18,977 square feet	17,635 square feet	Minor Exception
Street Trees	One/25 feet	Conditioned	
Open Space (2)	3,960 square feet	3,070 square feet	
<i>Parking</i>			
Covered	132 spaces	132 spaces	
Total	248 spaces	233 spaces	Minor Exception
Laundry Facilities	Required	Provided	
Trash Enclosure	Required	Provided	

1. Density: The HDR District has a maximum residential density of one unit per 1,600 square feet. This is a maximum residential density of 135 units in that the project site has an area of 215,622 square feet. Under the B/LR designation, the allowed density range for the 4.95-acre project site is 124-248 units for which the project is consistent at 132 units.
2. Open Space: VMC Section 16.79.030.C recommends but does not require 300 square feet of usable open space be provided per unit for multifamily residential projects.

C. Site Development Permit

The project is consistent with the applicable standards for development under the Vallejo Municipal Code, as proposed, with parking, landscape setbacks, and fencing being the exception. Seven buildings comprise the residential development to create a “garden-style” apartment complex. Architecturally, the project is of a high-quality design. Various building materials and architectural features are employed to create visual interest and break up building massing. This includes the use of vertical siding, stucco, metal, stone, and glass in different color combinations to juxtapose the buildings. Additionally, the buildings contain gables, both decorative entry lighting and outdoor sconces, window trim, and visual movement through balcony, stairwell, and deck projections. Roof-mounted equipment is screened from public view through a roof parapet.

Project landscape improvements complement the built environment while also addressing gaps in the streetscape with the planting of street trees along Sonoma Boulevard, Magazine Street, and Porter Street. The surrounding built environment is characterized by apartment complexes, single-family residences, strip commercial development, and

public facilities. The construction of a high-quality multifamily residential development can have a positive impact on both private and public investments in the vicinity. The addition of residents at the project site will introduce new potential customers of commercial establishments and patrons for the public recreational facilities in the vicinity. Site Development Permits are subject to the required findings under VMC Section 16.90.050.F. The findings to approve this Site Development Permit are presented in Section II of the attached Resolution.

D. Major Use Permit

Use Permits are intended to allow for activities and uses that may not be appropriate for all locations and whose effect on the surrounding environment cannot be determined prior to being proposed for a particular location. Uses requiring a Use Permit may not be appropriate without specific conditions being applied that eliminate or minimize any negative impacts caused by the use. Establishment of a multifamily residential development at the project site is compatible with both existing and anticipated uses in the immediate proximity. The area is characterized by a collection of single-family residences, apartments, public and recreational facilities, and commercial establishments. General Plan 2040 envisions these same uses in the vicinity.

The project is designed in a manner that is compatible with the scale, bulk, coverage, and density of adjacent developments. Groupings of multistory residential buildings around parking facilities and landscaping is an established development pattern in the area. The residential density, which is approximately 27 units per acre, is generally consistent with established and envisioned densities in the vicinity. Technical Project Review Committee review and the environmental analysis of the project determined that it can be adequately served by services and utilities, and will not generate traffic beyond what the surrounding streets can accommodate. Use Permits are subject to the required findings under VMC Section 16.82.050. The findings to approve this Use Permit are presented in Section III of the attached Resolution.

E. Minor Exception

The Minor Exception is intended to provide relief from the literal application of zoning ordinance development standards when appropriate. The project includes the following requests: (1) Parking reduction from 248 to 233 spaces; (2) reduction of the overall 18,977 square foot landscape buffer by 1,342 square feet; and (3) increase in fence height from four to five feet. None of the requested exceptions exceed 25 percent of the prescribed measurable standards. The City's Traffic Engineer conducted a review of the project, including consideration of the requested exceptions, and did not raise any concerns with respect to potential hazards for pedestrian and/or vehicular traffic. The exceptions are insignificant in nature and will not have an adverse impact on any development or persons abutting the project site.

The fence will be just a foot taller with open decorative metal and pilasters at regular intervals enhancing project aesthetics with frontage landscaping. The parking reduction is 15 spaces and the project still provides 233 spaces compared against 132 units at a parking ratio of approximately 1.8 spaces per unit. The small parking reduction in addition to a bus stop at the corner of Porter Street and Magazine Street, and proximity to the Curtola Park & Ride Hub can offset any potential parking impacts with alternative modes

of transportation. Small portions of the overall required landscape frontage from property line are encroached upon with hardscape improvements. However, the overall landscape frontage is substantial across the project. Minor Exceptions are subject to the required findings under VMC Section 16.80.090. The findings to approve this Minor Exception are presented in Section IV of the attached Resolution.

F. Environmental Review

Under California Environmental Quality Act (CEQA), the State has identified a list of classes of projects, which have been determined to not have a significant on the environment and are therefore exempt from the requirements of CEQA, as a result. The proposed project is exempt under Class 32, which consists of projects characterized as “infill” development that meet the conditions described in Section 15332 (In-Fill Development Projects). Class 32 projects have the following characteristics:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
- c) The project site has no value as habitat for endangered, rare or threatened species.*
- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
- e) The site can be adequately served by all required utilities and public services.*

Rincon Consultants, as retained by the City, conducted a comprehensive environmental review of the project to determine whether or not it can be exempt from the requirements of CEQA. The environmental analysis, which is attached to the staff report, determined that the project is categorically exempt from the requirements of CEQA under Class 32 (Section 15332 of the CEQA Guidelines). Furthermore, the analysis determined that none of the identified exceptions that preclude the use of a categorical exemption under Section 15300.2 of the CEQA Guidelines apply to the project.

IV. NOTICING AND PUBLIC COMMENTS

The Planning Division provided the following notifications in accordance with Vallejo Municipal Code Section(s) 16.80.100.B, 16.82.030.C, and 16.90.050.C: Mailed notices to every property owner and neighborhood group within 500 feet of the project site and the applicant through the United States Postal Service on February 12, 2021. The South Vallejo Neighborhood is the only identified neighborhood group within 500 feet of the project site for the purposes of project notifications. The Planning Commission received notices via email on February 12, 2021. The Planning Division also published a notice in the Times Herald newspaper on February 14, 2021.

Staff received written comments from Monica Tipton of Vallejo, California with general questions about the project and a request that a traffic circle be added at the intersection of Sonoma Boulevard and Magazine Street to mitigate traffic. David Yatabe, the City's Traffic Engineer, W-Trans, the project traffic consultant, and Caltrans all reviewed the project. They

did not identify any significant traffic impacts requiring mitigations, such as the development of a traffic circle. Written comments are attached to this staff report.

V. CONCLUSION / STAFF RECOMMENDATION

Staff recommends that the Planning Commission adopt a Resolution to **APPROVE** Environmental Document (ED) #19-0002, Site Development Permit (SD) #20-0003, Major Use Permit (UP) #20-0005, Minor Exception (ME) #20-0003, and Landscape Review (LR) #20-0002 based on the analysis contained in this staff report (and attached herein) and the findings provided in the attached Resolution No. PC21-02 and subject to the Conditions of Approval attached as an exhibit.

VI. EXPIRATION

- Major Use Permit: Pursuant to VMC Section 16.82.090.A, approval of this Major Use Permit shall automatically expire 24 months after its approval unless authorized construction has commenced prior to the expiration date (**MARCH 1, 2023**) (if approved at this meeting).
- Site Development Permit: Pursuant to VMC Section 16.90.050.I, approval of this Site Development Permit shall automatically expire 18 months after its approval unless authorized construction has commenced prior to the expiration date (**SEPTEMBER 1, 2022**) (if approved at this meeting).
- Minor Exception: Pursuant to VMC Section 16.80.100.D, approval of this Minor Exception shall automatically expire 24 months after its approval unless authorized construction has commenced prior to the expiration (**MARCH 1, 2023**).

VII. APPEAL PROCEDURE

The applicant or any party aggrieved by a determination of the Planning Commission may appeal the action to the City Council. Such appeal must be filed in writing with the Planning Division along with a fee payment of **\$1,277** within ten (10) calendar days after the action by the Planning Commission. Such appeal shall not be timely filed unless it is received by the Planning Division no later than the close of business on the tenth day following the decision of the Planning Commission. The City Council may affirm, reverse or modify any decision of the Planning Commission that is appealed. The City Council may summarily reject any appeal upon determination that the appellant is not adversely affected by a decision under appeal.

VIII. ATTACHMENTS

1. Resolution No. PC 21-02
 - Exhibit A – Conditions of Approval
2. Categorical Exemption Report
3. Project Plans

ATTACHMENT 1

RESOLUTION NO. PC 21-02

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC 21-02

**A RESOLUTION APPROVING
SITE DEVELOPMENT PERMIT (SD) #20-0003
MAJOR USE PERMIT (UP) #20-0005
MINOR EXCEPTION PERMIT (ME) #20-0003
LANDSCAPE REVIEW (LR) #20-0002**

**TO DEVELOP A MULTIFAMILY RESIDENTIAL DEVELOPMENT WITH 132
APARTMENT UNITS**

**SONOMA BOULEVARD AND MAGAZINE STREET
APN #0061-160-210**

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

WHEREAS, on June 11, 2020, Randall Harris of HDO Architects, filed applications for a Site Development Permit (SD), Major Use Permit (UP), Minor Exception (ME), and Landscape Review (collectively the "applications") seeking approval to develop a multifamily residential development with 132 units ("project") on a 4.95-acre property located at the corner of Sonoma Boulevard and Magazine Street (APN: 0061-160-210) ("project site"); and

WHEREAS, the property has a General Plan 2040 land use designation of Business/Limited Residential and has an interim zoning designation of High Density Residential (HDR); and

WHEREAS, on January 13, 2021, the applications were deemed complete for processing; and

WHEREAS, on March 1, 2021, 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 Record of Proceedings upon which the Planning Commission bases its decision on the project at issue herein, includes, but is not limited to: (1) the environmental document 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 project (3) the evidence, facts, findings and other determinations set forth in this resolution, (4) the City of Vallejo General Plan and its related environmental impact report (EIR), (5) the Vallejo Municipal Code and its related environmental document, (6) all designs, plans, studies, data and correspondence submitted by the City in connection with the environmental document and the project (7) all documentary and oral evidence received at public 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.

WHEREAS, the Planning Commission considered testimony 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, which are maintained in the offices of the City of Vallejo Planning Division; and

WHEREAS, the Planning Commission considered testimony 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, which are maintained in the offices of the City of Vallejo Planning Division; and

WHEREAS, based on the Record of Proceedings, the Planning Commission makes the following findings:

I. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDING

Based on the facts set forth in the Sonoma Boulevard Multi-Family Residential Project: Class 32 Categorical Exemption Report dated February 2021 and prepared by Rincon Consultants, Inc., the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA, Public Resources Code §21000, et seq. and California Code of Regulations, Title 14, §15000, et seq.) pursuant to Section 15332 of the CEQA Guidelines ("In-Fill Development Projects"). None of the exceptions in CEQA Guidelines Section 15300.2 apply, as follows: (a) the site is not located in an environmentally sensitive area, (b) there are no cumulative impacts, (c) there are no significant effects due to unusual circumstances, (d) the project is not located near a scenic highway, (e) the project site is not located on a hazardous waste site pursuant to Government Code Section 65962.5, and (f) the project would not affect any historical resource. Therefore, no further environmental review is required.

II. FINDINGS RELATING TO THE APPROVAL OF THE SITE DEVELOPMENT PERMIT (VMC Section 16.90.050.F)

Based on the Record of Proceedings, the Planning Commission hereby makes the following findings:

1. That the proposed development meets the intent and specific standards and criteria prescribed in pertinent sections of this title.

FACTS IN SUPPORT OF FINDINGS: The High Density Residential (HDR) District is the "best fit" zoning designation because a multifamily residential development is permitted with a Major Use Permit in accordance with VMC Sections 16.17.020.A.1 and 16.57.020.A. The project is consistent with the applicable standards for development under the Title 16 of the Vallejo Municipal Code, as proposed, with parking, landscape setbacks, and fencing being the exception for an exception is permitted under VMC Section(s) 16.80.090 and 16.80.100. Applicable standards are contained in VMC Chapter(s) 16.17, 16.62, 16.70, 16.71, and 16.79, and 16.80. Project landscaping has been designed by

a California-licensed landscape architect, and is consistent with City of Vallejo and State of California water-efficiency requirements.

2. That the proposed development is consistent with the Vallejo general plan.

FACTS IN SUPPORT OF FINDINGS: The General Plan 2040 land use designation for the project site is Business/Limited Residential (B/LR). The project is consistent with this designation in that it is a residential-only project that is compatible with the existing surrounding multifamily developments in proximity. The project also has an approximate residential density of 27 units per acre and a Floor Area Ratio (FAR) of 0.71, which are both within the maximums allowed under the B/LR designation. The project is consistent with the following General Plan 2040 policies: NBE-1.1: Natural Resources. Protect and enhance hillsides, waterways, wetlands, occurrences of special-status species and sensitive natural communities, and aquatic and important wildlife habitat through land use decisions that avoid and mitigate potential environmental impacts on these resources to the extent feasible; NBE-1.7 Green Infrastructure. Encourage the installation of green infrastructure, including tools such as permeable pavement, rain gardens, constructed wetlands, grassy swales, rain barrels and cisterns, and green roofs, to treat stormwater, attenuate floods, increase groundwater recharge, and reduce urban heat islands; 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; NBE-2.3 Inviting, Compatible Design. Promote attractive development that is compatible with surrounding uses; NBE-2.1 Strengthen Local Identity. Focus future growth to foster a vibrant Downtown/Waterfront District, strong job centers, comfortable neighborhoods, thriving neighborhood corridors and urban villages, and retail/entertainment clusters that draw visitors from the city and the region; and 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.

The project site does not contain any waters or wetlands. Furthermore, the project site is not a habitat to any documented special-status species, wildlife, or sensitive natural communities. The project includes green infrastructure, such as bio-retention areas to capture stormwater run-off, energy efficiency through Title 24 of the California Building Code, and photovoltaic systems on some of the carports throughout the apartment complex. The planting of several trees, shrubs, and groundcovers for the project contributes to the beautification of Vallejo and the cultivation of an urban forest in the vicinity. The construction of sidewalk improvements along both Magazine Street and Porter Street contribute to the pedestrian realm and can facilitate walking in the vicinity. Development of a multifamily residential development contributes to the neighborhood context and is compatible with adjacent developments along Porter Street. 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. Building height and mass are not out of scale with existing buildings located along Porter Street in close proximity. Lastly, the project would result in the development of a vacant and underutilized infill site with a use that fulfills a housing need in the community and is compatible with the collection of surrounding uses.

The project is also consistent with the following Housing Element policies: A.1: The City of Vallejo strives to provide opportunities for the development of new housing adequate to meet its share of the increasing regional demand for households at all income levels; and A.2: Convert vacant infill land and surplus, vacant nonresidential properties to housing and mixed use where feasible, economically desirable, and compatible. The project contributes to the City's share of the Regional Housing Needs Allocation demand with the development 132 apartment units at market rate value. The project site is a vacant commercial infill property that has been undeveloped for years. The development project will convert the vacant property into an active apartment complex that is compatible with surrounding developments and uses in the vicinity.

3. That the proposed development shall serve to achieve groupings of structures which will be 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.

FACTS IN SUPPORT OF FINDINGS: Architecturally, the project is of a high-quality design. Various building materials and architectural features are employed to create visual interest and break up building massing. This includes the use of vertical siding, stucco, metal, stone, and glass in different color combinations to juxtapose the buildings. Additionally, the buildings contain gables, both decorative entry lighting and outdoor sconces, window trim, and visual movement through balcony, stairwell, and deck projections. Roof-mounted equipment is screened from public view through a roof parapet. Project landscape improvements complement the built environment while also addressing gaps in the streetscape with the planting of street trees along Sonoma Boulevard, Magazine Street, and Porter Street.

4. That the proposed development shall be of a quality and character which harmonizes with, and serves to protect the value of, private and public investments in the area.

FACTS IN SUPPORT OF FINDINGS: The surrounding built environment is characterized by apartment complexes, single-family residences, strip commercial development, and public facilities. The construction of a high-quality multifamily residential development can have a positive impact on both private and public investments in the vicinity. The addition of residents at the project site will introduce new potential customers for the commercial establishments and patrons for the public recreational facilities in the vicinity.

5. That the design of the development conforms in all significant respects with the proposals of any applicable district plan or development and control map which has been adopted by the city council.

FACTS IN SUPPORT OF FINDINGS: The project site is not located within the boundaries of any district plan or on a development plan and control map adopted by the City Council.

III. FINDINGS RELATING TO THE APPROVAL OF THE MAJOR USE PERMIT (VMC Section 16.82.050)

Based on the Record of Proceedings, the Planning Commission hereby makes the following findings:

- A. That the location, size, design and operating characteristics of the proposed conditional use will be compatible with adjacent uses, building or structures, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities, to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity and physical character of surrounding streets; and to any other relevant impact of the proposed use.

FACTS IN SUPPORT OF FINDINGS: Establishment of a multifamily residential development at the project site is compatible with both existing and anticipated uses in the immediate proximity. The area is characterized by a collection of single-family residences, apartments, public and recreational facilities, and commercial establishments. General Plan 2040 envisions these same uses in the vicinity. The project is designed in a manner that is compatible with the scale, bulk, coverage, and density of adjacent developments. Groupings of multistory residential buildings around parking facilities and landscaping is an established development pattern in the area and characteristic of the project.

The residential density, which is approximately 27 units per acre, is generally consistent with established and envisioned densities in the vicinity. Technical Project Review Committee review and the environmental analysis of the project determined that it can be adequately served by services and utilities, and will not generate traffic beyond what the surrounding streets can accommodate.

- B. That the impacts, as described in subsection A of this section, and the location of the proposed conditional use are consistent with the city general plan.

FACTS IN SUPPORT OF FINDINGS: The General Plan 2040 land use designation for the project site is Business/Limited Residential (B/LR). The project is consistent with this designation in that it is a residential-only project that is compatible with the existing surrounding multifamily developments in proximity. The project also has an approximate residential density of 27 units per acre and a Floor Area Ratio (FAR) of 0.71, which are both within the maximums allowed under the B/LR designation. The project is consistent with the following General Plan 2040 policies: NBE-1.1: Natural Resources. Protect and enhance hillsides, waterways, wetlands, occurrences of special-status species and sensitive natural communities, and aquatic and important wildlife habitat through land use decisions that avoid and mitigate potential environmental impacts on these resources to the extent feasible; NBE-1.7 Green Infrastructure. Encourage the installation of green infrastructure, including tools such as permeable pavement, rain gardens, constructed wetlands, grassy

swales, rain barrels and cisterns, and green roofs, to treat stormwater, attenuate floods, increase groundwater recharge, and reduce urban heat islands; 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; NBE-2.3 Inviting, Compatible Design. Promote attractive development that is compatible with surrounding uses; NBE-2.1 Strengthen Local Identity. Focus future growth to foster a vibrant Downtown/Waterfront District, strong job centers, comfortable neighborhoods, thriving neighborhood corridors and urban villages, and retail/entertainment clusters that draw visitors from the city and the region; and 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.

The project site does not contain any waters or wetlands. Furthermore, the project site is not a habitat to any documented special-status species, wildlife, or sensitive natural communities. The project includes green infrastructure, such as bio-retention areas to capture stormwater run-off, energy efficiency through Title 24 of the California Building Code, and photovoltaic systems on some of the carports throughout the apartment complex. The planting of several trees, shrubs, and groundcovers for the project contributes to the beautification of Vallejo and the cultivation of an urban forest in the vicinity. The construction of sidewalk improvements along both Magazine Street and Porter Street contribute to the pedestrian realm and can facilitate walking in the vicinity. Development of a multifamily residential development contributes to the neighborhood context and is compatible with adjacent developments along Porter Street. 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. Building height and mass are not out of scale with existing buildings located along Porter Street in close proximity. Lastly, the project would result in the development of a vacant and underutilized infill site with a use that fulfills a housing need in the community and is compatible with the collection of surrounding uses.

The project is also consistent with the following Housing Element policies: A.1: The City of Vallejo strives to provide opportunities for the development of new housing adequate to meet its share of the increasing regional demand for households at all income levels; and A.2: Convert vacant infill land and surplus, vacant nonresidential properties to housing and mixed use where feasible, economically desirable, and compatible. The project contributes to the City's share of the Regional Housing Needs Allocation demand with the development 132 apartment units at market rate value. The project site is a vacant commercial infill property that has been undeveloped for years. The development project will convert the vacant property into an active apartment complex that is compatible with surrounding developments and uses in the vicinity.

IV. FINDINGS RELEVANT TO THE APPROVAL OF A MINOR EXCEPTION (VMC Section 16.80.090):

Based on the Record of Proceedings, the Planning Commission hereby makes the following findings that the requested exceptions:

- A. Would not exceed twenty-five percent of the prescribed measurable standards.

FACTS IN SUPPORT OF FINDINGS: The project includes the following requests: (1) Parking reduction from 248 to 233 spaces (6 percent reduction); (2) reduction of the landscape buffer area of 18,977 square feet by 1,342 square feet (7 percent reduction); and (3) increase in fence height from four to five feet (25 percent reduction). None of the requested exceptions exceed 25 percent of the prescribed measurable standards.

- B. Would not adversely affect any development or persons upon abutting property, with adversely affect to mean to impact in a substantial, negative manner the economic value, habitability, or enjoyability of properties.

FACTS IN SUPPORT OF FINDINGS: The exceptions are insignificant in nature and will not have an adverse impact on any development or persons abutting the Project site. The fence will be just a foot taller with open decorative metal and pilasters at regular intervals enhancing project aesthetics with frontage landscaping. The parking reduction is 14 spaces and the project still provides 233 spaces against 132 units at a parking ratio of approximately 1.8 spaces per unit. The small parking reduction in addition to a bus stop at the corner of Porter Street and Magazine Street and proximity to the Curtola Park & Ride Hub can offset any potential parking impacts with alternative modes of transportation. Small portions of the overall required landscape frontage from property line are encroached upon with hardscape improvements. However, the overall landscape frontage is substantial across the project, especially considering the planting of landscape improvements within the public right-of-way.

- C. Would not result in a hazard to pedestrian and/or vehicular traffic.

FACTS IN SUPPORT OF FINDINGS: The City's Traffic Engineer conducted a review of the project, including consideration of the requested exceptions, and did not raise any concerns with respect to potential hazards for pedestrian and/or vehicular traffic.

- D. Would be reasonably necessary to the sound development of such property, or would result in better environmental quality of development of such property than without such exception.

FACTS IN SUPPORT OF FINDINGS: The Minor Exception is necessary to the sound development of the subject property. The reduction in surface parking allows for a greater portion of land to be allocated to building and landscape improvements. The increase in fence height and reduction in landscape frontage area are insignificant overall and do not detract from the aesthetic quality of the project.

V. FINDINGS RELEVANT TO GENERAL PLAN 2040 CONSISTENCY (Interim Zoning Policy Section 6):

Based on the Record of Proceedings, the Planning Commission hereby makes the following findings:

1. The proposal is appropriate in consideration of the characteristics of the surrounding area.

FACTS IN SUPPORT OF FINDINGS: The surrounding area is characterized by multifamily residential developments, commercial uses, public facilities, and single-family residences. Seven buildings comprise the residential development to create a "garden-style" apartment complex. "Garden-style" multifamily developments largely comprise the residential uses adjacent to the project site. The project will introduce new residents into the area to the potential benefit of commercial establishments and public facilities in terms of usability.

2. The proposal is consistent with the intent and desired character of the relevant land use designations(s) of General Plan 2040 and any associated General Plan policies.

FACTS IN SUPPORT OF FINDINGS: The project is consistent with the Business/Limited Residential (B/LR) designation in that it is a residential-only project with an approximate density of 27 units per acre. The project is consistent with the following General Plan 2040 policies: NBE-1.1: Natural Resources. Protect and enhance hillsides, waterways, wetlands, occurrences of special-status species and sensitive natural communities, and aquatic and important wildlife habitat through land use decisions that avoid and mitigate potential environmental impacts on these resources to the extent feasible; NBE-1.7 Green Infrastructure. Encourage the installation of green infrastructure, including tools such as permeable pavement, rain gardens, constructed wetlands, grassy swales, rain barrels and cisterns, and green roofs, to treat stormwater, attenuate floods, increase groundwater recharge, and reduce urban heat islands; 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; NBE-2.3 Inviting, Compatible Design. Promote attractive development that is compatible with surrounding uses; NBE-2.1 Strengthen Local Identity. Focus future growth to foster a vibrant Downtown/Waterfront District, strong job centers, comfortable neighborhoods, thriving neighborhood corridors and urban villages, and retail/entertainment clusters that draw visitors from the city and the region; and 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.

3. The proposal will clearly promote implementation of General Plan 2040.

FACTS IN SUPPORT OF FINDINGS: The project clearly promotes the implementation of General Plan 2040 in that it is a multifamily residential development with an approximate density of 27 units per acre consistent with the B/LR designation.

4. The proposal conforms to the zoning ordinance requirements of the applicable or "best fit" zoning district.

FACTS IN SUPPORT OF FINDINGS: Overall, the project conforms to the applicable standards of the High Density Residential (HDR) District with the exception of the residential density. The HDR District has a maximum residential density of one unit per 1,600 square feet. This is a maximum residential density of 135 units in that the project site has an area of 215,622 square feet. Under the B/LR designation, the allowed density range for the 4.95-acre project site is 124-248 units for which the project is consistent at 132 units.

VI. RESOLUTION APPROVING THE PROJECT AT SONOMA BOULEVARD AND MAGAZINE STREET:

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission hereby APPROVES Environmental Document (ED) #19-0002, Site Development Permit (SD) #20-0003, Major Use Permit (UP) #20-0005, Minor Exception (ME) #20-0003, and Landscape Review (LR) #20-0002 based on the analysis contained in this staff report and the findings contained herein and subject to the Conditions of Approval attached as an exhibit.

VII. VOTE

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 1st day of March, 2021 by the following vote to-wit:

AYES:
NOES:
ABSTAIN:
ABSENT:

DIOSDADO MATULAC, CHAIRPERSON
City of Vallejo Planning Commission

Attest:

CHRISTINA RATCLIFFE, AICP, SECRETARY
City of Vallejo Planning Commission

**ATTACHMENT 1
EXHIBIT A**

CONDITIONS OF APPROVAL

CITY OF VALLEJO

CONDITIONS OF APPROVAL

OAKWOOD APARTMENTS
SITE DEVELOPMENT PERMIT (SD) #20-0003
MAJOR USE PERMIT (UP) #20-0005
MINOR EXCEPTION PERMIT (ME) #20-0003
LANDSCAPE REVIEW (LR) #20-0002

SONOMA BOULEVARD AND MAGAZINE STREET
APN #0061-160-210

PERMIT DESCRIPTION: Multifamily residential development with 132 apartment units. The units will be distributed across six three-story buildings with the following building heights: Building 1 (39 feet and 4 inches), Building 2 (39½ feet), Building 3 (36½ feet), Building 4 (39 feet and 4 inches), Building 5 (39 feet and 11 inches), and Building 6 (39½ feet). A two-story community center with a height of 31½ feet will include a leasing office, gym, and media room for the tenants. The unit breakdown is as follows: six studios; 72 one-bedroom units, and 54 two-bedroom units.

There will be 233 parking spaces provided with 132 parking spaces covered by carports. The six apartment buildings and community center are freestanding and sited in a manner typical of a "garden-style" apartment complex. Landscape frontage improvements, including a variety of street trees, shrubs, and ground covers, will be installed along Sonoma Boulevard, Magazine Street, and Porter Street. Landscape improvements will also be installed around each building and throughout the apartment complex.

A. PLANNING DIVISION

Jonathan Atkinson | jonathan.atkinson@cityofvallejo.net | (707) 648-4346

Specific Requirements

1. The applicant shall install and maintain street trees at a ratio of one tree per 25 feet of street frontage on Sonoma Boulevard, Magazine Street, and Porter Street.

General Requirements

2. The applicant shall proceed to develop the project only in accordance with the approved plans dated "Received December 15, 2020", except as may be modified by the conditions contained herein and approved by the Planning Division.
3. The Site Development Permit shall expire 18 months from the date of approval (**SEPTEMBER 1, 2022**) and the Major Use Permit and Minor Exception (**MARCH 1, 2023**) shall expire 24 months from the date of approval unless a valid building permit has been issued and authorized construction has commenced.
4. Applicant may submit a request for a time extension from the expiration date of **SEPTEMBER 1, 2022** for the Site Development Permit can be considered if an application with required fee is filed before the original expiration date; otherwise a new application is required. Any request for a time extension should be filed at least 45 days before original

expiration. A public hearing will be required for all extension applications, except those involving only Planning Division staff approval. Extensions are not automatically approved. Changes in conditions, City policies, laws rules or regulations of any body with jurisdiction, surrounding neighborhood, and other factors permitted to be considered under the law, may result in denial of a requested time extension. .

5. Applicant shall indemnify, hold harmless, and defend City, its officers, officials, directors, employees, agents, volunteers, Commissions, Committees, Boards, Agencies, Council and affiliates and each of them (collectively, "City") from any and all claims, demands, causes of action, or proceeding (collectively, "Proceeding") brought against the City, the Project or Applicant, to: (1) attack, set aside, void or annul any approval for the Project, any action taken to provide environmental clearance under the California Environmental Quality Act (CEQA), (2) Proceedings of every kind and nature whatsoever arising out of or in connection with Applicant's, Applicant's officers, officials, directors, employees, agent, contractors, subcontractors, and affiliates (collectively "Applicant Parties", operations and activities, to be performed in implementing the Project or for Applicant Parties 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, error or omission of Applicant Parties for the full period of time allowed by the law, regardless to any limitation by insurance, (3) all costs incurred in additional investigation, of or study of , or for supplementing, redrafting, revising, or amending any document (such as an EIR, Initial Study, Negative Declaration, or exemption) under CEQA, any General Plan Amendment, Specific Plan Amendment or amendment or processing of any entitlement required for the Project, if made necessary by such Proceeding; including but not limited to damages, expenses, attorney's fees (including City Attorney and any outside counsel hired by the City, expert fees, fees and/or costs and any and all other liabilities and expenses incurred whether in law or in equity, in connection with such Proceeding whether incurred by the applicant, the City, and/or the parties initiating or bringing such Proceeding. 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. This indemnification obligation shall survive completion of the Project or abandonment thereof by the Applicant.

Pre-Permit Requirements

6. Prior to building permit issuance, the applicant shall submit construction-level landscaping plans prepared by a registered landscape architect to the Planning Division for review and approval. Landscape plans shall comply with Chapter 16.70 (VMC) and with the approved landscape plans, and are to include the following:
 - a. Location, species and size of all mature trees six inches in trunk diameter or greater;
 - b. Replacement of any mature trees to be removed;
 - c. City-approved street trees to be planted at least 6 feet from any sewer line;
 - d. Specification of low-growth-type species adjacent to doors, windows, and walkways;
 - e. Low-water-using and drought-resistant plant materials;
 - f. Screening of the required backflow preventers;
 - g. All trees to be a minimum of 24-inch box, double staked; at least 50 percent of the proposed shrubs shall be a minimum of 5-gallon;

- h. Irrigation plan indicating all components of the irrigation system including sprinklers and other outlets, valves, backflow prevention devices, controllers, piping and water usage; and
 - i. Six inch high curbing around planters.
- 7. Prior to building permit issuance, the applicant shall submit a numbered list to the Planning Division with a written response on how each condition of project approval contained in this report will be satisfied. The list shall be submitted to the project planner who will coordinate development of the project. The approved Conditions of Approval shall be included by applicant in the permit set after the cover sheet with each condition listed and how the Applicant will address each condition in writing.
- 8. Prior to building permit issuance, the applicant shall submit details and location of any proposed fencing to the Planning Division for review and approval. Fencing shall comply with Chapter 16.70 (VMC) with the exception that the fence height along all street frontages is allowed to be five feet tall under the approved Minor Exception.
- 9. Prior to building permit issuance, the applicant shall submit design details of trash enclosure to the Planning Division for review and approval. Trash enclosure shall meet the requirements of Vallejo Recology. Materials and colors shall be similar to those approved for the building.
- 10. Prior to building permit issuance, the applicant shall submit a site lightning plan to the Planning Division for review and approval. Exterior illumination shall comply with the Planning Division's Outdoor Lighting Standards. All pole mounted or raised fixture housing shall be constructed so that the light is diffused downward. Weather and vandal resistant covers shall protect all light devices.
- 11. Prior to building permit issuance, the applicant shall submit a color board indicating exterior materials and colors to the Planning Division for review and approval. Color chips shall be attached to the building elevation drawings. Once installed, all improvements are to be maintained in accordance with the approved plans. Any changes, which affect the exterior character, shall be resubmitted to the Planning Division for approval.
- 12. Prior to building permit issuance, the applicant shall submit a written request to the Planning Division to confirm that the building permit drawings and subsequent construction substantially conform to the approved entitlement application drawings.
- 13. Construction activities, including vegetation removal, shall occur within the non-nesting season (September 1 to January 31) to the extent possible to avoid disturbance to and loss of raptor and other bird nests in active use. If construction activities occur within the nesting season (February 1 to August 31), a pre-construction survey shall be conducted by a qualified biologist to either confirm nests are absent or define appropriate buffers until any young have successfully fledged the nest.

Pre-Occupancy Requirements

- 14. 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.

15. Prior to occupancy/final building inspection, the project landscape architect shall provide a complete Certificate of Completion and Certificate of Installation According to the Landscape Documentation in accordance with VMC Chapter 16.71: Water Efficient Landscape Requirements. The documentation shall include the following:
 - a. Irrigation Scheduling (VMC Section 16.71.050)
 - b. Schedule of Landscape and Irrigation Maintenance (VMC Section 16.71.051)
 - c. Landscape Irrigation Audit Report (VMC Section 16.71.052)
 - d. Soil Management Report (VMC Section 16.71.045)
16. Construction-related activities shall be limited to between the hours of 7 a.m. and 6 p.m., Monday through Saturday. No construction is to occur on Sunday or federal holidays. Construction equipment noise levels shall not exceed the City's maximum allowable noise levels.
17. Prior to occupancy/final building inspection, the applicant shall install fencing per approved plans.
18. Prior to occupancy/final building inspection, the applicant shall install parking lot per approved plans. Each parking space designated for compact cars and ADA accessibility shall be identified by a permanent marking reading "compact," and "ADA parking", as appropriate.
19. Applicant shall contact local postal authorities to get their requirements for mail facilities for the project. The design and location of mail receptacles shall be reviewed and approved by the Planning Division and shown on the Utility, Landscape, and Building Plans, prior to issuance of Grading or Building Permits, whichever comes first. Mail facilities shall be installed prior to occupancy approval. No mail facility shall be located on City property including within any City right-of-way.
20. Prior to occupancy/final building inspection, the applicant shall obtain a Sign Permit from the Planning Division prior to the erection of any sign, including flags, banners, etc. All signs shall comply with Chapter 16.64 (VMC).
21. All mechanical equipment and utility meters shall be screened in a manner approved by the Planning Division. Electrical transformers shall be screened or placed underground.
22. All vents, gutters, downspouts, flashings, electrical conduits, etc., shall be painted to match the color of the adjacent surface.
23. Applicant shall obtain an inspection from the Planning Division prior to occupancy/final building inspection. All inspections require a minimum 24-hour notice. Occupancy permits shall not be granted until all construction and landscaping is 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 Planning Manager.

24. Unanticipated Discovery of Cultural Resources: If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) should be contacted immediately to evaluate the find. If the discovery proves to be significant under the National Historic Preservation Act, additional work such as data recovery excavation and Native American consultation may be warranted to mitigate any significant impacts/adverse effects.
25. Human Remains: The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the land owner shall reinter the remains in an area of the property secure from subsequent disturbance.
26. The property owner shall enter into a Maintenance Agreement with the City of Vallejo in a form approved by the City Attorney and the Planning and Development Services Director guaranteeing maintenance of all landscape frontage improvements.

Post-Occupancy Requirements

27. There shall be no outdoor storage or display of any kind except as allowed per Chapter 16.70 and 16.77 (VMC).
28. Required landscaping shall be maintained in a neat, clean, and healthy condition. This shall include pruning, mowing of lawns, weeding, removal of litter, fertilizing, replacement of plants when necessary, and the regular watering of all plantings.

B. BUILDING DIVISION

Steve Arnold | steve.arnold@cityofvallejo.net | (707) 648-4387

1. Building permits are required per California Code of Regulations, Title 24, and the applicable City of Vallejo ordinance in effect at the time of a completed building permit application submittal. The required fees shall be paid at time of the building permit application submittal.
2. The 2019 California Code of Regulations shall apply, if permit application(s) are received before the end of 2022.

C. FIRE DEPARTMENT

Vincent Sproete | vincent.sproete@cityofvallejo.net | (707) 654-7868

Fire Department Access

1. All buildings, facilities, and developments shall be accessible to Fire Department Apparatus by way of approved access roadways. The proposed EVA must be a 20 foot wide fire access street without obstruction.
2. 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.
3. Access roads shall have an unobstructed width of not less than 20' (12' for single residential) 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. Turning radius of all fire access roadways must be approved prior to Building Permit issuance.
4. All access roads shall be installed and maintained serviceable prior to and during combustible construction.
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 Standard FP-2a OR shall have curbs painted red and a sign posted at each entrance in accordance with standard FP-2b. Contact the Fire Prevention Bureau for further information and design templates. Location of such areas shall be determined prior to final inspection.

Access to Fire Protection Equipment and Utilities

6. 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. Please indicate on the plans these locations.
7. 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.
8. 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.
9. 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) 257-9590 or visit www.knoxbox.com.

10. 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 MMECHANICAL ROOM".

Building and Address Identification

11. Approved address numbers shall be placed by the applicant 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 6" high 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. An address mapping sign shall be located at all entrances to accurately direct emergency services.

Fire Extinguishers and Fixed Systems

12. 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.
13. 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.
14. (CLUBHOUSE ASSEMBLY. IF COMMERCIAL COOKING EQUIPMENT IS INSTALLED). Provide an approved automatic fire extinguishing system to protect all cooking equipment. A permit is required from the Fire Marshal's office for fixed fire extinguishing systems. Please submit 3 sets of plans for review and approval. Building permits cannot be issued until plans for the fire extinguishing system are submitted and approved. Design and system calculations shall be prepared by a licensed C-16 Contractor. FEE #1 \$690.
15. Activation of the (kitchen) fixed fire extinguishing system shall activate the building fire alarm, if one is available.

Fire Alarm Monitoring Systems

16. Fire alarm monitoring system is required for each building, please submit 2 sets of fire alarm plans for each building and obtain permit from the Fire Marshal's Office prior to installation. Please include listed device selections cut sheets. Fire Alarm System's 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. FEE#13 \$348 Plus \$6 per device.

17. Fire alarm Systems shall be supervised by a Central Station listed by Underwriters Laboratories (U.L.) for receiving fire alarms.

Automatic Fire Sprinkler System

18. Automatic fire sprinkler systems are required for all buildings. Applicant shall submit two sets of plans for each building and hydraulic 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. Building Permits cannot be issued until plans are submitted and approved by the fire department. A Class I Standpipe System is required. FEE #17 \$512 Plus \$6 per sprinkler head.

The fire sprinkler system shall be installed on each floor as the wood frame construction progresses. Example: Once the first floor framing is completed the fire sprinkler system should be installed and in service once the second floor is completed floor one and two should be in service. Once the third floor framing is completed floors one, two, and three should be in service. This will help prevent the loss of the structure should a fire start in the building.

19. All fire-sprinkler systems shall be designed and installed in accordance with NFPA Standard 13, and the California Fire Code and Building Code as amended by the City of Vallejo.

Water Supply and Fire Hydrants

20. This applicant shall comply with the 2016 California Fire Code regarding Fire Flow requirements, including Appendix B. Fire flow calculations shall be designed by a fire protection engineer or C-16 licensed contractor.
21. Fire hydrants must be installed and approved by the fire department prior to combustible construction. Fire hydrants shall be spaced a maximum of 500 feet apart. Please indicate on the plans the location of all existing and proposed fire hydrants.
22. Approved impact protection shall be installed as necessary to protect hydrants from vehicular damage.
23. The applicant shall be responsible for painting of hydrants, verifying street valves are fully opened and the placement of blue reflective dots prior to requesting a final inspection. Maintenance, inspection and testing of private hydrants are the ongoing responsibility of the property owner. Private hydrants shall be painted yellow.
24. An underground private fire service main permit is required for this location. Please submit 2 sets of plans for review, and pay applicable fees for underground fire service mains. FEE#14 \$690.

Miscellaneous

25. Applicant shall ensure that buildings undergoing construction shall maintain fire safety at all times and shall be in accordance with the California Fire Code. Smoking is prohibited in buildings under construction. 'No Smoking' signs shall be posted. Hot work shall be performed in accordance with the 2016 California Fire Code.

26. All fire-alarm systems, fire-hydrants, fire-sprinkler systems, wet and dry standpipes, and other fire protections systems shall meet the approval of the Fire Department as to installation and location and shall be subject to such periodic tests as required by the Chief. Failure to comply with this requirement may result in the issuance of a stop work order and fines in accordance with the California Fire and Building Codes.
27. Construction or work for which Fire Department approval is required shall be subject to inspection and such construction work shall remain accessible and exposed for inspection purposes until approved. Accessible and exposed shall mean components are visible and accessible without excessive effort of climbing or crawling by the inspector.
28. If access gates are to be installed the applicant or property owner shall obtain a gate permit from the fire department. All vehicles access gates shall be equipped with both a Knox Keyswitch. Contact the fire department at 707-648-4565 or visit www.knoxbox.com.
29. Stairway identification is required on each floor at each floor level in all enclosed stairways. Signs shall identify the stairway, indicate whether or not there is roof access, the floor level and the upper and lower terminus of the stairway. The signs shall be located approx. 5 feet above the landing floor in a position that is readily visible when the door is in the open or closed position. All signage shall comply California Building code section 1020.1.6 and California Code of Regulations, Title 19 section 3.09.
30. (COMMUNITY CENTER ASSEMBLY) Applicant shall post and the property owner shall maintain an occupant load sign in a conspicuous place near the main exit from all rooms designated as "Assembly Areas". The sign shall read as follows:
- Maximum Occupants
General _____
Dining _____
- Calculations shall be provided by the architect.
31. All buildings shall comply with California Building Code, Chapter 10 Means of Egress requirements, including but not limited to; exit signs, exit doors, exit hardware and exit illumination.
32. Corridors & EXIT stairway shafts must be protected. Area doors must have an approved rating and be a self-closing smoke draft assembly. No non-rated penetrations are not permitted.
33. (COMMUNITY CENTER ASSEMBLY) Provide panic hardware on all required exits. All exit doors shall open in the exit direction of travel when the occupant load exceeds 50. Two EXITS are required from the Gym.
34. (COMMUNITY CENTER ASSEMBLY) Emergency exit lighting shall be provided at or near all exits and as designated by the Fire Marshal.
35. (COMMUNITY CENTER ASSEMBLY) All emergency lighting, exit sign lights shall have two separate sources of power as required by the California Building Code.

36. (COMMUNITY CENTER ASSEMBLY) All interior curtains and decorations shall be Flame Retardant treated in accordance with the California Code of Regulations Title 19 Article 8 and 9 and the 2013 California Fire Code Chapter 8.
37. (COMMUNITY CENTER ASSEMBLY & Residential Occupancy) Corridors must be protected. Area doors must have an approved rating and be a self-closing smoke draft assembly. No non-rated penetrations are not permitted.
38. (COMMUNITY CENTER ASSEMBLY) 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.
39. Provide smoke detectors in all sleeping rooms and common hallways. Detectors shall be hardwired with battery backup. Electrical circuits supplying detectors shall be separate dedicated lines with no other devices on the circuits.
40. Carbon monoxide detectors shall be installed in accordance with the manufacturer's recommendations.
41. All vegetation on the property shall be maintained to reduce the risk of damage from a wildland fire to these wood framed structured. This includes creating a "Defensible Space" area around the structure for a minimum of 30 feet, trimming overhanging tree branches to 10 feet above ground, keeping dry fuels cut low to the ground, planting fire resistive plants and keeping branches trimmed within 10 feet of the chimney(s).
42. Provide "Roof Access" sign at roof ladder location.
43. All roof mate shall be rated class "C" or better.
44. An annual R-2 multi-family inspection is required from the Fire Department. Fee #34 \$1,036.

D. PUBLIC WORKS DEPARTMENT

Philip Ho | philip.ho@cityofvallejo.net | (707) 554-5902

Project Specific Conditions

1. STORMWATER & C.3.
 - a. Project shall comply with the Stormwater Control Plan Checklist (SWCP) as detailed on page 12 of the Contra Costa County Clean Water Program Stormwater C.3 Guidebook (7th Edition).
 - b. SWCP shall be revised in accordance with the written comments from the Public Works Department (provided as a separate exhibit to the applicant).
 - c. Civil and landscape plans shall be revised per accordance with the written comments from the Public Works Department (provided as a separate exhibit to the applicant).

- d. Plans shall be revised to address all questions, comments and mark-ups on the civil plans from the Public Works Department, including grading, drainage, DMA boundaries, impervious area calculations, treatment, bio retention, and utilities.
- e. Plans shall be revised to show means of access and maintenance of all storm drain pipes, pumps, structures, treatment facilities, and appurtenances.
- f. All stormwater and C.3 items are subject to further review and approval by the City Engineer.
- g. Applicant shall enter into and record a Stormwater Management Facilities Operation and Maintenance Agreement in a form provided by and acceptable to the Public Works Director and City Attorney

2. DRIVEWAY & GATE.

- a. Plans to show a driveway and entry gate with geometrics per City standards and to the satisfaction of the Traffic Engineer and City Engineer.
- b. Plans to show fence, gate, kiosk, parking attendant booth, raised median, sensors, columns, poles, structures, gliding tracks, gate doors swing, where applicable. Plans to show driveway double yellow centerline and clear width of travel lane each way.
- c. Plans to clarify how motorists and bicyclists operate the gate.
- d. Plans to show access, controls and movements (ingress and egress) for all users.
- e. Plans does not show a parking attendant booth or kiosk on a raised median. Plans to clarify how residents and non-residents access the control panel. Clarify if drivers are required to exit their vehicles to operate the control panel.
- f. Plans to provide a turnaround for ingress vehicles at the gate. This will require the gate and fence to be setback from the street frontage. Driveway layout and gate operation shall not require ingress vehicles (wishing to turn around) to back up onto the travel lanes on Magazine Street.
- g. All driveway and gate items are subject to further review and approval by the Traffic Engineer and City Engineer.
- h. Applicant shall install all facilities in accordance with the Approved Plan prior to issuance of a certificate of occupancy.

3. REPORT. Applicant shall submit a Design Level Soils & Geotechnical Report. Applicant to contact Public Works on scope of work. The report will be peer reviewed by a City hired 3rd party geotechnical consultant, and fees associated with such 3rd party review shall be paid by the applicant.

4. TRASH. Plans to use turning templates to graphically illustrate garbage truck maneuvers (ingress and egress) at the driveway, parking aisles, and at all trash enclosures. Applicant to contact Public Works for additional information on Recology design requirements.

5. **TRAFFIC.** Applicant shall install KEEP CLEAR pavement markings, white limit lines, and signs on the eastbound travel lane on Magazine Street at the proposed driveway location per 2018 Caltrans Standard Plans A24E and 2014 MUTCD. This is a recommendation in the W-Trans Traffic Impact Analysis dated February 26, 2020.
6. **FEMA.** The project site is not in the 100-year flood zone, and is not subject to FEMA review. No action is required of the applicant.
7. **SEA LEVEL RISE (SLR).** Sea Level Rise is a new City requirement effective July 10, 2020. All non-residential development projects are required to comply with the City's Sea Level Rise (SLR) Guidelines. The project is considered infill development, and is exempted from Sea Level Rise requirements. No action is required of the applicant.
8. **FEE.** The project is subject to a City Transportation Impact Mitigation Fee for the proposed residential multi-family land use. The fee is \$533,544 based on 132 units and \$4,042 per unit under 2020-2021 Master Fee Schedule. This fee is subject to annual escalation.
9. **ADA.** The applicant shall cause the project to comply with ADA accessibility requirements. The Project plan shall include ADA requirements for review. (VMC Chapter 16.75.030) (see Condition #39)
10. The applicant shall submit directly to Public Works Department: Engineering Division all Civil drawings including but not limited to topographic survey, grading plan, drainage plan, improvement plan, utility plan, striping and signing plan, landscape and irrigation plans, stormwater control plan, erosion control plans, streetlight plans, and ADA path of travel.
11. The applicant shall submit Engineer's cost estimate for the proposed development consistent with the City's unit price for all construction items.
12. **FEE.** All required Public Works fees including fee deposit for plan checking.
13. **FRONTAGE.** Install frontage improvements on Sonoma Boulevard, Magazine Street, and Porter Street per City standards. This includes sidewalk, curb, gutter, driveway, streetlights, street trees, tree wells, landscaping, and irrigation.
14. **STREETLIGHT.** Install streetlights fronting the property on Sonoma Boulevard, Magazine Street, and Porter Street per City standards.
15. **ADDRESS MAP.** Submit an Address Map for the apartment units for review and approval. Obtain additional street address from Public Works, if needed.
16. **LANDSCAPING.** All landscaping and irrigation behind the sidewalk and in public right of way shall be maintained by the property owner. This requires an Encroachment Permit and a Maintenance Agreement.
17. **PERMIT.** Applicant shall obtain an Encroachment permit for all privately owned installation in public right-of-way. An excavation permit and sidewalk permit are also required.

18. The property owner shall enter into an Improvement Agreement with the City of Vallejo in a form approved by the City Attorney and the Public Works Director for all work and improvements within the City right-of-way.
19. **STORMWATER CONTROL PLAN AND C.3 REQUIREMENTS.** The proposed C.3 Improvements do not meet current City standards. Developer shall provide the following and obtain approval prior to issuance of grading permit:
 - 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 in Chapter 6 of the C.3 Guidebook. (ENGR)
 - c. Construct stormwater treatment measures per the approved SWCP prior to occupancy approval. (ENGR)
 - d. 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 (BOA). (ENGR)
 - e. Execute and record any agreements identified in the SWCP which pertain to the transfer of ownership, right-of-entry for inspection or abatement, and long-term maintenance of stormwater treatment or hydrograph modification BMPs, prior to occupancy approval. (ENGR)

Standard Conditions

20. HOW PROJECT CONDITIONS ARE SATISFIED. Prior to building permit issuance, submit a numbered list to the Planning Division stating how each condition of Project approval contained in this report will be satisfied. The list should be submitted to the project planner who will coordinate development of the project.
21. PUBLIC IMPROVEMENT STANDARDS. All public improvements shall be designed to City of Vallejo standards and to accepted engineering design standards. The City Engineer has all such standards on file and the Engineer's decision shall be final regarding the specific standards that shall apply. (COV, Regulations & Standard Specifications, 2011).
22. IMPROVEMENT PLANS. Prior to building permit submittals, submit three sets of plans to the Department of Public Works for plan check review and approval. (Improvement or civil plans are to be prepared by a licensed civil engineer.) Plans are to include, but may not be limited to, grading and erosion control plans, improvement plans, joint trench utility, street light plans, and landscaping, irrigation and fencing plans and all supporting documentation, calculations and pertinent reports. (COV, Regulations & Standard Specifications, 2011, Section 1.1.7-A).
23. GRADING. Prior to issuance of grading permit, submit a soils report for review. An independent soils and geological review of the project may be required. The City shall select the soils engineer with the cost of the study to be borne by the developer/project sponsor. Site grading shall comply with City Municipal Code. (VMC Chapter 12.40).
24. LINE OF SIGHT CRITERION. In design of grading and landscaping, line of sight distance shall be provided based on Caltrans standards. Installation of fencing, signage, above ground utility boxes, etc. shall not block the line of sight of traffic and must be set back as necessary. (VMC Section 10.14).
25. 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, Section 12.40.080).
26. DUST AND EROSION CONTROL. All dust and erosion control shall be in conformance with City standards and ordinances. (VMC, Sections 12.40.050 & 12.40.070).
27. 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).
28. DRIVEWAY STANDARDS. Entrances to any private project must be standard driveway approaches unless deviation is permitted by the City Engineer. (VMC, Section 10.04.260).
29. 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, Section 10.08).

30. 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, Section 10.16).
31. 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).
32. 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).
33. 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).
34. 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).
35. INSTALL IMPROVEMENTS. Prior to occupancy/final building inspection, install the improvements required by the Department of Public Works including but not limited to streets and utilities.
36. SIDEWALK REPAIR. Prior to occupancy/final building inspection, remove and replace any broken curb, gutter, sidewalk or driveway approach as directed in the field by the City Engineer. (VMC, Section 10.04).
37. STREET TREES. Prior to release for occupancy, plant required street trees in accordance with City Municipal Code. The list of approved trees is available in the office of the Public Works Director. The minimum standard shall be at least one tree for each 50 feet of street frontage or fraction thereof, including secondary or side streets. Street tree(s) shall be inspected by Public Works Landscape Inspector prior to release for occupancy. (VMC, Section 15.06.190 and Regulations and Standard Specifications Section 3.3.48).
38. SIGNAL INTERCONNECT CABLES. There may be fiber optic and /or copper signal interconnect cables located at the edge of the roadway or under the sidewalk. The plans should address either the relocation of these cables or a note should be made of the cable location. A warning should be included on the plans stating that if the cable damaged, the entire length of the cable between the two nearest hubs will be replaced by the contractor unless otherwise authorized by the City Engineer.
39. ADA COMPLIANCE WITHIN CITY ROW. In order to ensure ADA compliance within any and all City ROW, ADA compliance will be addressed in accordance to the state

government and federal codes: HEALTH AND SAFETY CODE DIVISION 13 PART 5.5. ACCESS TO PUBLIC ACCOMMODATIONS BY PHYSICALLY HANDICAPPED PERSONS [19955 - 19959.5] (Part 5.5 added by Stats. 1969, Ch. 1560.) GOVERNMENT CODE DIVISION 5 CHAPTER 7 ACCESS TO PUBLIC BUILDINGS BY PHYSICALLY HANDICAPPED PERSONS [4450 – 4461] (Chapter 7 added by Stats. 1968, Ch. 261.) FEDERAL THE AMERICAN WITH DISABILITIES ACT OF 1990.

E. WATER DEPARTMENT

Melissa Cansdale | melissa.cansdale@cityofvallejo.net | (707) 553-7223

1. **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.
2. **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).
3. **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.
4. **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.
5. **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.

- 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 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:
 7. WATER METERS (VMC 11.04.110 and 11.16.090). Each parcel shall be metered separately and shall have a separate fire sprinkler service connection.
 8. 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.
 9. Apply and pay for Fire Flow Test with the Water Department in order to determine operation of sprinkler system and final service size.
 10. Provide water meter and service sizing calculations per most recent California Plumbing Code, include a water fixture count table.
 11. 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).
 12. WATER SYSTEM INSTALLATION. Prior to occupancy or final building inspection, install water system improvements as required. Backflow device/s where required shall be installed in areas hidden from public view and/or shall be mitigated by landscaping.
 13. ESTIMATE OF FEES: Until Building Plans, Water Meter Data Card and Fire Flow Test results are submitted.

F. VALLEJO FLOOD AND WASTEWATER DISTRICT

Gustavo Silva | gussilva@vallejowastewater.org | (707) 644-8949

1. Prior to building permit issuance, verify the size of the existing sanitary sewer lateral. It will need to be TV-ed and shall be replaced if it is not in a condition deemed acceptable to the Vallejo Flood and Wastewater District.

2. Complete the Pretreatment Questionnaire and the Sanitary Sewer and Storm Drain Information form and pay the applicable Vallejo Flood and Wastewater District fees.

ATTACHMENT 2

CATEGORICAL EXEMPTION REPORT



Sonoma Boulevard Multi-Family Residential Project

Class 32 Categorical Exemption Report

prepared by

City of Vallejo

Planning and Development Services
555 Santa Clara Street
Vallejo, California 94590

prepared with the assistance of

Rincon Consultants, Inc.

449 15th Street, Suite 303
Oakland, California 94612

February 2021



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

rinconconsultants.com

Sonoma Boulevard Multi-Family Residential Project

Categorical Exemption Report

prepared by

City of Vallejo

Planning and Development Services
555 Santa Clara Street
Vallejo, California 94590

prepared with the assistance of

Rincon Consultants, Inc.

449 15th Street, Suite 303
Oakland, California 94612

February 2021



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

rinconconsultants.com

This report prepared on 50% recycled paper with 50% post-consumer content.

Table of Contents

1	Introduction	1
2	Project Description	2
3	Existing Site Conditions.....	8
4	Consistency Analysis	12
4.1	Criterion (a)	12
4.2	Criterion (b).....	15
4.3	Criterion (c)	15
4.4	Criterion (d).....	15
4.4.1	Traffic.....	16
4.4.2	Noise	20
4.4.3	Air Quality	26
4.4.4	Hydrology and Water Quality	27
4.5	Criterion (e)	28
4.6	Exceptions to CE Applicability	29
5	Summary	31
6	References	32

Tables

Table 1	Project Characteristics.....	2
Table 2	Zoning Ordinance Requirements and Project Plan Details	13
Table 3	Consistency with Vallejo General Plan Policies	14
Table 4	Trip Generation	16
Table 5	Change in V/C Ratio Significance Thresholds	16
Table 6	Existing Plus Project Peak Hour Levels of Service and Volume Capacity Ratio	17
Table 7	Future Plus Project Peak Hour Levels of Service and Volume Capacity Ratio.....	17
Table 8	City of Vallejo VMT Metrics ¹	19
Table 9	Project-Specific VMT	19
Table 10	On-site Noise Measurement Results.....	21
Table 11	Typical Noise Levels at Construction Sites	22
Table 12	Vibration Source Levels for Construction Equipment	25

Figures

Figure 1 Regional Location3

Figure 2 Project Location.....4

Figure 3 Proposed Site Plan.....5

Figure 4 Architectural Renderings.....6

Figure 5 Photographs of the Project Site9

Figure 6 Photographs of the Surrounding Areas to the East10

Figure 7 Photographs of the Surrounding Areas to the South and West11

Figure 8 Noise Measurement Locations.....23

Appendices

Appendix A Biological Resources Technical Memorandum

Appendix B Traffic Impact Study and Addendum

Appendix C Vehicle Miles Traveled Technical Memorandum

Appendix D CalEEMod Output File

Appendix E Noise Measurement Files

1 Introduction

This report serves as the technical documentation of an environmental analysis performed by Rincon Consultants, Inc. for the proposed Sonoma Boulevard Multi-Family Residential Project in the City of Vallejo. The intent of the analysis is to document whether the project is eligible for a Class 32 Categorical Exemption (CE). The report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 32 exemption. This includes an analysis of the project's potential impacts in the areas of biological resources, traffic, air quality, noise, water quality, and historic resources. The report concludes that the project is eligible for a Class 32 CE.

The *CEQA Guidelines* Section 15332 states that a Class 32 CE is allowed when:

- a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c. The project site has no value as habitat for endangered, rare, or threatened species.
- d. Approval of the project would not result in any significant effects relating to traffic,¹ noise, air quality, or water quality.
- e. The site can be adequately served by all required utilities and public services.

Additionally, *CEQA Guidelines* Section 15300.2 states that a categorical exemption "shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource," among several other exceptions to the applicability of a categorical exemption.

Rincon evaluated the project's consistency with the above requirements, including its potential impacts in the areas of biological resources, traffic, air quality, noise, water quality, historic resources, and the additional exceptions to exemptions to confirm the project's eligibility for the Class 32 exemption.

¹ Impacts related to parking are not discussed in this report, as such impacts are generally not considered as physical effects on the environment under CEQA. Per Senate Bill 743 traffic congestion is no longer considered a CEQA impact and this analysis focuses on vehicle miles traveled.

2 Project Description

The proposed project would involve construction of a new multi-family residential development at the northwest corner of Sonoma Boulevard (California State Route 29) and Magazine Street, on a currently vacant 4.95-acre site (project site). The site has frontage on Sonoma Boulevard, Magazine Street, and Porter Street. The proposed buildings would be a maximum of three stories above ground level and 39 feet 4 inches in height. The multi-family development would consist of 132 total dwelling units and a community center. The total building footprint of 56,558 square feet would occupy approximately 26 percent of the total lot area of 215,622 square feet. The proposed multi-family apartment buildings would have a gross floor area of 146,658 square feet, not including the community center, and parking areas, and would rise approximately 40 feet to the top of the roof. A total of 233 parking spaces would be provided on site, including 132 covered carport spaces and 26 guest parking spaces. Table 1 includes the characteristics of the proposed project. Figure 1 and Figure 2 show the regional and project location of the project site, and Figure 3 shows the proposed site plan. Figure 4 shows the proposed building renderings.

Table 1 Project Characteristics

Assessor's Parcel Number (APN)	0061-160-210
Lot Area	4.95 acres (215,622 SF)
Total Building Footprint	56,558 SF
Gross Floor Area	Building 1: 22,508 SF Building 2: 28,568 SF Building 3: 16,071 SF Building 4: 27,964 SF Building 5: 22,979 SF Building 6: 28,568 SF Community Center: 7,621 SF Storage: 232 SF <i>Total: 154,511 SF</i>
Height	Buildings 1 through 6: 3 stories, 39' 4" maximum Community Center: 2 stories, 29' Storage: 1 story
Units	Studio: 6 units 1-bedroom: 72 units 2-bedroom: 54 units Total: 132 units
Common Open Space	3,070 SF
Landscaping	81,565 SF
Parking	233 spaces (includes 26 guest parking spaces and 132 covered carport spaces)
SF = square feet	

Figure 1 Regional Location



★ Project Location

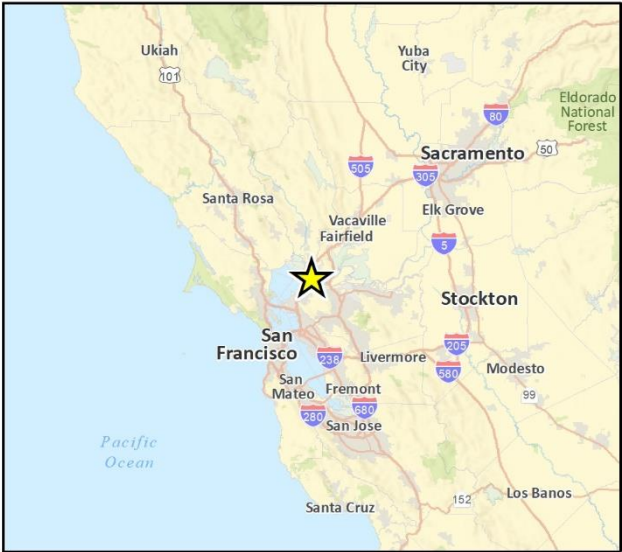


Fig. 1 Regional location

Figure 2 Project Location

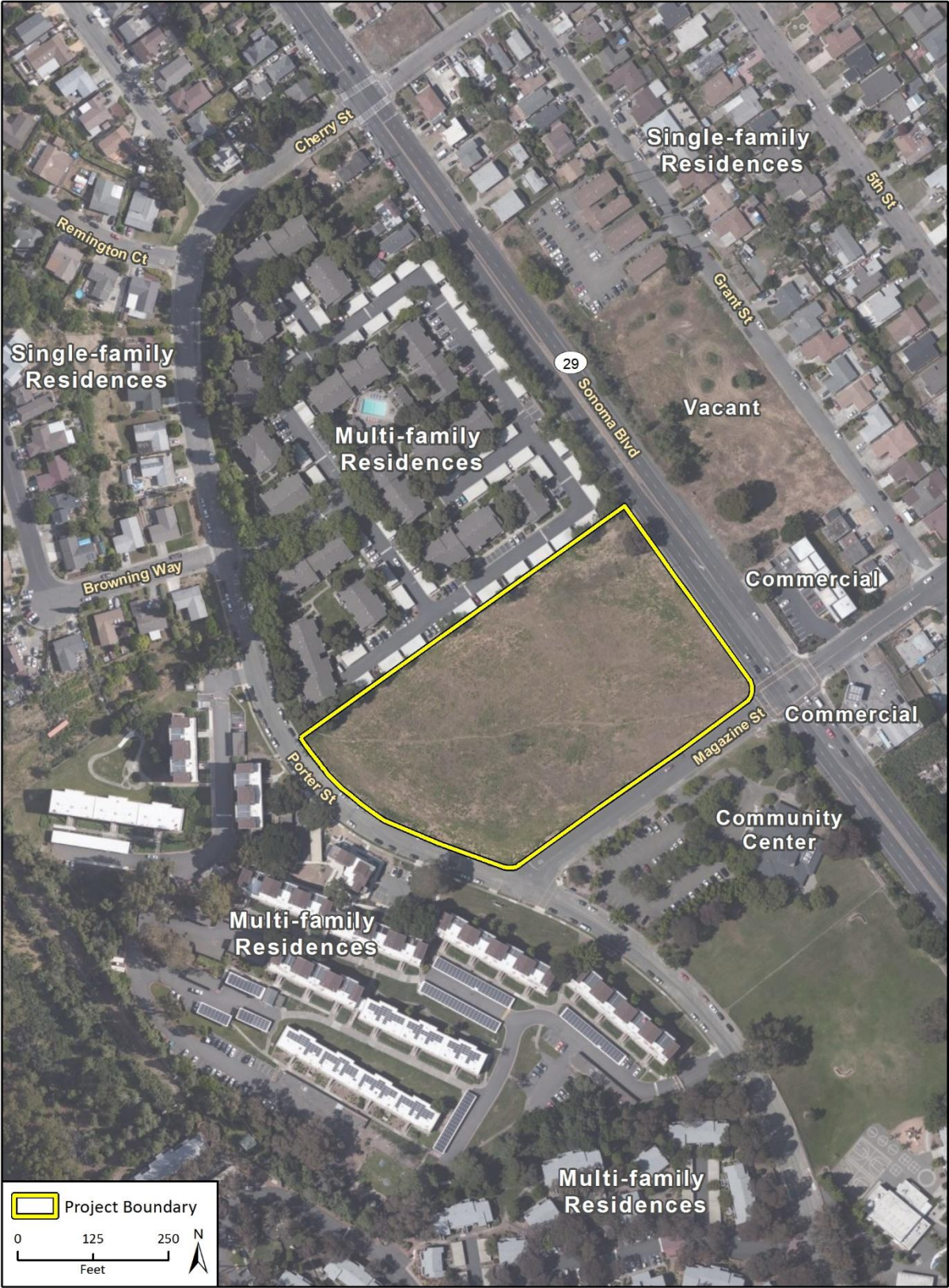


Figure 3 Proposed Site Plan

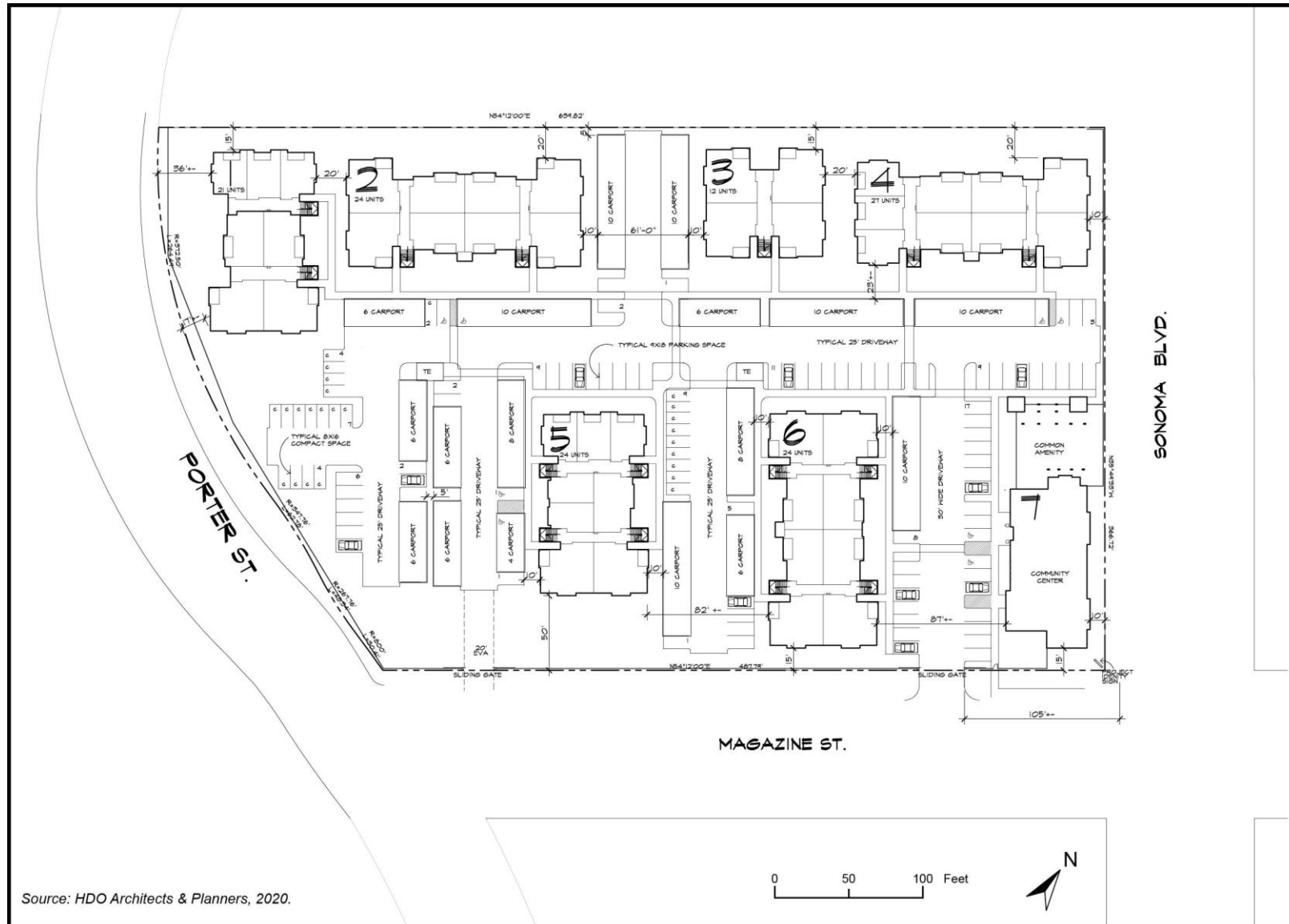


Figure 4 Architectural Renderings



Building Type A, Buildings 2 and 6



Building Type A, Building 4



Building Type B – Buildings 1 and 5



Building Type C – Building 3



Community Center (West Elevation)

Vehicular access to the project site would be provided via one driveway located on Magazine Street 105 feet west of the intersection with Sonoma Boulevard. To ensure adequate emergency access to the site, a turf stone secondary access would be constructed near the Magazine Street and Porter Street intersection adjacent to Building 5. Both access driveways would include sliding gates, and residents would not be able to use the emergency vehicle access gate. Pedestrians would be able to access the project site from existing sidewalks along Sonoma Boulevard and proposed sidewalks along Porter Street and Magazine Street. Internal pedestrian walkways would provide access to each building and parking areas.

The project would include three proposed bioretention areas for compliance with Provision C.3 of Contra Costa Clean Water Program requirements. There are existing water, sanitary sewer, and storm drain pipelines within the Porter Street and Magazine Street rights-of-way. The project would construct new water, wastewater, and storm drain pipelines within the site, which would connect to the existing pipelines adjacent to the site. Specifically, the project would connect to the sewer connection in Porter Street, which flows to the Vallejo Flood and Wastewater District (VFWD) Wastewater Treatment Plant (WWTP) via Porter Street, Browning Way, Lemon Street, and Sonoma Boulevard. Project construction would occur over approximately 12 months.

3 Existing Site Conditions

The project site is a generally flat, quadrilateral lot located between Porter Street, Magazine Street, and Sonoma Boulevard in the City of Vallejo. The site varies in topography from approximately 85 feet above mean sea level at the southern parcel boundary adjacent to Magazine Street, to approximately 98 feet above mean sea level at the western corner of the site. See Figure 5, Figure 6, and Figure 7 for photos of the project site and surrounding areas. Ruderal vegetation and grass cover the site, with one tree located in the central portion of the site and a second tree located along the northern parcel boundary adjacent to Sonoma Boulevard. The project site is a currently vacant lot that encompasses approximately 4.95 acres.

Surrounding land uses include multi-family residences and commercial development. Adjacent to the project site's northern boundary is a multi-family development approximately two stories in height, with outdoor parking covered by carports. Southwest of the site is another multi-family residential development with buildings ranging from three to four stories in height, and similar outdoor parking and carports. To the south and east, there are a one-story community center and one-story commercial buildings, respectively. Beyond these uses are single-family developments to the northwest, north, northeast, east, and southeast. Patterson Elementary School is located south of the adjacent community center. Figure 2 shows the surrounding land uses to the project site.

Figure 5 Photographs of the Project Site



Photograph 1. View of the project site from Sonoma Boulevard, facing southwest.



Photograph 2. View of the project site from Porter Street, facing northeast.

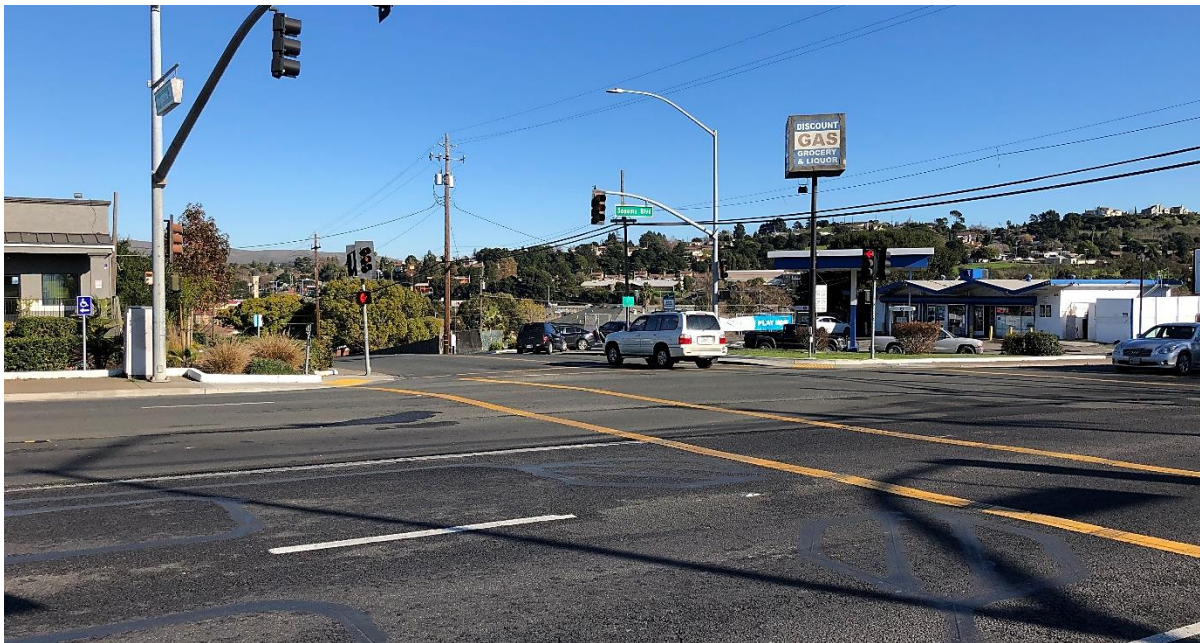


Photograph 3. View of the project site from Magazine Street, facing northwest.

Figure 6 Photographs of the Surrounding Areas to the East



Photograph 4. View of the commercial building at the northern corner of Sonoma Boulevard and Magazine Street, facing northeast.



Photograph 5. View of the commercial building in the foreground and single-family residences in the background at the eastern corner of Sonoma Boulevard and Magazine Street, facing southeast.

Figure 7 Photographs of the Surrounding Areas to the South and West



Photograph 6. View of the Community Center located south of Magazine Street from the project site, facing south.



Photograph 7. View of the multi-family residences across Porter Street from the project site, facing southwest.

4 Consistency Analysis

4.1 Class 32 Criterion (a)

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

According to the City of Vallejo General Plan Land Use Map, the project site is designated for Business/Limited Residential (B/LR) uses. Residential-only or mixed-use projects containing a residential component are accommodated in this designation, providing that findings of compatibility can be made. The maximum permitted floor area ratio (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.

On August 29, 2017, the City Council adopted the Interim Zoning Policy (IZP) to facilitate development that is consistent with General Plan 2040 until the new zoning code is adopted. Under the IZP, each General Plan 2040 land use designation correlates to the City's existing zoning districts and specific plans for the purposes of applying land use and development standards to a proposal.

The IZP identifies the following zoning districts and specific plans as consistent with the Business/Limited Residential (B/LR) designation:

- Pedestrian Shopping and Service (CP) District
- Linear Commercial (CL) District
- Neighborhood Shopping and Service (CN) District
- Professional Office (PO) District
- Intensive Use – Limited (IU-L) District
- High Density Residential (HDR) District
- White Slough Specific Plan

The project site is identified as Planned Development Commercial (PDC) District on the City's existing zoning map and is inconsistent with the project because the PDC District does not permit residential-only development.

The HDR District is the "best fit" zoning designation because a multi-family residential development is permitted with a Major Use Permit in accordance with Vallejo Municipal Code (VMC) Sections 16.17.020.A.1 and 16.57.020.A.

The project is consistent with the applicable development standards outlined in Title 16 of the VMC, as proposed. This includes VMC Chapter(s) 16.17, 16.62, 16.70, 16.71, and 16.79. Parking, landscape setbacks, and fencing are the exception for which a Minor Exception request has been filed for Planning Commission approval.

The proposed multi-family residential buildings would thus be consistent with the permitted uses of the project site, according to its zoning and land use designations.

Projects in the HDR District are required to submit development standards that identify project details. Table 2 shows the City's HDR District requirements for project plans and how the project plans meet these requirements.

Table 2 Zoning Ordinance Requirements and Project Plan Details

VMC Requirements ¹	Proposed Project ²
Density	
Lot coverage – 60% building coverage	Sheet A1.1: Proposed lot coverage: 34.5% parking/impervious, 37.8% landscaping; 1.4% open space; 26.2% building coverage.
High Density Residential District – 135 units maximum	Sheet A1.1: 132 units proposed. The HDR District has a maximum residential density of one unit per 1,600 square feet (135 units for the project site area of 215,622 square feet). Under the B/LR designation, the allowed density range for the 4.95-acre project site is 124-248 units for which the project is consistent at 132 units
Business/Limited Residential Designation – 124 to 248 units	
Building Setback	
Sonoma Boulevard – 10 feet	10 feet
Magazine Street – 15 feet	15 feet
Porter Street – 10 feet	17 feet
North – 7 feet	15 feet
Building Requirements	
Building height – 75 feet	Sheet A3.3, A3.4, A6.3, and A6.4: Buildings be approximately 39 feet
Street Fence Height – 4 feet	Sheet A2.1 and A11.1: Minor Exemption requested for a five-foot fence. A 25% increase from the allowed height.
Landscaping and Open Space	
Landscape Buffer – 18,977 square feet	Sheet A2.1, L-1, L-2, L-3, L-4 Minor Exemption requested for a 17,635 square foot landscape buffer, a reduction of approximately 10.5%.
Street Trees – one per 25 feet	Sheet L-1, L-2, L-3, L-4 Conditioned
Open Space – 3,960 square feet	Sheet A.2.1 Project would include 3,070 square feet. VMC Section 16.79.060.C recommends, but does not require 300 square feet of usable open space be provided per unit for multi-family residential project. Therefore, project would be consistent.
Parking Requirements	
Covered Parking – 132 spaces	Sheet A2.1 Total of 132 spaces provided
Total Parking – 248 spaces	Sheet A2.1 Minor Exemption requested for 233 spaces, a reduction of 6%.
Other Requirements	

VMC Requirements ¹	Proposed Project ²
Laundry Facilities – required	Sheet A2.1 Facilities Provided
Trash Enclosure – required	Sheet A2.1 Enclosure Provided

¹ Source: Sections 16.17, 16.62, 16.70, 16.71, and 16.79 of the VMC.

² Source: Project site plans dated November 1, 2020.

As shown below in Table 3, the proposed project would be generally consistent with applicable General Plan policies. The project would be generally consistent with applicable General Plan land use designation, General Plan policies, zoning designation, and regulations. Therefore, the project would meet the requirements of *criterion (a)*.

Table 3 Consistency with Vallejo General Plan Policies

Policy	Consistency
Policy NBE-1.1 Natural Resources. Protect and enhance hillsides, waterways, wetlands, occurrences of special-status species and sensitive natural communities, and aquatic and important wildlife habitat through land use decisions that avoid and mitigate potential environmental impacts on these resources to the extent feasible.	Consistent. No waters or wetlands are present on the project site. Refer to Appendix A. Refer to Section 4.3, <i>Criterion (c)</i> , for a discussion of habitat for endangered, rare, or threatened species.
Policy NBE-1.7 Green Infrastructure. Encourage the installation of green infrastructure, including tools such as permeable pavement, rain gardens, constructed wetlands, grassy swales, rain barrels and cisterns, and green roofs, to treat stormwater, attenuate floods, increase groundwater recharge, and reduce urban heat islands.	Consistent. The proposed project would include three bioretention areas to capture on-site stormwater runoff prior to discharge into the City’s storm drain. The project would 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. Furthermore, CBC Title 24, Part 6 requires newly constructed buildings to meet energy performance standards set by the Energy Commission. In accordance with Section 150.1(b)14 of the 2019 Building Energy Efficiency Standards, the project would be required to be solar ready, or to install photovoltaic systems on all low-rise residential buildings (up to three stories), equal to the expected electricity usage.
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.	Consistent. The proposed project includes planting new street trees along Sonoma Boulevard, Magazine Street, and Porter Street, as well as new sidewalks along Magazine Street and Porter Street, connecting to existing sidewalks on Sonoma Boulevard and Porter Street.
Policy NBE-2.1 Strengthen Local Identity. Focus future growth to foster a vibrant Downtown/Waterfront District, strong job centers, comfortable neighborhoods, thriving neighborhood corridors and urban villages, and retail/entertainment clusters that draw visitors from the city and the region.	Consistent. The proposed project would contribute to the existing neighborhood surrounding the project site by introducing a compatible multi-family use adjacent to existing multi-family developments.

Policy	Consistency
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.	Consistent. The project is an infill site, surrounded by developed parcels on all sides, with the exception of a small area of vacant land to the northeast. The proposed multi-family development is consistent with the multi-family uses present to the northwest, west, and southwest.

4.2 Criterion (b)

The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The project site is located on an approximately 4.95-acre parcel within a developed urban neighborhood. The site is immediately surrounded by urban uses on all sides, with the exception of a small vacant parcel across Sonoma Boulevard to the northeast of the project site.

4.3 Criterion (c)

The project site has no value as habitat for endangered, rare, or threatened species.

The project site is comprised entirely of non-native annual grassland, consisting mostly of ruderal species with a small percentage of native plants present. Land uses surrounding the site are primarily suburban and residential with some commercial uses. The Biological Resources Technical Memorandum (Appendix A) for the project reviewed resource agency databases, including the California Department of Fish and Wildlife California Native Diversity Database, the California Native Plant Society Inventory of Rare and Endangered Plants, and the United States Fish and Wildlife Service Information Planning and Consultation, for the potential of known special-status species to occur on the project site. The memorandum evaluated the ability of the project site to provide suitable habitat for these species, and determined that the site provides no suitable habitat for the rare plant species with potential to occur in the project vicinity. In addition, the project site does not provide suitable habitat for special status wildlife species with potential to occur in the project vicinity including the western bumble bee. The project site only provides marginally suitable habitat for sensitive bird species. However, the City of Vallejo's General Plan (Action NBE-1.2C) requires scheduling construction and vegetation removal outside of nesting bird season or conducting a preconstruction nesting bird survey. This requirement, along with standard conditions of approval that would be applied to the project, would ensure that sensitive bird species that may nest on the site would not be impacted by the project. Therefore, the project site has no value as habitat for endangered, rare or threatened species.

4.4 Criterion (d)

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, greenhouse gases, or water quality.

The following discussion provides an analysis of the project's potential effects with respect to traffic, noise, air quality, and water quality.

4.4.1 Traffic

Trip Generation

Trip generation rates for the project were based on estimates from Trip Generation, 10th Edition (Institute of Transportation Engineers [ITE] 2017), which are based on a compilation of empirical trip generation surveys at locations throughout the country to forecast the number of trips that would be generated by the project. As described in the Traffic Impact Study prepared by W-Trans (Appendix B), the trip rate for “Multifamily Housing” (ITE code 221) was applied to the proposed project. As shown in Table 4, the project is expected to generate 718 daily trips, 48 AM peak hour trips, and 58 PM peak hour trips.

Table 4 Trip Generation

Land Use	Units	Daily Trip Rate Per Unit	AM Trip Rate Per Unit	PM Trip Rate Per Unit	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Multifamily Housing	132	5.44	0.36	0.44	718	48	58

Source: W-Trans 2020, Appendix B

Traffic Impact Assessment

The City of Vallejo has adopted threshold criteria to determine the significance of traffic impacts. The City has identified level of service (LOS) E or better as acceptable intersection operation and provides acceptable volume-to-capacity (V/C) increases at intersections depending on the existing LOS. Although LOS is no longer considered a transportation impact under CEQA, traffic impacts are shown for informational purposes and to determine the project’s consistency with the Vallejo General Plan. Traffic impacts would be considered inconsistent with City policies if an intersection operates acceptably (at LOS D or better), and the project would cause deterioration to LOS E or F, or if adding project-generated traffic would result an increase in the V/C ratio. The V/C ratio significance thresholds are show in Table 5. The City does not have a V/C ratio significance threshold for intersections currently operating at LOS A or B.

Table 5 Change in V/C Ratio Significance Thresholds

LOS Without Project	V/C Ratio Increase Thresholds
LOS C	> 0.04
LOS D	> 0.02
LOS E or F	> 0.01

Source: W-Trans 2020, Appendix B

The Traffic Impact Study prepared by W-Trans (Appendix B) analyzed transportation impacts at the following eight intersections in the project area:

1. Magazine Street and Pine Street
2. Pine Street and Lincoln Road West
3. I-80 South Ramps and Lincoln Road West
4. Magazine Street and Lincoln Road East
5. I-80 North Ramps and Lincoln Road East
6. Magazine Street and Sheridan Street
7. Magazine Street and Sonoma Boulevard
8. Magazine Street and Porter Street

With the addition of project related traffic, study intersections are expected to continue to operate acceptably during both the AM and PM peak hours under existing plus project conditions, as shown in Table 6. Only intersections operating at LOS C or worse under existing conditions are included in Table 6, as impacts to intersections currently operating at LOS A or B would be less than significant per the City's V/C ratio and LOS significance thresholds and the project would not cause any intersections currently operation at LOS A or B to deteriorate to LOS E or F.

Table 6 Existing Plus Project Peak Hour Levels of Service and Volume Capacity Ratio

Intersection Number	Study Intersection	Existing				Existing Plus Project			
		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
4	Magazine St/Lincoln Rd East	D	0.68	E	0.66	D	0.69	E	0.66
7	Magazine St/Sonoma Blvd	B	0.42	C	0.57	B	0.45	C	0.61

Source: Appendix B

Under future plus project conditions, study intersections are expected to continue to operate acceptably during both the AM and PM peak hours, as shown in Table 7. Only intersections operating at LOS C or worse under existing conditions are included in Table 7, as impacts to intersections currently operating at LOS A or B would be less than significant per the City's V/C ratio and LOS significance thresholds and the project would not cause any intersections currently operation at LOS A or B to deteriorate to LOS E or F. As shown therein, although Magazine Street and Lincoln Road East would exceed the LOS threshold set by the City, the project would not cause a decrease in LOS or increase in the V/C ratio beyond the thresholds provided in Table 5.

Table 7 Future Plus Project Peak Hour Levels of Service and Volume Capacity Ratio

Intersection Number	Study Intersection	Future				Future Plus Project			
		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
4	4. Magazine St/Lincoln Rd East	F	0.84	F	0.77	F	0.84	F	0.77
7	7. Magazine St/Sonoma Blvd	C	0.48	C	0.72	B	0.53	C	0.75

Bold text indicates deficient intersection operation

Source: Appendix B

Vehicle Miles Traveled

CEQA Guidelines Section 15064.3(b) identifies criteria for evaluating transportation impacts. Specifically, the guidelines state vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. The VMT analysis for this project was conducted in accordance with the new City of Vallejo CEQA Transportation Impact Analysis Guidelines (Guidelines) and compared to the City's adopted VMT thresholds. For a description of methodology and models used see Appendix C. VMT was calculated under the following scenarios: Baseline (2015) Conditions, Baseline (2015) Plus Project Conditions, Cumulative (2040) Conditions, and Cumulative (2040) Plus Project Conditions.

Table 8 provides the per capita VMT metric for residential and office/employment uses in the City of Vallejo, and Table 9 provides the project-specific VMT analysis results. Impacts would be significant if the project exceeds the citywide baseline or cumulative VMT.

Table 8 City of Vallejo VMT Thresholds

Land use	Baseline Year (2015)	Cumulative Year (2040)
Residential (home-based tour trips)	26.0 VMT/resident	26.6 VMT/resident
Office/Employment (home-based work tour trips)	31.5 VMT/employee	32.4 VMT/employee

Source: Appendix C

Table 9 Project-Specific VMT

Analysis Scenario	Total VMT ¹	Total Population ¹	I-I VMT per Capita ¹	Adjusted Factor for External Trip Length ²	Total VMT per Capita
City Baseline (2015)	2,823,379	117,494	24.0	1.06	25.5
City Baseline (2040)	3,209,247	130,702	24.6	1.07	26.3
Baseline (2015) Conditions	30,645	1,290	23.8	1.07	25.4
Baseline (2015) Plus Project Conditions	37,316	1,596	23.4	1.07	25.0
Cumulative (2040) Conditions	25,947	1,102	23.5	1.09	25.7
Cumulative (2040) Plus Project Conditions	30,966	1,370	22.6	1.09	24.6

I-I = internal-internal trips

¹ Calculated using the Solano Napa Activity-Based Model (SNABM)

² Calculated using the California Statewide Travel Demand Model (CSTDM)

Source: Appendix C

The 2015 and 2040 citywide VMT per capita calculated for the proposed project are consistent with those reported in the City's Guidelines. As shown in Table 9, the 2015 total VMT per capita for the project of 25.0 is below the Citywide baseline threshold of 25.5 total VMT per capita. And the project 2040 total VMT per capita of 24.6 is lower than the Citywide cumulative (2040) baseline of 26.3. Accordingly, there would be no significant VMT impacts associated with the proposed project.

Site Access

The project site would be accessed by a new stop-controlled driveway on Magazine Street, located approximately 80 feet west of the intersection at Sonoma Boulevard. Continuous pedestrian sidewalks would be constructed along the project site frontage with Magazine Street and Porter Street, improving sidewalk connectivity in the project vicinity. Pedestrians would have direct access to the project site and associated buildings via these new sidewalks in addition to the existing pedestrian sidewalk along Sonoma Boulevard. Additionally, an emergency access driveway would be constructed near the Magazine Street and Porter Street intersection adjacent to Building 5, which would ensure that emergency vehicles could easily enter and exit the project site. Therefore, the project would include adequate site access.

Construction Traffic

Construction traffic impacts could be significant if the project would create a prolonged impact due to lane closure; impede emergency vehicle access; create traffic hazards to bicycles and/or

pedestrians; or result in similar substantial impediments to circulation or safety. It is anticipated that the construction vehicles, haul trucks, and construction workers would travel along Sonoma Boulevard and Magazine Street, which are not approved truck routes for vehicles over 5 tons (City of Vallejo Resolution Number 10-294), to access the project site. Construction vehicles are not anticipated to be over 5 tons and would be permitted on area roadways. The approximately 12-month construction schedule would result in up to 109 vehicle trips per day for vendors and workers (refer to the *Trips and VMT* table in Appendix D). This represents 1.1 percent of existing trips along Sonoma Boulevard (10,000 ADT; Caltrans 2018). Construction trips would generally be staggered throughout the day, with most trips occurring during off-peak hours. Because the anticipated 718 daily project operational trips would not result in traffic impacts to nearby intersections, the maximum of 109 daily construction trips would similarly result in no significant disruption the flow of traffic on Sonoma Boulevard or Magazine Street.

To reduce temporary disruptions on the adjacent roadway network due to construction activities, the project would be subject to the standard City of Vallejo condition of approval requiring preparation and approval of a Traffic Plan (Section 8.08.060 of the Vallejo Municipal Code) prior to the initiation of construction activities. Additionally, construction vehicles would be staged on-site and would not be parked on adjacent streets. It is anticipated that workers traveling to the project site would have sufficient on-site access. Therefore, no additional management plans for construction workers are necessary. Project construction would not involve road closures that would significantly affect emergency vehicle access or create significant hazards to bicycles and pedestrians. Finally, it should be noted that construction traffic impacts are temporary by their nature, and would have no effect on traffic and circulation beyond the construction period.

Conclusion

Based on the assessment of construction and operational traffic impacts and site access above, there would be no significant impacts related to traffic.

4.4.2 Noise

Noise Characteristics and Measurement

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

One of the most frequently used noise metrics that considers duration as well as sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual varying levels over a period of time (essentially, L_{eq} is the average sound level).

Noise Standards

The City of Vallejo General Plan 2040 incorporates comprehensive goals, policies, and actions related to noise and acceptable noise levels. These policies address unnecessary, excessive, and annoying noise levels and sources, such as vehicles, construction, and stationary sources (e.g., mechanical equipment).

Per VMC Section 12.40.070, all excavation, grading, and filing that is conducted in residential zones or within 1,000 feet of any residential occupancy, hotel, motel, or hospital shall be limited between the hours of 7:00 a.m. and 6:00 p.m. Section 16.72.050.C of the VMC exempts temporary construction and demolition from the noise provisions below.

VMC Section 16.72.030 sets noise performance standards per zoning district. Residential Districts are permitted a maximum noise level of 60 dBA and professional offices, neighborhood, and pedestrian districts are permitted a maximum noise level of 70 dBA (Table 4.10-6 of the VMC). VMC Section 16.72.040 provides a correction factor of plus 5 dB to these sound levels for noise emitted between 7:00 a.m. and 10:00 p.m.

Impacts relating to on-site activities would be significant when project-related activities create noise exceeding the standards as identified for the applicable noise zone for the adjacent land uses. The nearest receivers to the project site are multi-family residential uses located north, northwest, and west of the site. Of these receivers, multi-family apartment buildings located approximately 30 feet northwest of the project site boundary are the closest.

Traffic-related noise impacts would be significant if project-generated traffic results in the exposure of sensitive receivers to a perceptible increase in roadway noise. Roughly a doubling of traffic volume would be necessary to generate a perceptible increase in roadway noise levels of 3 dBA or more.

Existing Ambient Noise Levels

The primary source of noise in the vicinity of the project site is motor vehicle traffic, including automobiles, trucks, buses, and motorcycles. Among area roadways, Sonoma Boulevard has the most traffic and thus produces the highest traffic noise from vehicles. Secondary sources of roadway noise include traffic on Porter Street and Magazine Street. While typical parking lot noise such as conversations and door slams may occur at nearby residences and commercial buildings, traffic is the main contributor to existing ambient noise levels.

To determine existing ambient noise levels on the project site, two 15-minute noise measurements were taken on the project site between 1:45 p.m. and 2:30 p.m. on Monday, December 30, 2019, using an ANSI Type II integrating sound level meter. The first noise measurement was located along the southwestern boundary of the project site on Porter Street across from the adjacent multi-family development. The second noise measurement was located along the northeastern boundary of the site on Sonoma Boulevard. Figure 8 shows the on-site noise measurement locations, and Table 10 identifies the measured noise levels. As shown in Table 10, noise levels were measured at approximately 55 dBA L_{eq} along Porter Street and 68 dBA L_{eq} along Sonoma Boulevard.

Table 10 On-site Noise Measurement Results

Measurement Number	Measurement Location	Primary Noise Sources	Sample Time	L_{eq} (dBA)
1	Porter Street	Traffic on Porter Street	1:45 p.m. to 2:00 p.m.	55.3
2	Sonoma Boulevard	Traffic on Sonoma Boulevard	2:08 p.m. to 2:23 p.m.	67.7

Source: Field visit on December 30, 2019, using ANSI Type II Integrating sound level meter.

Refer to Appendix E for noise measurement files.

Construction Noise

The project would result in temporary noise level increases during site preparation, excavation, paving, architectural coating, and building. It is assumed pile drivers would not be required during construction. The grading phase of project construction generally creates the highest construction noise levels due to the operation of heavy equipment. Table 11, shows reference noise levels associated with heavy equipment typically used during project construction. Since grading would occur up to the property line, approximately 30 feet from the nearest sensitive receivers (adjacent apartment buildings), noise levels would range from 80 to 89 dBA as shown in Table 11.

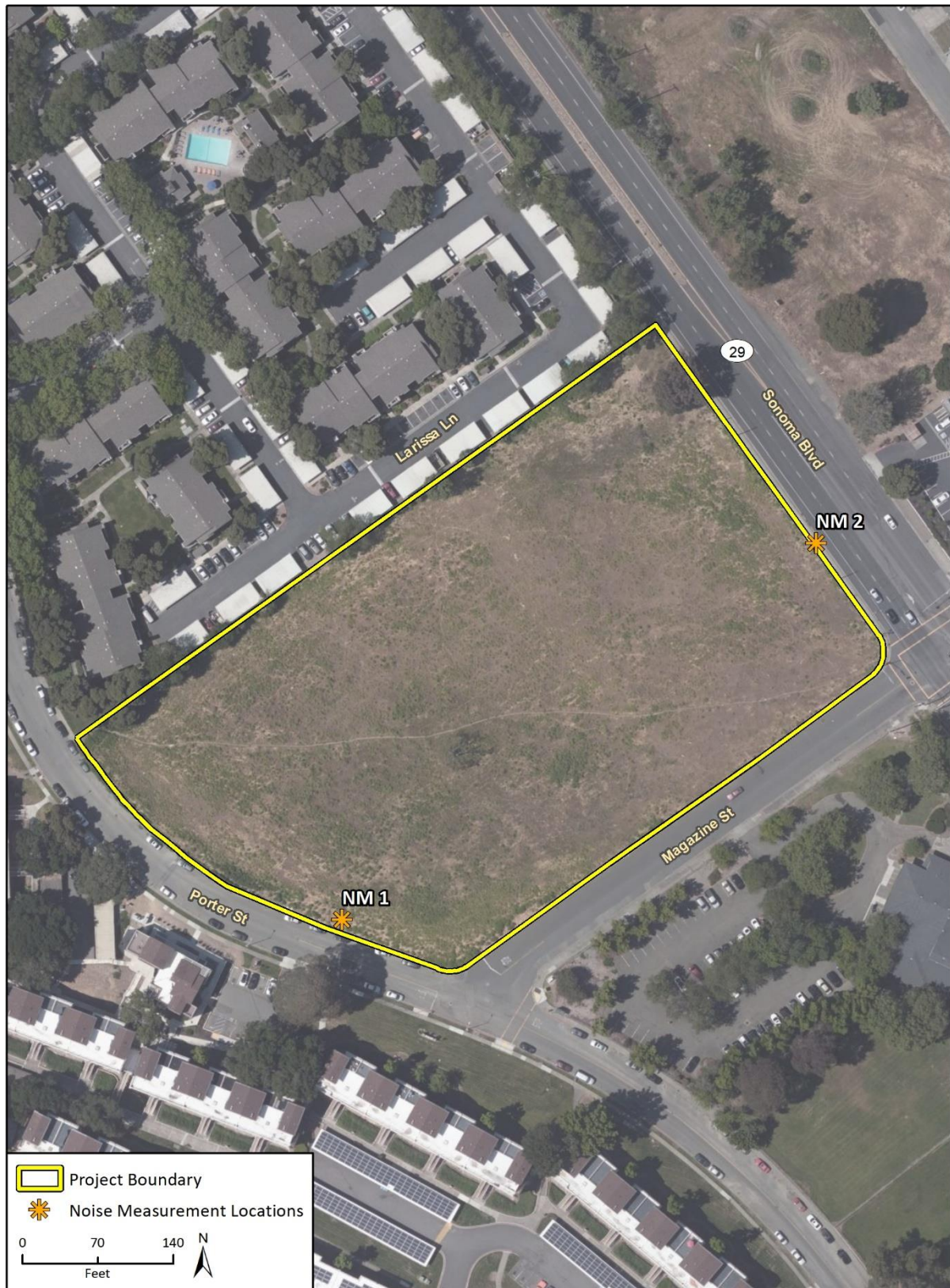
Table 11 Typical Noise Levels at Construction Sites

Equipment	Typical Level (dBA) 30 Feet from the Source	Noise Levels (dBA) 50 Feet from the Source
Air Compressor	84	80
Backhoe	84	80
Concrete Mixer	89	85
Generator	86	82
Grader	89	85
Paver	89	85
Roller	89	85
Saw	80	76
Scraper	89	85
Truck	88	84

Note: It is assumed that construction noise attenuates at 6 dBA per doubling of distance.

Source: Federal Transit Administration (FTA) 2018

Figure 8 Noise Measurement Locations



Imagery provided by Microsoft Bing and its licensors © 2020.

Fig. 8 Noise Measurement Locations

Construction noise would be temporary, and would occur between 7:00 a.m. and 7:00 p.m. on weekdays, per General Plan Mitigation Measure NOI-4. Hours for loading, unloading, and power tool usage are also limited by the VMC Section 7.84.020(F). Additional equipment noise reduction measures, such as ensuring equipment is properly maintained, equipment is installed with operating mufflers, engine idling is limited, and low-noise emission equipment is used, would also be required per General Plan Mitigation Measure NOI-4. No unusually loud construction equipment, such as pile driving, would be required to implement the project. Construction noise would be similar to typical medium-scale urban construction that occurs throughout Vallejo on a regular basis. The City considers construction noise that occurs within the daytime hours specified above (per General Plan Mitigation Measure NOI-4 and VMC Section 7.84.020) to be less than significant. In addition, General Plan Mitigation Measure NOI-4 would require the project to maintain construction equipment to minimize noise; install mufflers, silencers, and engine shrouds on equipment; place stationary equipment as far as possible from residences; and use low-noise emission equipment. These strategies would further reduce construction noise levels resulting from project construction.

Operational Noise

Existing uses near the project site may periodically be subject to noises associated with operation of the proposed project, including noise that is typical of residential development such as conversations, music, trash hauling, and noise associated with rooftop ventilation and heating systems. For example, outdoor conversations and parking lot noise may potentially be heard at adjacent residences, because conversational levels range from 60 to 65 dBA L_{eq} at 50 feet (FTA 2018). However, this activity would not substantially contribute to average ambient noise levels and would be comparable to similar activity at the existing residential uses on surrounding properties.

In addition, the proposed project would generate traffic noise from vehicles traveling to and from the project site. As shown in Table 4, the proposed project would generate approximately 718 average daily trips, with 48 AM peak hour trips and 58 PM peak hour trips.

Existing daily traffic on Magazine Street was estimated based on the industry standard assumption that peak hour traffic volumes are equal to ten percent of the roadway average daily trips (ADT). Therefore, the traffic counts provided in the Traffic Impact Study (Appendix B), was multiplied by 10 to obtain an estimate of daily traffic. The approximate traffic volume estimate on Magazine Street is 3,260 ADT. All 718 project trips would use Magazine Street because the street includes the only proposed vehicle access to the site. Project-related operational trips would increase ADT on Magazine Street by approximately 22 percent. Noise increases are considered to be perceptible at 3 dBA, and a doubling in traffic (identical sound sources) corresponds to a 3 dBA increase in traffic noise levels (FTA 2018). Therefore, because the project would not double traffic on Magazine Street, an increase in roadway noise would not be perceptible.

Vibration

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas most ambient noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from truck pass-bys). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases and vibration rapidly diminishes in amplitude with distance from the source.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. Particle velocity is the velocity at which the ground moves. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the greatest magnitude of particle velocity associated with a vibration event. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Damage to structures occurs when vibration levels range from 0.5 to 2.0 in/sec PPV, depending on the age and condition of the structure, with the 0.5 in/sec PPV threshold applicable to older residential structures and the 2.0 in/sec PPV threshold applicable to modern industrial and commercial buildings. One half this minimum threshold, or 0.25 in/sec PPV is the criterion used herein to protect against structural damage of nearby buildings, none of which are historic or fragile (Caltrans 2020).

Established vibration criteria for evaluating human response ranges from approximately 0.04 in/sec PPV (barely perceptible) to 0.25 (distinctly perceptible) for transient sources of vibration (Caltrans 2020).

Construction activities that would occur on the project site have the potential to generate groundborne vibration. Table 12 identifies various vibration velocity levels for the types of construction equipment that are likely to operate at the project site during construction.

Table 12 Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)	
	25 Feet	30 Feet ¹
Large Bulldozer	0.089	0.073
Loaded Trucks	0.076	0.062
Jackhammer	0.035	0.029
Small Bulldozer	0.003	0.003

¹ Calculated using the following formula: $VdB_{30\text{ ft}} = VdB_{25\text{ ft}} - 30 \cdot \log(30\text{ ft}/25\text{ ft})$ (FTA 2018).

Source: FTA 2018

As shown in Table 12, vibration levels could be approximately 0.073 in/sec PPV at the existing residences located 30 feet northwest of the project site boundary. As noted above, impacts to structures would be significant if vibration levels exceeded 0.25 in/sec PPV. Vibration levels from some equipment (large bulldozers and loaded trucks) may exceed 0.04 in/sec PPV at 30 feet, the threshold for barely perceptible vibration at nearby sensitive receivers. However, construction vehicles would move around the site and would generally not be as close as 30 feet to sensitive receivers. Construction vibration would also be far below the threshold for distinct perception (0.25 in/sec PPV). In addition, the project would not exceed vibration levels that could potentially damage nearby buildings.

The project does not include the construction of vibration-generating uses (residences and a community center) and would not be a significant source of operational vibration. Impacts would be less than significant.

Conclusion

The proposed project would not result in a significant long-term increase in traffic noise levels, and temporary construction noise would be less than significant, based on compliance with the City's

time restrictions on construction activities, contained in the City's Municipal Code. The project's operational noise would be similar to noise from other nearby residential developments, including noise from nearby multi-family residences located to the north and east, and would be less than significant in the context of the existing noise in the surrounding area. Therefore, noise-related impacts resulting from implementation of the proposed project would be less than significant.

4.4.3 Air Quality

A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the state and national ozone standards and national particulate matter standard by releasing emissions that equal or exceed the established long term quantitative thresholds for pollutants, or causes an exceedance of a state or federal ambient air quality standard for any criteria pollutant. Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Commonly found primary criteria pollutants include reactive organic gases (ROG), nitric oxides (NO_x), carbon monoxide (CO), and particulate matter (PM₁₀ and PM_{2.5}). PM₁₀ is particulate matter measuring no more than 10 microns in diameter, while PM_{2.5} is fine particulate matter measuring no more than 2.5 microns in diameter. Because the project site is located within the San Francisco Bay Area Air Basin (SFBAAB) and falls under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), this air quality analysis conforms to the methodologies recommended in BAAQMD's *CEQA Air Quality Guidelines* (2017).

BAAQMD has developed screening criteria where projects would have less than significant impacts from criteria air pollutant emissions if they are below a certain development size (BAAQMD 2017). For multi-family townhome developments, the construction screening criteria is 240 dwelling units and operational screening criteria is 451 dwelling units. For a project to meet the screening criteria for construction, it cannot include any of the following activities during construction:

- Demolition;
- Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously);
- Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high density infill development);
- 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
- Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.

The project does not include demolition, as the site is currently undeveloped; multiple construction phases would not occur simultaneously; only one land use type is proposed; extensive site preparation would not be required; and extensive material transport from grading would not be required. The project would involve development of up to 132 total dwelling units, which is below the BAAQMD's screening criteria for significant air quality impacts. Therefore, air quality impacts would be less than significant.

The BAAQMD provides the screening criteria for carbon monoxide (CO) emissions as a conservative indication of whether a project would exceed CO thresholds of significance. The project is consistent with an applicable congestion management program, project traffic would not increase traffic

volumes at affected intersections to more than 44,000 vehicles per hour, and project traffic would not increase traffic volumes to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is limited (e.g., tunnel, parking garage, bridge underpass) (BAAQMD 2017). Additionally, the Health Risk Assessment completed by Rincon Consultants (dated April 2020, on file with the City of Vallejo Planning Division) concluded that the project would not expose residents to significant individual or cumulative excess cancer risks associated with toxic air contaminant emissions or excessive PM_{2.5} concentrations associated with vehicle traffic on Sonoma Boulevard.

BAAQMD also provides a list of facilities considered to be odor-generating facilities, such as wastewater treatment plants, sanitary landfills, composting facilities, refineries, chemical and fiberglass manufacturing, coffee roasters, and metal smelting plants, among others. The proposed project does not include any of these uses and would not generate substantial odors, similar to the adjacent multi-family developments, nor would not place new receptors near any existing odor-generating facilities.

4.4.4 Hydrology and Water Quality

Urban runoff can have a variety of deleterious effects. Oil and grease contain a number of hydrocarbon compounds, some of which are toxic to aquatic organisms at low concentrations. Heavy metals such as lead, cadmium, and copper are the most common metals found in urban stormwater runoff. These metals can be toxic to aquatic organisms and have the potential to contaminate drinking water supplies. Nutrients from fertilizers, including nitrogen and phosphorous, can result in excessive or accelerated growth of vegetation or algae, resulting in oxygen depletion and additional impaired uses of water.

Currently, the project site is pervious, as it is entirely covered with dirt and ruderal vegetation. Stormwater runoff that does not infiltrate on site currently follows site topography, drains toward adjacent roadways, and enters the existing City storm drain at the intersection of Porter Street and Magazine Street. The project would replace the pervious surface with impervious paving and new buildings, resulting in approximately 72 percent impervious surfaces across the site and increasing the quantity and speed of stormwater runoff. However, the project includes low impact development measures in the form of three bioretention basins to capture on-site stormwater runoff prior to discharging into the existing storm drain systems. The basins have been sized to adequately capture and hold all stormwater runoff that occurs on site, per the Preliminary Stormwater Control Plan dated April 28, 2020. While the increase in impervious surfaces would increase total surface runoff from the site, the proposed bioretention basins would decrease peak flows in storm drains that collect water from the site during storm events and would not impact the downstream drainage system (West Yost 2020a). The project would also be required to comply with Provision C.3 of the Contra Costa Clean Water Program, which includes preparing and submitting a Stormwater Control Plan and Operation and Maintenance Plan. Features required by Provision C.3 would ensure that adequate stormwater treatment is provided for runoff at the project site.

The City maintains a Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit, which includes construction site controls, and requires standard conditions related to erosion control and stormwater discharge for construction within the city (City of Vallejo 2011).

Conclusion

The proposed project would be required to comply with Provision C.3 of the Contra Costa Clean Water Program and includes three bioretention areas to capture stormwater runoff. Since the project would also be required to incorporate standard construction best management practices per City requirements and permanent low impact development measures for ongoing operation, the project would not adversely affect hydrology and water quality.

4.5 Criterion (e)

The site can be adequately served by all required utilities and public services.

The project would be located in an existing urbanized area served by existing public utilities and services, including water, wastewater, and storm drainage facilities located in adjacent roadway rights-of-way. The City of Vallejo provides water, sewer, and solid waste collection services (via Recology Vallejo) to residential buildings surrounding the project site and would provide these services to the proposed project. Other services, including gas and electricity, would be provided to the project site by Pacific Gas and Electric Company (PG&E).

The City's current water usage is approximately 11,800 acre-feet per year, with a typical remaining capacity of approximately 4,100 acre-feet (City of Vallejo 2019). The project would require approximately 11.6 million gallons (35.6 acre-feet) of water per year (Appendix D), which represents less than 0.9 percent of the remaining capacity of the City's water supply.

The Vallejo Flood and Wastewater District has an average dry weather flow of 8.6 million gallons per day (mgd), and a maximum design flow of 15.5 mgd (San Francisco Bay Regional Water Quality Control Board 2017). The project would generate approximately 9.7 million gallons per year (0.027 mgd) of wastewater (assuming water use is 120 percent of wastewater generation), which represents less than 0.4 percent of the remaining capacity of the wastewater district. The project would require approval from VFWD prior to connecting to the existing sewer line in Porter Street, as peak flows would result in exceedances of the VFWD's Engineering Design Standards (West Yost 2020b).

As described in Section 4.4.4, the bioretention basins proposed on the site would not cause impacts to the downstream drainage system, and would reduce the peak flows in the system during storm events (West Yost 2020a). The project would not cause capacity exceedances in the City's storm drain system.

Recology Vallejo's Transfer Facility has a maximum throughput of 600 tons per day, with a design capacity of 775 tons per day (CalRecycle 2020a). Multi-family developments typically generate four pounds of waste per dwelling unit per day (CalRecycle 2020b). The project would generate approximately 496 pounds per day, or 0.25 tons per day, which represents less than 0.2 percent of the remaining capacity of Recology Vallejo's Transfer Facility.

As described previously, project operation would consume an estimated 511,915 kWh (0.51 GWh) of electricity and 1,071,290 kBtu (0.01 million therms) of natural gas per year (refer to Appendix D). In 2018, PG&E provided 80,369 GWh of electricity and 4,794 million therms of natural gas (CEC 2018a, 2018b). The project would represent a less than 0.001 percent increase in demand for electricity and natural gas from PG&E.

Thus, the project would be served by existing utilities and would only require a small percentage of available utility capacity. The project meets this criterion for exemption.

4.6 Exceptions to CE Applicability

The applicability of CEs is qualified by the exceptions listed in Section 15300.2(a) through (f) of the *CEQA Guidelines*. In the discussion below, each exception (in italics) is followed by an explanation of why the exception does not apply to the proposed project.

15300.2(a) ***Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The City of Vallejo does not propose to adopt a Class 3, 4, 5, 6, and 11 CE, and these classes of CEs are not applicable to the proposed project. Additionally, there are no environmental resources of hazardous or critical concern that are designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies on the project site, such as critical habitat for listed threatened or endangered species (United States Fish and Wildlife Service [USFWS] 2020a, Appendix A). According to a search of the State Water Resources Control Board GeoTracker database and the Department of Toxic Substances Control EnviroStor database conducted in May 2020, there are no active designated active hazardous waste sites on or within the project vicinity (State Water Resources Control Board [SWRCB] 2020, California Department of Toxic Substances Control [DTSC] 2020a). The project site is located in an urbanized area and there are not critical environmental resources, such as wetlands or wildlife, on site (USFWS 2020a, USFWS 2020b, Appendix A). Therefore, this exception to a CE does not apply to the project.

15300.2(b) ***Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The proposed project would not result in significant environmental impacts and there are no other successive projects of the same type or scale planned for the surrounding area or nearby vacant parcels. Land to the north and west of the site is fully developed with existing residential uses, land to the east is developed with commercial uses, land to the southeast is developed with a community center, and one vacant lot (which is not currently planned for development) is located northeast of the site across Sonoma Boulevard. There are no major reasonably foreseeable future projects in the vicinity that would result in significant cumulative impacts. Therefore, no significant cumulative impact would result from successive projects of the same type in the same place over time. This exception to a CE does not apply to the proposed project.

15300.2(c) ***Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

As described under Section 4.4, *Criterion (d)*, above, the project would not result in any significant effects relating to traffic, noise, air quality, greenhouse gases, water quality, or historic resources, and there are no unusual circumstances at the project site which would exacerbate any environmental effects. Thus, the project would not have a reasonable possibility for a significant effect on the environment due to unusual circumstances.

15300.2(d) Scenic Highways. *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

The project site is not on or near an officially designated California Scenic Highway, although State Route 29 (Sonoma Boulevard) is considered to be eligible as a scenic highway (California Department of Transportation 2019). The project would remove and replace on-site trees, and would install additional landscaping to enhance the scenic quality of the proposed development. There are no rock-outcroppings or historic buildings located on site. Therefore, this exception of a CE is not applicable to the proposed project.

15300.2(e) Hazardous Waste Sites. *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

The project site at the northwest corner of Sonoma Boulevard and Magazine Street is not included on the DTSC EnviroStor database, DTSC Cortese List, SWRCB GeoTracker database, California Environmental Protection Agency (CalEPA) list of solid waste disposal sites, or CalEPA list of active cleanup orders (DTSC 2020a, DTSC 2020b, CalEPA 2016a, CalEPA 2016b, SWRCB 2020). The project site is not included on a list compiled pursuant to Section 65962.5 of the Government Code; therefore, this exception to the applicability and use of a CE does not apply to the project.

15300.2(f) Historical Resources. *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The project site is currently vacant and does not have any historically significant structures on-site or surrounding the project site. There are no buildings or structures on the project site. A search of the California Historical Resources Information System (CHRIS) included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, and the Archaeological Determinations of Eligibility list. This search found no eligible historic buildings within 0.5-mile of the project site. Because the proposed development would not alter an eligible historic resource or be located near a potentially eligible historic resource or any other existing historic resources, the project would not adversely affect the significance of historic resources. The proposed project would not modify structures and would not have a significant impact on historic resources.

Additionally, the Cultural Resource Assessment prepared by Rincon Consultants, Inc., dated February 20, 2020, did not identify any previously recorded or newly identified cultural resources within the project area. Given the results of the Cultural Resource Assessment, no impact to archaeological resources would occur.

5 Summary

Based on this analysis, the proposed Sonoma Boulevard Multi-Family Residential Project meets the criteria for a Class 32 Categorical Exemption pursuant to Section 15332 of the *CEQA Guidelines*.

6 References

- Bay Area Air Quality Management District (BAAQMD). 2017. CEQA Air Quality Guidelines. May 2017. https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en (accessed January 2020).
- California Air Pollution Control Officers Association (CAPCOA). 2017. CalEEMod User's Guide version 2016.3.2. November 2017.
- California Climate Change Center. 2009. The Impact of Climate Change on California's Ecosystem Services. March 2009. <https://ww2.energy.ca.gov/2009publications/CEC-500-2009-025/CEC-500-2009-025-D.PDF> (accessed January 2020).
- California Department of Resources Recycling and Recovery (CalRecycle). 2020a. SWIS Facility Detail: Recology Vallejo (48-AA-0089). <https://www2.calrecycle.ca.gov/swfacilities/Directory/48-AA-0089> (accessed January 2020).
- _____. 2020b. Estimated Solid Waste Generation Rates. <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates> (accessed January 2020).
- California Department of Toxic Substances Control [DTSC]. 2020a. EnviroStor database. <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=magazine+street%2C+vallejo> (accessed May 2020).
- _____. 2020b. Hazards Waste and Substances Site "Cortese" List. <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/> (accessed May 2020).
- California Department of Transportation (Caltrans). 2018. Traffic Census Program: Traffic Volumes; Annual Average Daily Traffic (AADT). <https://dot.ca.gov/programs/traffic-operations/census> (accessed May 2020).
- _____. 2019. List of eligible and officially designated State Scenic Highways (XSLX). August 2019. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> (accessed May 2020).
- _____. 2020. Transportation and Construction Vibration Guidance Manual. April 2020. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf> (accessed May 2020).
- California Energy Commission (CEC). 2018a. Electricity Consumption by Entity. <http://www.ecdms.energy.ca.gov/elecbyutil.aspx> (accessed January 2020).
- _____. 2018b. Gas Consumption by Entity. <http://www.ecdms.energy.ca.gov/gasbyutil.aspx> (accessed January 2020).
- California Environmental Protection Agency (CalEPA). 2016a. Sites Identified With Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf> (accessed May 2020).
- _____. 2016b. List of "active" CDO and CAO. <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5c/> (accessed May 2020).

- California Public Utilities Commission (CPUC). 2011. Renewables Portfolio Standard Quarterly Report. 1st Quarter 2011.
<http://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=5858>
- Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed January 2020).
- San Francisco Bay Regional Water Quality Control Board. 2017. Vallejo Flood and Wastewater District, Vallejo Flood and Wastewater District Wastewater Treatment Plant and Wastewater Collection System, Vallejo, Solano County – Reissuance of NPDES Permit https://www.waterboards.ca.gov/sanfranciscobay/board_info/agendas/2017/September/6_b_ssr.pdf (accessed January 2020).
- State Water Resources Control Board [SWRCB]. 2020. GeoTracker database.
<https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=sonoma+boulevard%2C+vallejo> (accessed May 2020).
- United States Fish and Wildlife Service (USFWS). 2020a. Critical Habitat for Threatened & Endangered Species [USFWS].
<https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77> (accessed May 2020).
- _____. 2020b. National Wetlands Inventory: Wetlands Mapper.
<https://www.fws.gov/wetlands/data/Mapper.html> (accessed May 2020).
- Vallejo, City of. 2011. Standard Specifications and Standard Drawings. Adopted December 20, 2011.
<http://www.ci.vallejo.ca.us/common/pages/DisplayFile.aspx?itemId=28704> (accessed January 2020).
- _____. 2017. Vallejo General Plan 2040 Land Use Designations. August 29, 2017.
<https://www.cityofvallejo.net/common/pages/DisplayFile.aspx?itemId=12181700> (accessed January 2020).
- _____. 2019. Water Rate Study. June 26, 2019.
http://www.ci.vallejo.ca.us/UserFiles/Servers/Server_13423/File/Water_Department/Water%20Rate%20Study%202019.pdf (accessed January 2020).
- West Yost. 2020a. Oakwood Apartments Stormwater Evaluation Technical Memorandum. October 7, 2020.
- _____. 2020b. Oakwood Apartments Sewer Evaluation Technical Memorandum. October 15, 2020.

Appendix A

Biological Resources Technical Memorandum



Rincon Consultants, Inc.

449 15th Street, Suite 303
Oakland, California 94612

510 834 4455 OFFICE

info@rinconconsultants.com
www.rinconconsultants.com

February 14, 2020
Project No: 19-08635

Jonathan Atkinson
City of Vallejo
555 Santa Clara Street
Vallejo, California 94590
Via email: jonathan.atkinson@cityofvallejo.net

Subject: Biological Resources Technical Memorandum for the Proposed Multifamily Residential Project at the Corner of Sonoma Boulevard and Magazine Street, Vallejo, California

Dear Mr. Atkinson:

Rincon Consultants, Inc. was retained by the City of Vallejo to prepare a biological study in support of California Environmental Quality Act (CEQA) under a Class 32, Infill Exemption documentation for the proposed Multifamily Residential Project at the corner of Sonoma Boulevard and Magazine Street. Per the *CEQA Guidelines*, the Class 32, Infill Exemption must meet the following condition in relation to biological resources: “*The Project site has no value as habitat for endangered, rare or threatened species.*” Rincon evaluated the existing biological conditions of the site with the specific goal of determining whether the site provides any habitat value for endangered, rare or threatened species.

Project Location

The 4.95-acre project site is located at the northwest corner of Sonoma Boulevard and Magazine Street. The undeveloped site is bordered by Sonoma Boulevard (State Route 29) to the northeast, Magazine Boulevard to the southeast, Porter Street to the southwest, and multifamily residences to the northwest. The project site is located 0.28 mile west of Interstate 80 and 0.26 mile east of the Napa River.

Methods

Field Survey

Rincon biologist Anastasia Ennis conducted a site reconnaissance survey of the project site on January 10, 2020 between the hours of 11:00 and 12:00 to evaluate existing site conditions, assess vegetation communities, and evaluate the potential for presence of special status species, including sensitive plant and wildlife species.

Literature and Desktop Review

Prior to the site survey, Rincon conducted record searches of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB, 9-quad search). The California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants and the United States Fish and Wildlife



Service (USFWS) Information for Planning and Consultation (IPaC) were also accessed for this review to obtain comprehensive information regarding state and federally listed species, as well as other special status species and sensitive plant communities considered to have potential to occur or known to occur within the *Benicia, California* USGS 7.5-minute topographic quadrangle and/or surrounding eight quadrangles.

Existing Conditions

The project site is comprised entirely of non-native annual grassland, consisting mostly of ruderal species with a small percentage of native plants present. No evidence of waters or wetlands was observed within or surrounding the project site. Dominant plants observed in the project site included fennel (*Foeniculum vulgare*), stork's-bills (*Erodium* sp.), and ruderal grasses. Other non-native plants observed included: English plantain (*Plantago lanceolata*), common vetch (*Vicia sativa*), malva (*Malva* sp.), and common ivy (*Hedera helix*). A single coyote bush (*Baccharis pilularis*) was observed in the center of the site, near a lone southern blue gum (*Eucalyptus globulus*). At the northwest edge of the site, trees and shrubs along the fenceline included the following species that were likely planted for landscaping purposes: coast live oak (*Quercus agrifolia*), blackwood acacia (*Acacia melanoxylon*), firethorn (*Pyracantha coccinea*), and passionflower vine (*Passiflora incarnata*). A well-established mountain blue gum (*Eucalyptus deanei*) is located in the northernmost corner of the project site. Evidence of periodic mowing of the vegetation within the site was evident. A trail bisects the parcel running east to west, and trash was found scattered throughout the site.

Land use surrounding the project site is mostly suburban/residential with some commercial uses. A partially undeveloped lot is located across Sonoma Boulevard to the north and a community center and park are located across Magazine Street to the southeast. Common landscaping vegetation is present in the residentially and commercially developed areas surrounding the site, and includes ornamental trees, shrubs, and grasses. Ruderal grassland and eucalyptus trees are present in the empty lot to the north of the project site. Trees planted around the adjacent community center and park to the southeast are dominated by sweetgum (*Liquidambar styraciflua*).

Bird species observed in or near the project site included: Anna's hummingbird (*Calypte anna*), black phoebe, (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), house sparrow (*Passer domesticus*), and American crow (*Corvus brachyrhynchos*).

Special Status Species

The review of the resource agency databases for known special status animal occurrences within the nine USGS quadrangles containing and surrounding the project site identified 52 special status animal species and 50 special status plant species. The site was evaluated for its potential to provide habitat value for these species. Of the species known to occur in the region, the following rare or protected species (seven [7] animals and 15 plants) are known to occur in habitat types with characteristics similar to the project site : western bumble bee (*Bombus occidentalis*), Cooper's hawk (*Accipiter cooperii*), Burrowing owl (*Athene cunicularia*), northern harrier (*Circus hudsonius*), white-tailed kite (*Elanus leucurus*), peregrine falcon (*Falco peregrinus anatum*), osprey (*Pandion haliaetus*), bent-flowered fiddleneck (*Amsinckia lunaris*), big tarplant (*Blepharizonia plumosa*); Mt. Diablo fairy lantern (*Calochortus pulchellus*); Tiburon paintbrush (*Castilleja affinis* var. *neglecta*), Congdon's tarplant

(*Centromadia parryi* ssp. *congdonii*), pappose tarplant (*Centromadia parryi* ssp. *parryi*), Tiburon buckwheat (*Eriogonum luteolum* var. *caninum*), Mt. Diablo buckwheat (*Eriogonum truncatum*), Jepson's coyote thistle (*Eryngium jepsonii*), San Joaquin spearscale (*Extriplex joaquinana*), Diablo helianthella (*Helianthella castanea*), Santa Cruz tarplant (*Holocarpha macradenia*), Contra Costa goldfields (*Lasthenia conjugens*), two-fork clover (*Trifolium amoenum*), and saline clover (*Trifolium hydrophilum*).

The project site does not currently provide suitable habitat for any of the above 15 rare plant species to occur on the site due to high levels of disturbance, long-time development of areas surrounding the site, and the absence of native vegetation communities on the project site.

The western bumble bee (state candidate for listing) has a low potential to occur on site. This bee was once widespread in the northwestern United States but is in decline from Central California to southern British Columbia. In California, it has been lost from 53% of its historic range and has an 84% decline in relative abundance (Xerces Society et al. 2018). Habitat loss and alteration, pathogens, urban development and fragmentation, and other factors have contributed to their decline. The most recent of the five (5) occurrence records within five miles of the project site is from 1964 (CNDDB). A generalist forager, the western bumble bee nests underground in cavities or rodent burrows. It requires limited ground disturbance and an abundance of floral resources, as well as suitable overwintering sites for queens. Given the precipitous decline in bumblebees over the last two decades, absence of recently recorded occurrences in the project vicinity, and the fragmented and disturbed nature of vegetation communities in the project vicinity, the site does not provide suitable habitat for this species.

The six rare bird species that are known to occur in the vicinity of the site are all raptor species: Cooper's hawk (state watch list species), Burrowing owl (state species of special concern), northern harrier (state species of special concern), white-tailed kite (state fully protected species), peregrine falcon (state fully protected species), osprey (state watch list species). No rodent burrows were observed on the project site, indicating low prey base and poor-quality foraging habitat for predatory bird species, and absence of suitable habitat for burrowing owl. Cooper's hawk, northern harrier, and white-tailed kite are often associated with riparian and marsh habitats thus the species may pass through the site, however, there is a low potential for these species to use vegetation present on and in the vicinity of the site as nesting habitat. There is no suitable nesting habitat (e.g. cliffs or skyscrapers) for peregrine falcon on or adjacent to the project site. Osprey hunt fish exclusively, thus the project site does not provide suitable foraging habitat, although the mountain blue gum in the project site has the potential to provide suitable nesting habitat. No nests were observed in the mountain blue gum or any of the other trees or vegetation that occurred on the site. Due to absence of dense vegetative cover, prey base, and urbanized surroundings, the site only provides marginally suitable habitat for these sensitive bird species. Impacts to these species are not expected.

Conclusions

The existing conditions of the site are highly disturbed and isolated as a result of surrounding residential and commercial development. While the site does consist of marginally suitable habitat for Cooper's hawk, northern harrier, white-tailed kite, and osprey, the City of Vallejo's General Plan (Action NBE-1.2C) requires scheduling of construction and vegetation removal outside of nesting bird season or conducting a preconstruction nesting bird survey. Protecting active bird nests is a standard city policy and would be implemented as a condition of approval for the project, thus potentially significant



impacts to special status species will be avoided. As a result, the project site has no value as habitat for endangered, rare or threatened species.

Thank you for the opportunity to provide environmental support on this project service. Please contact us if you have questions, or if we can be of further assistance.

Sincerely,
Rincon Consultants, Inc.

A handwritten signature in blue ink that reads "Anastasia G. Ennis".

Anastasia G. Ennis, M.S.
Associate Biologist

A handwritten signature in blue ink that reads "David Daitch".

David Daitch, Ph.D.
Program Manager/Senior Biologist

Attachments

Attachment A	References
Attachment B	Figures
Attachment C	Site Photographs



Attachment A References

California Department of Fish and Wildlife. 2019a. Biogeographic Information and Observation System (BIOS). <http://bios.dfg.ca.gov>. (Accessed January 2020).

_____. 2019b. California Natural Diversity Database (CNDDDB) Rarefind 5. Available at: <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data> (accessed January 2020).

California Native Plant Society (CNPS). Rare Plant Program. 2019. Inventory of Rare and Endangered Plants (online edition, v8-03 0.45). California Native Plant Society, Sacramento, CA. Available at: <http://www.rareplants.cnps.org> (accessed January 2020).

City of Vallejo. 2017. Propel Vallejo General Plan 2040. Available at: <https://www.cityofvallejo.net/common/pages/DisplayFile.aspx?itemId=12181697>.

United States Fish and Wildlife Service (USFWS). 2019a. Information for Planning and Consultation. Available at: <https://ecos.fws.gov/ipac/> (accessed January 2020).

_____. 2019b. National Wetlands Inventory (NWI). Version 2. Updated March 18, 2019. Available at: <https://www.fws.gov/wetlands/Data/Mapper.html> (accessed January 2020).

United States Geological Survey (USGS). 2019. National Hydrography Dataset. Available at: <https://nhd.usgs.gov/data.html> (accessed January 2020).

Xerces Society, Defenders of Wildlife, and the Center for Food Safety. 2018. A Petition to the State of California Fish and Game Commission to List the Crotch bumble bee (*Bombus crotchii*), Franklin's bumble bee (*Bombus franklini*), Suckley cuckoo bumble bee (*Bombus suckleyi*), and western bumble bee (*Bombus occidentalis occidentalis*) as Endangered under the California Endangered Species Act. Available at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=161902&inline>.

United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS). 2019. Web Soil Survey. Soil Survey Area: Kings County, California. Soil Survey Data: Version 8. Available at: <http://websoilsurvey.nrcs.usda.gov/app/>. (Accessed January 2020).



Attachment B Figures

Figure 1 Regional Location

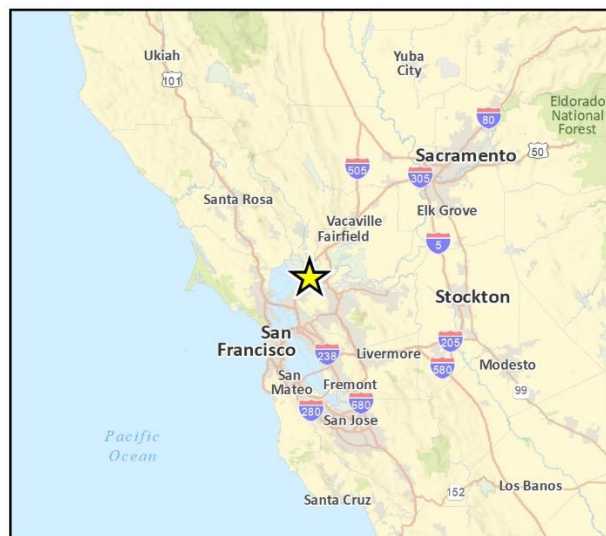
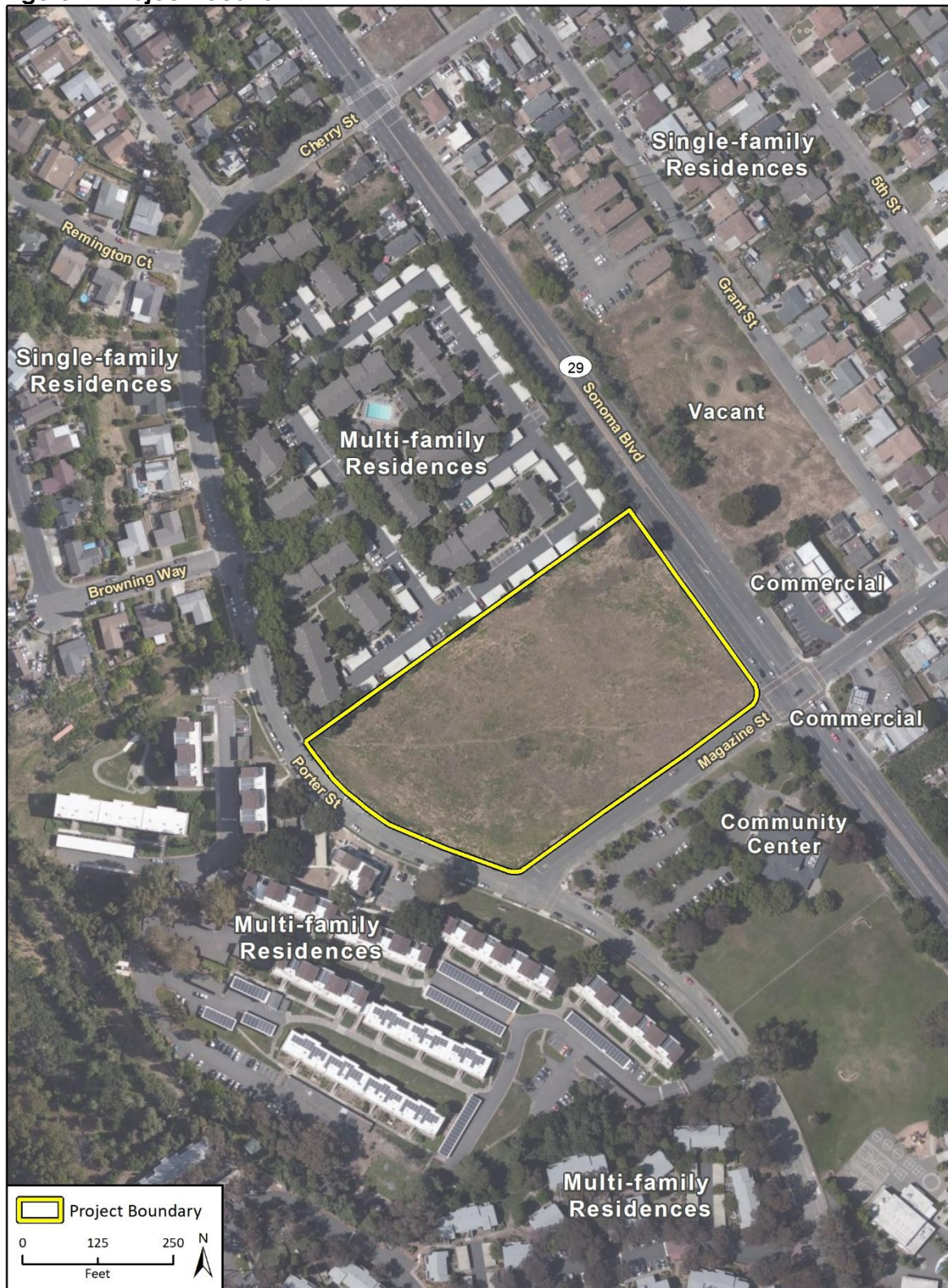


Fig 1 Regional Location

Figure 2 Project Location



Imagery provided by Microsoft Bing and its licensors © 2020.

Fig. 2. Project Location



Attachment C Site Photographs



Photograph 1. Overview of site, showing dominant vegetation, trail through site, and southern blue gum in the center, facing west.



Photograph 2. View from north corner of site, facing southwest.



Photograph 3. View of site from Porter Street, facing northeast.



Photograph 4. View along Sonoma Boulevard showing mountain blue gum eucalyptus at north corner of site, facing northwest.

Appendix B

Traffic Impact Study and Addendum



Traffic Impact Study for the Aventis-Vallejo Multifamily Community Project



Prepared for the City of Vallejo

Submitted by
W-Trans

February 26, 2020



**TRAFFIC ENGINEERING
TRANSPORTATION PLANNING**
Balancing Functionality and Livability since 1995
w-trans.com



This page intentionally left blank

Table of Contents

Executive Summary	1
Introduction.....	2
Transportation Setting.....	4
Capacity Analysis	8
Alternative Modes	22
Access and Circulation.....	23
Parking.....	25
Conclusions and Recommendations.....	26
Study Participants and References.....	27

Figures

1. Existing Traffic Volumes	11
2. Future Traffic Volumes.....	13
3. Site Plan	15
4. Existing plus Project Traffic Volumes	17
5. Future plus Project Traffic Volumes.....	19

Tables

1. Collision Rates at the Study Intersections	5
2. Bicycle Facility Summary	7
3. Intersection Level of Service Criteria.....	9
4. Change in V/C Ratio Threshold.....	10
5. Existing Peak Hour Intersection Levels of Service.....	12
6. Future Peak Hour Intersection Levels of Service	14
7. Trip Generation Summary	14
8. Trip Distribution Assumptions.....	16
9. Existing and Existing plus Project Peak Hour Intersection Levels of Service.....	18
10. Future and Future plus Project Peak Hour Intersection Levels of Service	20
11. Maximum Left-Turn Queues Exceeding Available Storage.....	21
12. Parking Analysis Summary	25

Appendices

- A. Collision Rate Calculations
- B. Intersection Level of Service Calculations
- C. 95th Percentile Queue Projections
- D. Left-turn Lane Warrant Worksheets





This page intentionally left blank

Executive Summary

The proposed Aventis Multifamily Community project includes the development of 124 units to be located on a currently undeveloped parcel at the northwest corner of Magazine Street and Sonoma Boulevard in the City of Vallejo.

The study area includes eight intersections. Under Existing conditions, seven study intersections are operating acceptably at LOS D or better; the intersection of Magazine Street/Lincoln Road East operates unacceptably at LOS E during the p.m. peak hour. Under Existing plus Project conditions, all study intersections are expected to continue operating acceptably.

Under Future and Future plus Project conditions, all study intersections would operate acceptably with the exception of Magazine Street/Lincoln Road East, which is expected to operate at LOS F. Although the intersection would operate below the adopted standard, the project is expected to result in a less-than-significant impact as the increase in the V/C (volume to capacity ratio) due to adding project traffic would be less than the City threshold.

To reduce a.m. peak hour eastbound queues that may occasionally occur in front of the project driveway, a recommendation has been formulated to establish a Keep Clear zone in front of the project driveway. This measure would create a gap in the eastbound queue to allow motorist to exit the project site. It would also encourage motorists to make left turns out of the project driveway, rather than turning right toward Porter Street.

Sight distance along Magazine Street is adequate towards and from the proposed driveway.

The proposed project would provide 248 on-site parking spaces, which is equal to the number of spaces required under the City of Vallejo Municipal Code.

Introduction

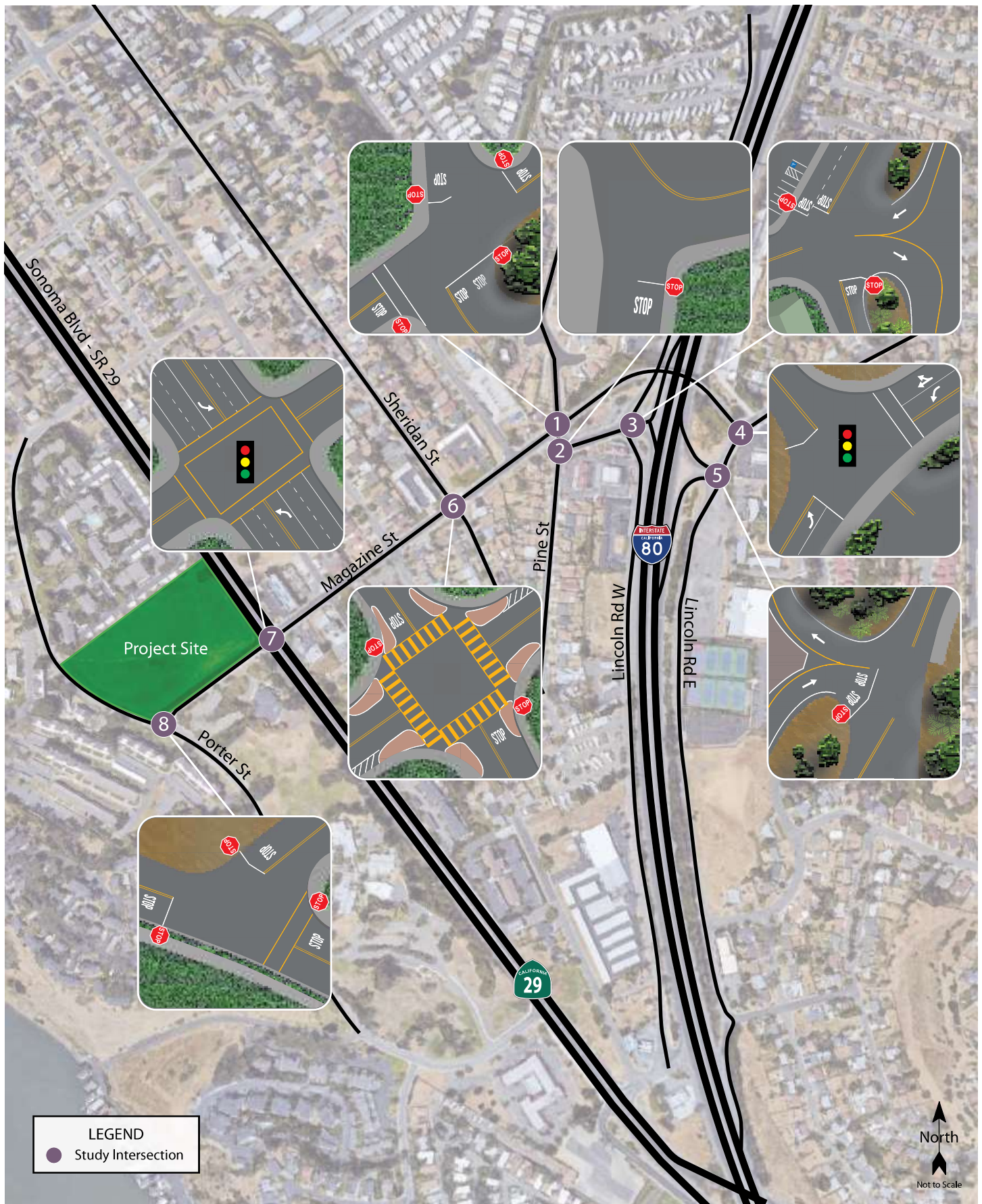
This report presents an analysis of the potential traffic impacts that would be associated with the proposed development of a 124-unit multifamily residential complex to be located on the northwest corner at Magazine Street/Sonoma Boulevard (SR 29) in the City of Vallejo. The proposed development would include various residential amenities in addition to 248 on-site parking spaces. The traffic study was completed in accordance with the criteria established by the City of Vallejo as well as the California Department of Transportation (Caltrans) and is consistent with standard traffic engineering techniques.

Prelude

The purpose of a traffic impact study is to provide City staff and policy makers with data they can use to make an informed decision regarding the potential traffic impacts of a proposed project, and any associated improvements that would be required to mitigate these impacts to a level of insignificance as defined by the City's General Plan or other policies. Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments. Impacts relative to access for pedestrians, bicyclists, and to transit are also addressed.

Project Profile

The project as proposed includes the development of 124 multifamily residential apartment units on a currently vacant parcel at the northwest corner of Magazine Street/Sonoma Boulevard in the City of Vallejo. The proposed project would provide 248 on-site parking spaces and various residential amenities. The project site is shown in Figure 1.



val026-10.ai 12/19

Traffic Impact Study for the Aventis-Vallejo Multifamily Community Project
Figure 1 – Study Area and Existing Lane Configurations



Transportation Setting

Operational Analysis

Study Area and Periods

The study area consists of the following intersections:

1. Magazine Street/Pine Street
2. Pine Street/Lincoln Road West
3. Interstate 80 South Ramps/Lincoln Road West
4. Magazine Street/Lincoln Road East
5. Interstate 80 North Ramps/Lincoln Road East
6. Magazine Street/Sheridan Street
7. Magazine Street/Sonoma Boulevard (SR 29)
8. Magazine Street/Porter Street

Operating conditions during the a.m. and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute.

Study Intersections

Magazine Street/Pine Street is a four-way stop-controlled intersection including a crosswalk across the west leg.

Pine Street/Lincoln Road West is a tee intersection with stop-control on the west leg. No crosswalks are present.

Interstate 80 (I-80) South Ramps/Lincoln Road West is a four-legged intersection including stop-control on the north and south legs. No crosswalks are present.

Magazine Street/Lincoln Road East is a signalized tee intersection including a signalized driveway located at the east leg. A crosswalk is present across the north leg.

Interstate 80 (I-80) North Ramps/Lincoln Road East is a tee intersection including stop-control on the east leg. No pedestrian facilities are present at this intersection.

Magazine Street/Sheridan Street is a four-legged intersection including two-way stop-control at the north and south legs. Yellow high-visibility crosswalks are present across all legs to alert drivers of the potential presence of school-age children.

Magazine Street/Sonoma Boulevard (SR 29) is a signalized four-legged intersection including protected left-turn phasing along Sonoma Boulevard. Crosswalks are present across all legs.

Magazine Street/Porter Street is an all-way stop-controlled tee intersection. A crosswalk is present across the south leg.

The locations of the study intersections and the existing lane configurations and controls are shown in Figure 1.

Collision History

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on records available from the California Highway Patrol as published in their *Statewide Integrated Traffic Records System (SWITRS)* reports. The most current five-year period available is April 1, 2014 through March 31, 2019.

As presented in Table 1, the calculated collision rates for the study intersections were compared to average collision rates for similar facilities statewide, as indicated in *2016 Collision Data on California State Highways*, California Department of Transportation (Caltrans).

The collision rate calculations are provided in Appendix A.

Table 1 – Collision Rates at the Study Intersections

Study Intersection	Number of Collisions (2014-2019)	Calculated Collision Rate (c/mve)	Statewide Average Collision Rate (c/mve)
1. Magazine St/Pine St	4	0.20	0.19
2. Pine St/Lincoln Rd W	1	0.08	0.08
3. I-80 South Ramps/Lincoln Rd W	3	0.23	0.13
4. Magazine St/Lincoln Rd E	1	0.05	0.24
5. I-80 North Ramps/Lincoln Rd E	2	0.12	0.13
6. Magazine St/Sheridan St	-	n/a	0.13
7. Magazine St/Sonoma Blvd (SR 29)	10	0.34	0.24
8. Magazine St/Porter St	1	0.24	0.04

Note: c/mve = collisions per million vehicles entering; **bold text** = rates higher than statewide average

While a total of four collisions were reported at the intersection of Magazine Street/Pine Street resulting in a collision rate higher than the statewide average, a clear trend was not identified. Although two of the four reported collisions were rear-end collisions, the location and direction of travel varied. It is noted that one of the reported collisions resulted in an injury to one or more parties involved.

A total of three collisions were reported to have occurred at the intersection of I-80 South Ramps/Lincoln Road West, resulting in a rate of 0.23 collisions per million vehicles entering (c/mve) the intersection, compared to the statewide average of 0.13 c/mve. While no injuries were reported, the most prevalent primary collision factor consisted of unsafe speed violations (two collisions). The primary collision types included two hit object collisions and one broadside collision. The broadside collision may have resulted from a driver entering the intersection either late during the yellow clearance interval or even after the light changed to red. The hit object collisions are common where drivers are traveling at high speeds. Caltrans staff may wish to consider implementing additional red-clearance timing at this location to address the broadside collisions.

At the intersection of Magazine Street/Sonoma Boulevard, a total of 10 collisions were reported during the most recent five-year period, resulting in a rate of 0.34 collisions per million vehicles entering (c/mve) the intersection compared to the statewide average of 0.24 c/mve. Of the ten reported collisions, six resulted in injuries to one or more parties involved. The most prevalent collision type consisted of broadside collisions (five reported instances), all of which included a primary collision factor of either a traffic signals and signs violation or an automobile right-of-way violation. The broadside collisions likely resulted from drivers entering either late in the yellow clearance interval or even after the light changed to red. Caltrans may wish to consider implementing additional red-clearance timing at this location to address the broadside collisions.

Though the collision rate for the intersection of Magazine Street/Porter Street exceeds the statewide average, with only one reported collision there is insufficient data to determine any type of trend. The above-average rate is generally attributable to the low volumes of traffic at the intersection, resulting in a high collision rate for even a single collision. The primary collision factor for the collision at Magazine Street/Porter Street was unsafe speed. No specific safety concerns were identified relative to the intersection.

Alternative Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the vicinity of the project site; however, sidewalk gaps, can be found along some of the roadways connecting to the project site. Existing gaps along the connecting roadways impact convenient and continuous access for pedestrians and present safety concerns in those locations where appropriate pedestrian infrastructure would address potential conflict points.

- **Porter Street** – Intermittent sidewalk coverage is provided on Porter Street with significant gaps on the east side of the street between Magazine Road and Larissa Lane. Sidewalks are generally present along developed property frontages and lighting is provided by overhead streetlights.
- **Magazine Street** – Continuous sidewalks are generally provided on one or both sides of Magazine Street between Porter Street and Pine Street. Sidewalks are not provided on the north side of the street between Porter Street and Sonoma Boulevard. Additionally, sidewalk is not provided on the south side of the street between Pine Street and Lincoln Road East. Curb ramps and crosswalks are present at side street approaches and lighting is provided by overhead streetlights.
- **Sonoma Boulevard** – Sidewalks are provided on the west side of Sonoma Boulevard north of Magazine Street adjacent to developed property. No sidewalk is present adjacent to the vacant parcels on the east side of Sonoma Boulevard north of the project site between Magazine Street and Cherry Street. Between Magazine Street and Sandy Beach Road, no sidewalks are provided on the west side of Sonoma Boulevard. Intermittent sidewalk is present along the east side of Sonoma Boulevard between Magazine Street and Sandy Beach Road adjacent to the residential units located at 266 Sonoma Boulevard and the Kingdom Hall of Jehovah's Witnesses. In general, Sonoma Boulevard is an arterial that provides vehicular access to I-80 south of the project site. Overhead streetlights are generally provided along the roadway.

Bicycle Facilities

The *Highway Design Manual*, Caltrans, 2017, classifies bikeways into four categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.
- **Class IV Bikeway** – also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

In the project area, shoulder striping exists on Sonoma Boulevard between Cherry Street and Sequoia Avenue. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area.

Table 2 summarizes the existing and planned bicycle facilities in the project vicinity, as contained in the City of Vallejo 2040 General Plan.

Table 2 – Bicycle Facility Summary				
Status Facility	Class	Length (miles)	Begin Point	End Point
Existing				
Sonoma Blvd	II	0.66	Cherry St	Sequoia Ave
Magazine St	III	1.43	5 th St	Old Glen Cove Rd
Planned				
Sonoma Blvd	II	1.22	Curtola Pkwy	Magazine St
Porter St	III	0.28	Magazine St	Sandy Beach Rd
Magazine St	III	0.20	Porter St	5 th St

Source: *Propel Vallejo: General Plan 2040*, City of Vallejo, 2017

Transit Facilities

The Solano Transit Authority (SolTrans) provides fixed bus route service throughout the City of Vallejo. SolTrans Local Route 3 provides loop service to destinations throughout the southern portion of the City and stops on Magazine Street between Porter Street and Pine Street. Route 3 operates Monday through Friday with approximately one-half hour headways between 6:00 a.m. and 7:00 p.m. Saturday service operates with approximately one-half hour headways between 7:30 a.m. and 7:00 p.m.

Two bicycles can be carried on most SolTrans buses. Bike rack space is provided on a first come, first served basis. Additional bicycles are allowed on SolTrans buses at the discretion of the driver.

Dial-a-ride, also known as paratransit or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. SolTrans Paratransit is designed to serve the needs of individuals with disabilities within Vallejo and the greater Solano County area.

Capacity Analysis

Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The study intersections were analyzed using methodologies published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

The Levels of Service for the intersections with side street stop controls, or those which are unsignalized and have one or two approaches stop controlled, were analyzed using the “Two-Way Stop-Controlled” intersection capacity method from the HCM. This methodology determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are presented for individual movements together with the weighted overall average delay for the intersection.

The study intersections with stop signs on all approaches were analyzed using the “All-Way Stop-Controlled” Intersection methodology from the HCM. This methodology evaluates delay for each approach based on turning movements, opposing and conflicting traffic volumes, and the number of lanes. Average vehicle delay is computed for the intersection as a whole and is then related to a Level of Service.

The study intersections that are currently controlled by a traffic signal, or may be in the future, were evaluated using the signalized methodology from the HCM. This methodology is based on factors including traffic volumes, green time for each movement, phasing, whether the signals are coordinated or not, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. For purposes of this study, delays were calculated using signal timing obtained from the California Department of Transportation and the City of Vallejo.

The ranges of delay associated with the various levels of service are indicated in Table 3.

Table 3 – Intersection Level of Service Criteria

LOS	Two-Way Stop-Controlled	All-Way Stop-Controlled	Signalized
A	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.	Delay of 0 to 10 seconds. Upon stopping, drivers are immediately able to proceed.	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.
B	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.	Delay of 10 to 15 seconds. Drivers may wait for one or two vehicles to clear the intersection before proceeding from a stop.	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
C	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.	Delay of 15 to 25 seconds. Drivers will enter a queue of one or two vehicles on the same approach and wait for vehicle to clear from one or more approaches prior to entering the intersection.	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.
D	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.	Delay of 25 to 35 seconds. Queues of more than two vehicles are encountered on one or more approaches.	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.
E	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.	Delay of 35 to 50 seconds. Longer queues are encountered on more than one approach to the intersection.	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop, and drivers consider the delay excessive.
F	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.	Delay of more than 50 seconds. Drivers enter long queues on all approaches.	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

Reference: *Highway Capacity Manual*, Transportation Research Board, 2000

Traffic Operation Standards

Caltrans

Caltrans indicates that they endeavor to maintain operation at the transition from LOS C to LOS D. Based on previous discussions with Caltrans staff, it is understood that the standard is to be applied to the overall average intersection delay, *not* that associated with any single movement or approach. Under this approach, if one movement experiences very high delay and also has moderate to high traffic volumes, the overall delay and level of service should reflect the critical nature of the condition. However, if one movement is expected to experience high delay, but has very low traffic volumes, the overall intersection operation will likely still meet Caltrans standards.

City of Vallejo

The City of Vallejo's Level of Service (LOS) standard is published in the *City of Vallejo Traffic Impact Analysis/ Study Guidelines*, City of Vallejo, 2008. The City of Vallejo identifies LOS E or better as acceptable operation at an intersection. Although, LOS E is considered acceptable, metrics for pedestrian, bicycle, transit, or emergency access performance should not be overridden. One component of the City's significance threshold criteria is the

comparison of a signalized intersection's volume-to-capacity (V/C) ratio under 'No Project' and 'Plus Project' conditions. The City requires use of the HCM 6 methodology although it is not the most current version because the HCM 6 methodology identifies V/C ratios for each movement, but does not identify an overall intersection V/C ratio. The 2000 HCM methodology was applied as it identifies an overall V/C ratio and therefore provides the information necessary to evaluate project impacts.

Traffic impacts are considered "significant" if either the intersection is operating acceptably at LOS D or better without the project and the project would cause deterioration to LOS E or F, or if adding project-generated traffic would cause a reduction in the V/C ratio that is more than the thresholds listed in Table 4.

Table 4 – Change in V/C Ratio Thresholds	
LOS without project	V/C Ratio Increase Thresholds*
LOS C	> 0.04
LOS D	> 0.02
LOS E or F	> 0.01

Reference: *City of Vallejo Traffic Impact Analysis/Study Guidelines*, City of Vallejo, 2008

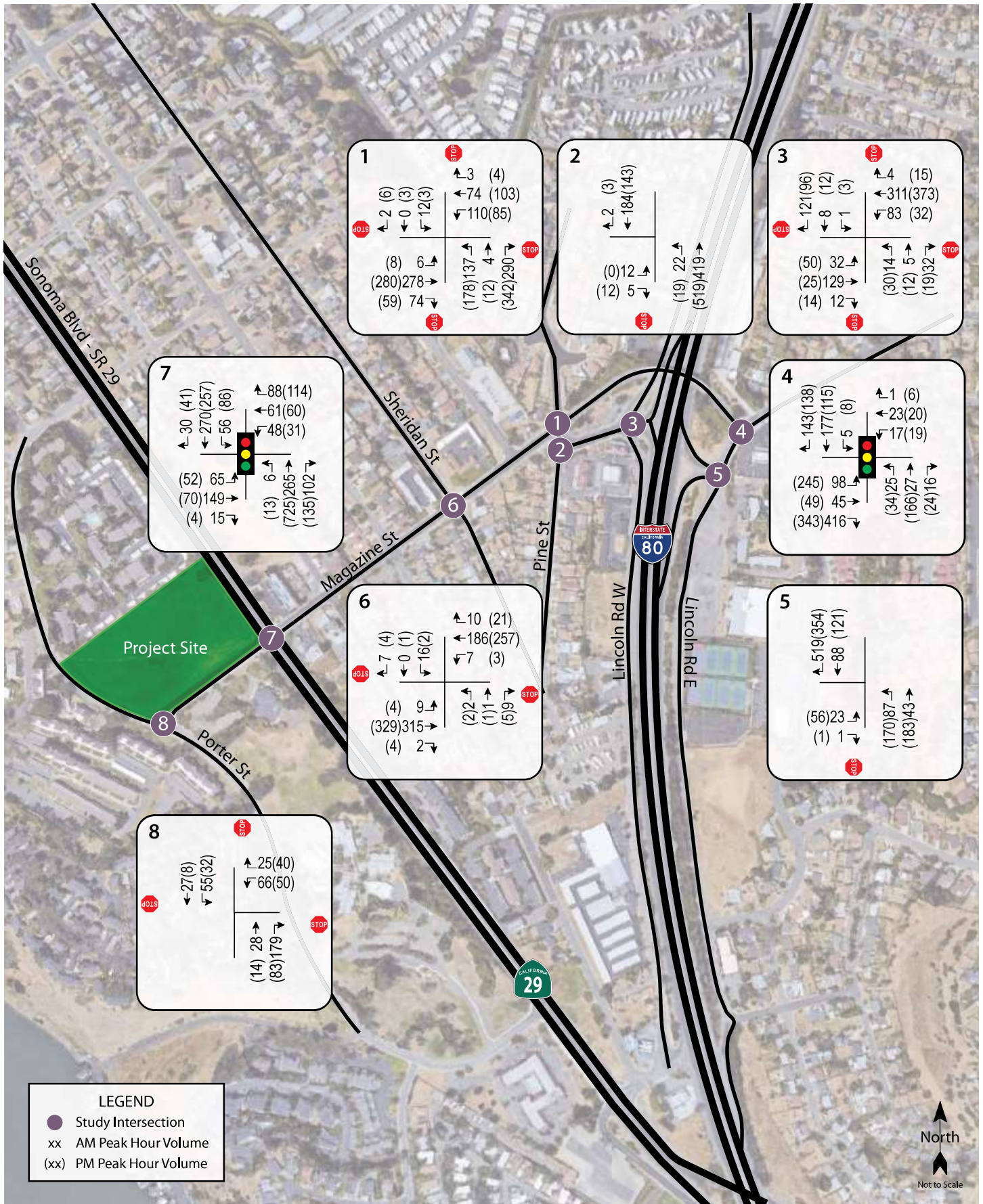
* An increase in excess of the thresholds shown is considered significant.

Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the a.m. and p.m. peak periods. This condition does not include project-generated traffic volumes. Traffic volume data was collected while local schools were in session.

Intersection Levels of Service

Under Existing conditions, all intersections operate acceptably during the a.m. and p.m. peak hour. The existing traffic volumes are shown in Figure 2. A summary of the intersection level of service calculations is contained in Table 5, and copies of the Level of Service calculations are provided in Appendix B.



Traffic Impact Study for the Aventis-Vallejo Multifamily Community Project
Figure 2 – Existing Traffic Volumes

Table 5 – Existing Peak Hour Intersection Levels of Service

Study Intersection <i>Approach</i>	AM Peak			PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C
1. Magazine St/Pine St	13.3	B	-	14.5	B	-
2. Pine St/Lincoln Rd W	0.7	A	-	0.5	A	-
<i>Northbound (Pine St) Approach</i>	<i>13.1</i>	<i>B</i>	<i>-</i>	<i>9.1</i>	<i>A</i>	<i>-</i>
3. I-80 South Ramps/Lincoln Rd W	4.4	A	-	4.6	A	-
<i>Northbound (Lincoln Rd W) Approach</i>	<i>14.8</i>	<i>B</i>	<i>-</i>	<i>17.0</i>	<i>C</i>	<i>-</i>
<i>Southbound (Lincoln Rd W) Approach</i>	<i>11.3</i>	<i>B</i>	<i>-</i>	<i>12.2</i>	<i>B</i>	<i>-</i>
4. Magazine St/Lincoln Rd E	39.9	D	0.68	65.8	E	0.66
5. I-80 North Ramps/Lincoln Rd E	1.3	A	-	3.0	A	-
<i>Eastbound (I-80 N Off Ramp) Approach</i>	<i>13.9</i>	<i>B</i>	<i>-</i>	<i>16.4</i>	<i>C</i>	<i>-</i>
6. Magazine St/Sheridan St	1.0	A	-	0.4	A	-
<i>Northbound (Sheridan St) Approach</i>	<i>11.1</i>	<i>B</i>	<i>-</i>	<i>11.9</i>	<i>B</i>	<i>-</i>
<i>Southbound (Sheridan St) Approach</i>	<i>12.9</i>	<i>B</i>	<i>-</i>	<i>11.9</i>	<i>B</i>	<i>-</i>
7. Magazine St/Sonoma Blvd (SR 29)	17.7	C	0.42	19.0	C	0.57
8. Magazine St/Porter St	8.0	A	-	7.4	A	-

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; V/C = Volume to capacity ratio; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*;

Near-Term Conditions

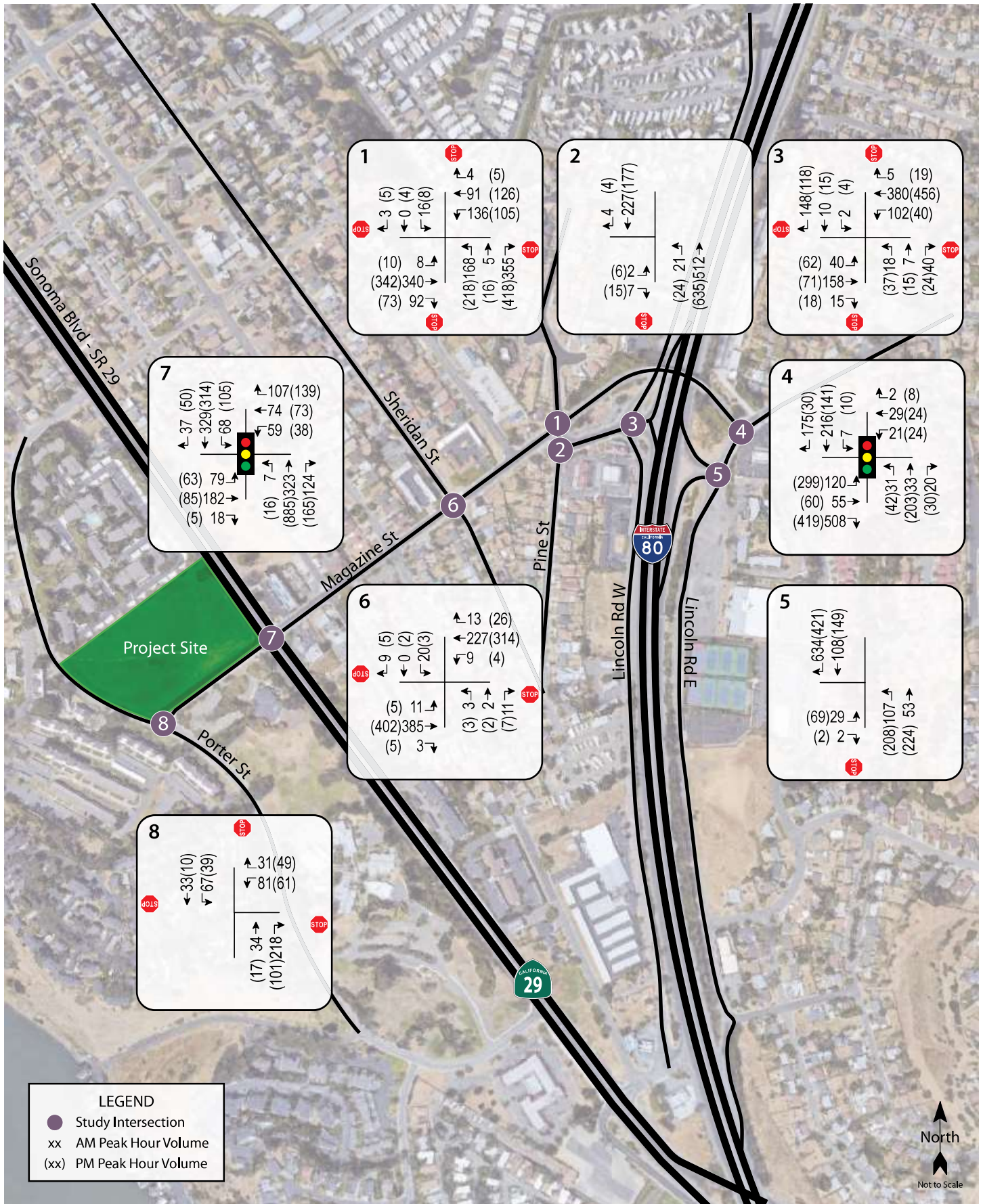
An analysis of Near-Term operating conditions is generally required as noted within the *City of Vallejo Traffic Impact Analysis/Study Guidelines*. Typically, the Near-Term analysis period reflects conditions between two and five years after construction has been completed for an approved project. City staff was contacted and indicated that no other major development projects are expected during the next five years that would generate traffic within the study area.

As the project is not expected to be fully occupied upon opening, and the observed traffic conditions are not expected to change substantially within a five-year period, the Existing plus Project conditions are expected to adequately reflect the Near-Term plus Project conditions.

Future Conditions

Intersection turning movement volumes for the horizon year of 2040 were obtained via applying a growth factor of one percent to the observed turning movement volumes at study intersections. The application of the growth factor was used as future roadway segment volumes were not readily available for all roadways in the study area.

Under the projected Future volumes, the study intersections are expected to continue operating acceptably with the exception of the intersection of Magazine Street/Lincoln Road East, which is expected to deteriorate to unacceptable operation during both the a.m. and p.m. peak hours. Future volumes are shown in Figure 3 and operating conditions are summarized in Table 6.



Traffic Impact Study for the Avenir-Vallejo Multifamily Community Project
Figure 3 – Future Traffic Volumes

Table 6 – Future Peak Hour Intersection Levels of Service

Study Intersection <i>Approach</i>	AM Peak			PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C
1. Magazine St/Pine St	19.3	C	-	22.9	C	-
2. Pine St/-Lincoln Rd W	0.5	A	-	0.7	A	-
<i>Northbound (Pine St) Approach</i>	<i>11.0</i>	<i>B</i>	-	<i>12.1</i>	<i>B</i>	-
3. I-80 South Ramps/Lincoln Rd W	5.3	A	-	5.5	A	-
<i>Northbound (Lincoln Rd W) Approach</i>	20.6	C	-	26.1	D	-
<i>Southbound (Lincoln Rd W) Approach</i>	12.5	B	-	13.6	B	-
4. Magazine St/Lincoln Rd E	94.6	F	0.84	139.0	F	0.77
5. I-80 North Ramps/Lincoln Rd E	1.5	A	-	3.7	A	-
<i>Eastbound (I-80 N Off Ramp) Approach</i>	<i>16.1</i>	<i>C</i>	-	<i>29.0</i>	<i>D</i>	-
6. Magazine St/Sheridan St	1.2	A	-	0.5	A	-
<i>Northbound (Sheridan St) Approach</i>	12.4	B	-	13.6	B	-
<i>Southbound (Sheridan St) Approach</i>	14.8	B	-	13.7	B	-
7. Magazine St/Sonoma Blvd (SR 29)	22.7	C	0.71	18.3	C	0.48
8. Magazine St/Porter St	8.5	A	-	7.7	A	-

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; V/C = Volume to Capacity ratio; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; **Bold** text = deficient operation

Project Description

The proposed project consists of the construction of 124 multifamily residential units, including 74 two-bedroom units and 50 one-bedroom units. Additionally, the proposed project will include 248 parking spaces with a full access driveway located on Magazine Street. The proposed project site plan is shown in Figure 4.

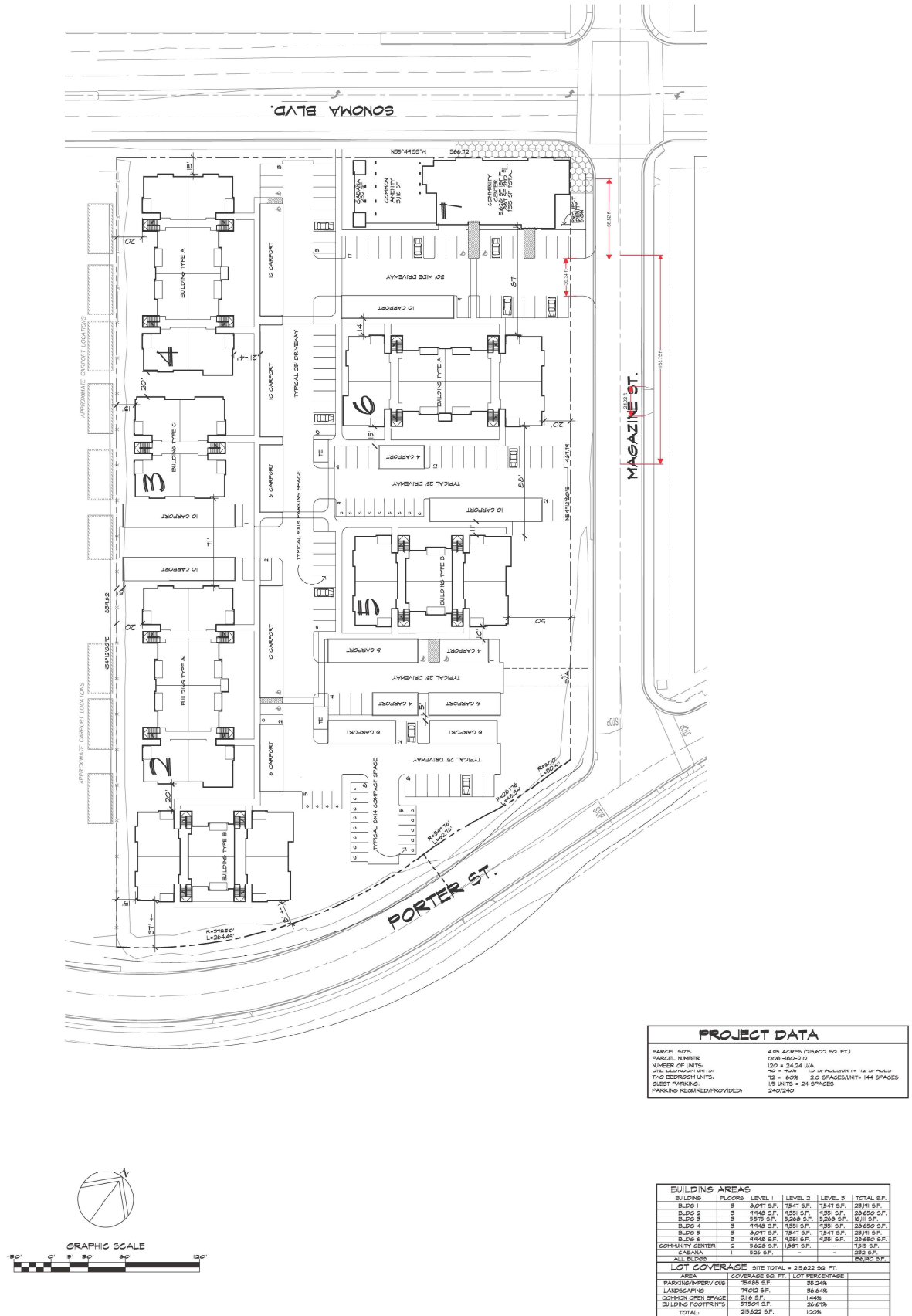
Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition, 2017 for Multifamily Housing (Land Use #221), as this description most closely matches the proposed project. Based on application of these assumptions, the proposed project is expected to generate an average of 675 trips per day, including 45 a.m. peak hour trips, and 55 trips during the p.m. peak hour. These results are summarized in Table 7.

Table 7 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Multifamily Housing	124 du	5.44	675	0.36	45	12	33	0.44	55	33	22

Note: du = dwelling unit



Source: HDO Architects-Planners 6/19

val026-10.ai 12/19

Traffic Impact Study for the Aventis-Vallejo Multifamily Community Project

Figure 4 – Site Plan



Trip Distribution

The pattern used to allocate new project trips to the street network was determined by reviewing existing employment patterns for residents of the City of Vallejo as indicated by the 2010 Census together with engineering judgment. The assumptions and resulting project trips are shown in Table 8.

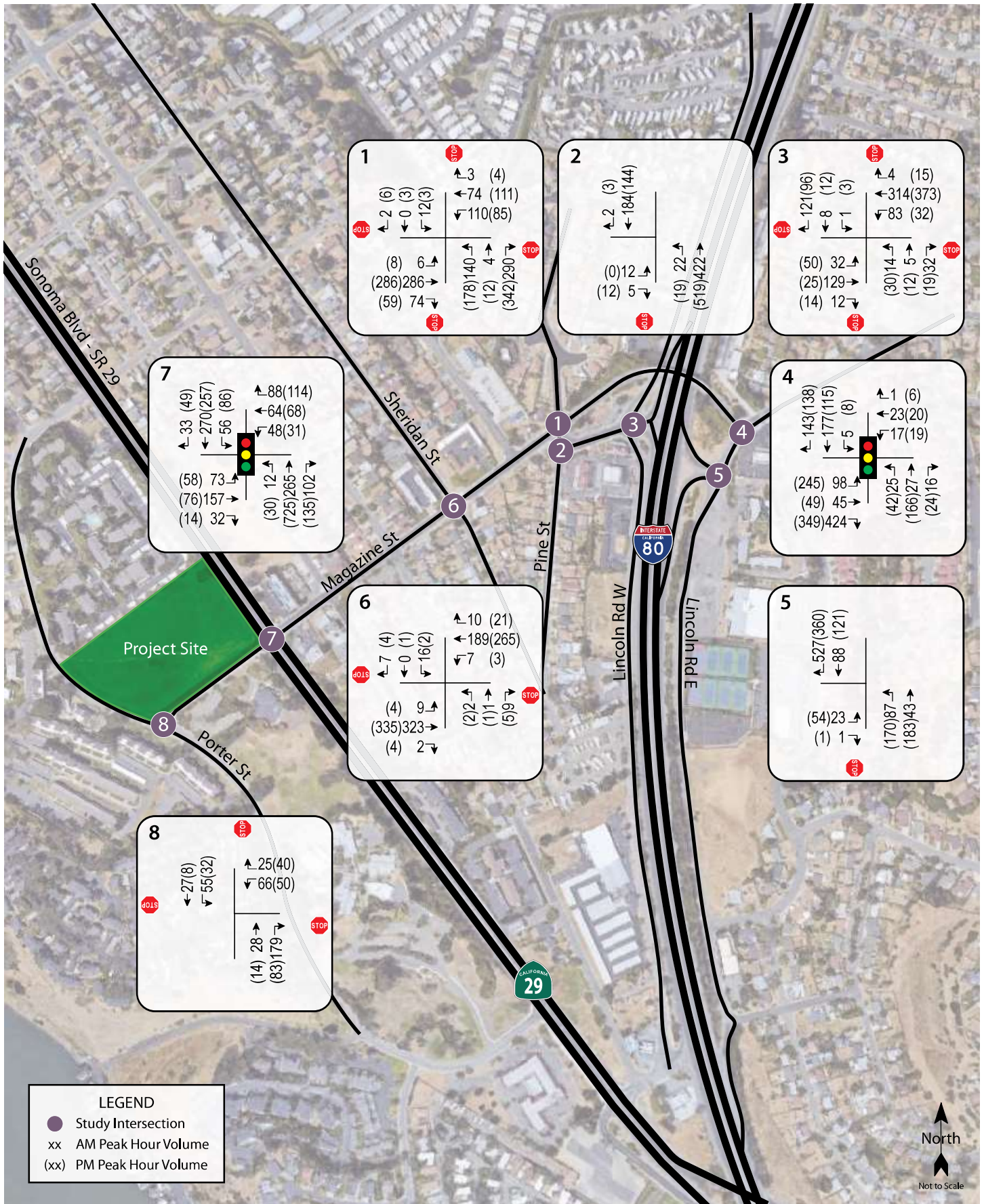
Table 8 – Trip Distribution Assumptions

Route	Percent	Daily Trips	AM Trips	PM Trips
Sonoma Boulevard north of Magazine St	25%	169	11	14
Sonoma Boulevard south of Magazine St	15%	101	7	8
Interstate 80 north of Magazine St	25%	169	11	14
Interstate 80 south of Magazine St	35%	236	16	19
TOTAL	100%	675	45	55

Intersection Operation

Existing plus Project Conditions

Upon the addition of project-related traffic to the Existing volumes the study intersections are expected to continue operating acceptably during both the a.m. and p.m. peak hour. The Existing plus Project traffic volumes are shown in Figure 5 and the results are summarized in Table 9.



Traffic Impact Study for the Aventis-Vallejo Multifamily Community Project
Figure 5 – Existing plus Project Traffic Volumes

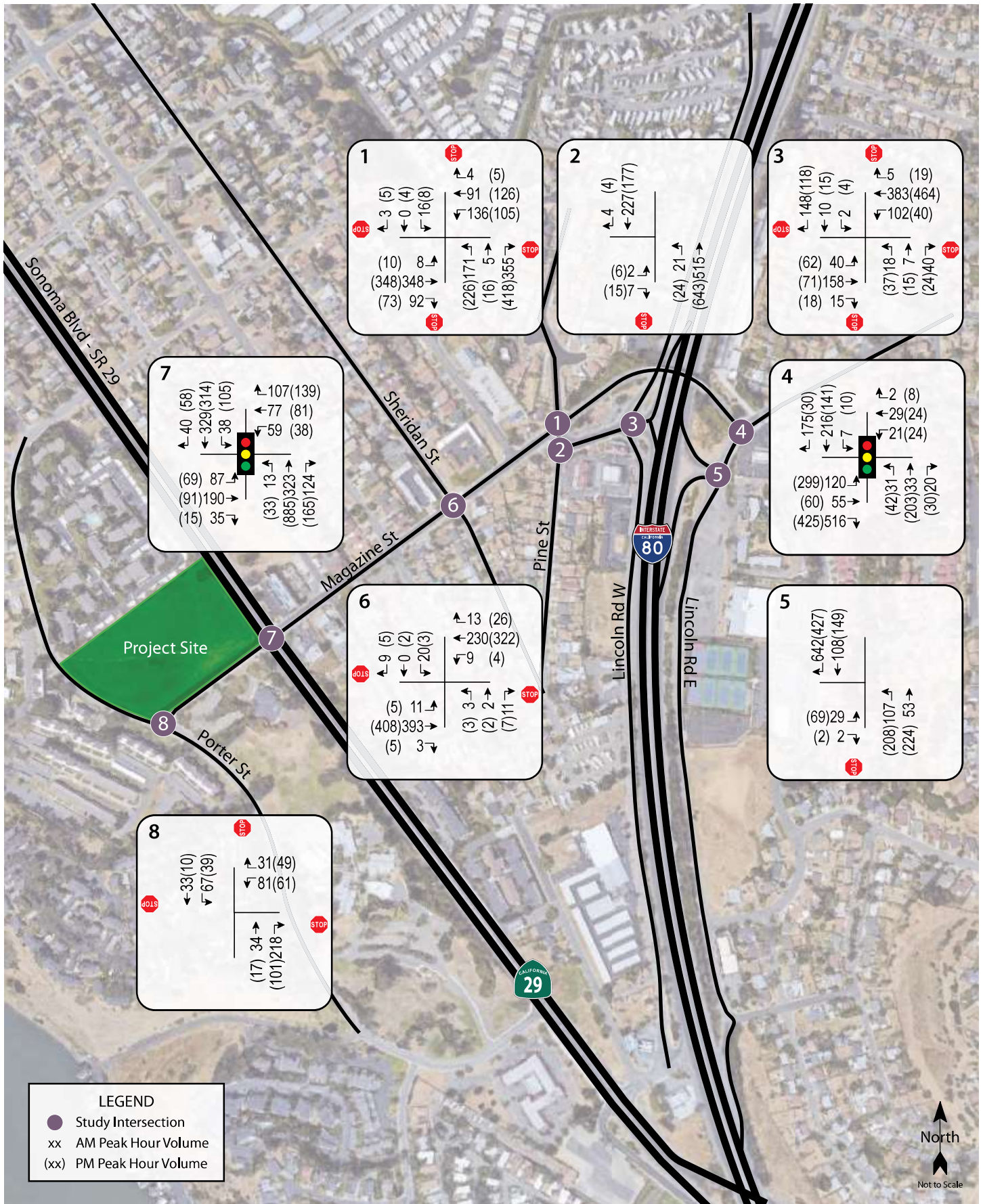
Table 9 – Existing and Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection <i>Approach</i>	Existing						Existing plus Project					
	AM Peak			PM Peak			AM Peak			PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C
1. Magazine St/Pine St	13.3	B	-	14.5	B	-	13.4	B	-	14.8	B	-
2. Pine St/Lincoln Rd W	0.7	A	-	0.5	A	-	0.7	A	-	0.5	A	-
<i>NB (Pine St) Approach</i>	<i>13.1</i>	<i>B</i>	<i>-</i>	<i>9.1</i>	<i>A</i>	<i>-</i>	<i>13.1</i>	<i>B</i>	<i>-</i>	<i>9.1</i>	<i>A</i>	<i>-</i>
3. I-80 S Ramps/Lincoln Rd W	4.4	A	-	4.6	A	-	4.4	A	-	4.6	A	-
<i>NB (Lincoln Rd W) Approach</i>	<i>14.8</i>	<i>B</i>	<i>-</i>	<i>17.0</i>	<i>C</i>	<i>-</i>	<i>14.8</i>	<i>B</i>	<i>-</i>	<i>17.0</i>	<i>C</i>	<i>-</i>
<i>SB (Lincoln Rd W) Approach</i>	<i>11.3</i>	<i>B</i>	<i>-</i>	<i>12.2</i>	<i>B</i>	<i>-</i>	<i>11.3</i>	<i>B</i>	<i>-</i>	<i>12.2</i>	<i>B</i>	<i>-</i>
4. Magazine St/Lincoln Rd E	39.9	D	0.68	65.8	E	0.66	41.8	D	0.69	69.6	E	0.66
5. I-80 N Ramps/Lincoln Rd E	1.3	A	-	3.0	A	-	1.3	A	-	3.2	A	-
<i>EB (I-80N Ramp) Approach</i>	<i>13.9</i>	<i>B</i>	<i>-</i>	<i>16.4</i>	<i>C</i>	<i>-</i>	<i>13.9</i>	<i>B</i>	<i>-</i>	<i>20.8</i>	<i>C</i>	<i>-</i>
6. Magazine St/Sheridan St	1.0	A	-	0.4	A	-	1.0	A	-	0.4	A	-
<i>NB (Sheridan St) Approach</i>	<i>11.1</i>	<i>B</i>	<i>-</i>	<i>11.9</i>	<i>B</i>	<i>-</i>	<i>11.2</i>	<i>B</i>	<i>-</i>	<i>12.0</i>	<i>B</i>	<i>-</i>
<i>SB (Sheridan St) Approach</i>	<i>12.9</i>	<i>B</i>	<i>-</i>	<i>11.9</i>	<i>B</i>	<i>-</i>	<i>13.0</i>	<i>B</i>	<i>-</i>	<i>12.0</i>	<i>B</i>	<i>-</i>
7. Magazine St/Sonoma Blvd (SR 29)	17.7	B	0.42	19.0	C	0.57	19.0	B	0.45	21.1	C	0.61
8. Magazine St/Porter St	8.0	A	-	7.4	A	-	8.0	A	-	7.4	A	-

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; V/C = Volume to Capacity ratio; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Future plus Project Conditions

Upon the addition of project-generated traffic to the anticipated Future volumes, the study intersections are expected to operate acceptably with the exception of the intersection of Magazine Street/Lincoln Road East, which is expected to operate deficiently during both the a.m. and p.m. peak hours, without or with project traffic added. However, because the V/C with project traffic added is equal to the V/C ratio without it, the impact is considered less than significant. The Future plus Project traffic volumes are shown in Figure 6. The Future plus Project operating conditions are summarized in Table 10.



Traffic Impact Study for the Aventis-Vallejo Multifamily Community Project
Figure 6 – Future plus Project Traffic Volumes

Table 10 – Future and Future plus Project Peak Hour Intersection Levels of Service

Study Intersection <i>Approach</i>	Future						Future plus Project					
	AM Peak			PM Peak			AM Peak			PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C
1. Magazine St/Pine St	19.3	C	-	22.9	C	-	20.0	C	-	24.0	C	-
2. Pine St/Lincoln Rd W	0.5	A	-	0.7	A	-	0.5	A	-	0.7	A	-
<i>NB (Pine St) Approach</i>	11.0	B	-	12.1	B	-	11.0	B	-	12.1	B	-
3. I-80 S Ramps/Lincoln Rd W	5.3	A	-	5.5	A	-	5.3	A	-	5.5	A	-
<i>NB (Lincoln Rd W) Approach</i>	20.6	C	-	26.1	D	-	20.7	C	-	26.5	C	-
<i>SB (Lincoln Rd W) Approach</i>	12.5	B	-	13.6	B	-	12.6	B	-	13.7	B	-
4. Magazine St/Lincoln Rd E	94.6	F	0.84	139.0	F	0.77	98.3	F	0.84	142.0	F	0.77
5. I-80 N Ramps/Lincoln Rd E	1.5	A	-	3.7	A	-	1.4	A	-	3.7	A	-
<i>WB (I-80 N Off Ramp) Approach</i>	16.1	C	-	29.0	D	-	16.2	C	-	29.2	D	-
6. Magazine St/Sheridan St	1.2	A	-	0.5	A	-	1.2	A	-	0.5	A	-
<i>NB (Sheridan St) Approach</i>	12.4	B	-	13.6	B	-	12.5	B	-	13.7	B	-
<i>SB (Sheridan St) Approach</i>	14.8	B	-	13.7	B	-	15.0	C	-	13.9	B	-
7. Magazine St/Sonoma Blvd (SR 29)	18.3	C	0.48	23.7	C	0.72	19.3	B	0.53	25.9	C	0.75
8. Magazine St/Porter St	8.5	A	-	7.7	A	-	8.5	A	-	7.7	A	-

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; **Bold** text = deficient operation

Finding – While the study intersection of Magazine Street/Lincoln Road East would continue operating below acceptable Levels of Service with project traffic added, it would be at the same Levels of Service as without it. As there would be no increase in the V/C ratio, the impact is considered less than significant under the criteria provided in the *City of Vallejo Traffic Impact Analysis/Study Guidelines*.

Queuing

A queuing analysis was conducted to assess whether outbound trips from the project site would avoid eastbound queues extending back from the intersection of Magazine Street/Sonoma Boulevard, and instead turn right on westbound Magazine Street towards the intersection of Magazine Street/Porter Street to head towards I-80. The exit lane of proposed project driveway would be located approximately 100 feet west of the intersection of Magazine Street/Sonoma Boulevard. Under each Plus Project scenario during the a.m. peak hour, the projected queues at the intersection of Magazine Street/Sonoma Boulevard was determined using the 95th percentile queue. The queuing analysis for the proposed project was conducted only for the a.m. peak hour as this overlaps with nearby school a.m. peak hour traffic; the afternoon school peak period of traffic does not overlap with project-generated traffic.

During the Existing plus Project and Future plus Project scenarios, the eastbound queue would occasionally extend beyond the location of the proposed driveway during a brief period of the a.m. peak hour. Summarized in Table 11 are the predicted queue lengths for the west leg (eastbound approach) of the intersection of Sonoma Magazine Street/Sonoma Boulevard during the a.m. peak hour. Copies of the projections are contained in Appendix C.

Table 11 – 95th Percentile Queue Length at Proposed Project Driveway

Study Intersection <i>Approach</i>	Available Storage	AM Peak Hour Queue Lengths	
		E+P	F+P
Magazine Street <i>Eastbound</i>	100	178	242

Notes: all distances are measured in feet; E+P = existing plus project conditions; F+P = future plus project conditions;
Bold text = queue length exceeds available storage

To reduce the queue eastbound length, adding “KEEP CLEAR” pavement markings on Magazine Street at the project driveway is recommended. This would create a gap in the queue such that outbound trips from the project site would be able to more easily exit the project driveway. The addition of the pavement markings would encourage and more easily facilitate left turns when exiting the project site.

Additionally, classes at nearby Patterson Elementary School, which includes an enrollment of approximately 450 students, begin at 8:30 a.m. Parents and guardians typically enter the drop-off loop on Adams Street via Sandy Beach Road and exit the loop onto Porter Street. Outbound trips originating from nearby residential projects typically avoid school-related congestion during the a.m. peak hour drop-off period, particularly during the peak 10 or 15 minutes before the morning school bell. Motorists in areas near schools adjust their commute habits to avoid congestion brought about by school related traffic.

Further, the 95th percentile output provided by Synchro gives a snapshot of the worst congestion during the peak hour. It should be noted that the estimated queue length should not be interpreted as the queue length that would occur after each traffic signal cycle. As such, motorist may experience queues lengths significantly less than what is reported via Synchro.

Finding – The a.m. peak hour eastbound queues are expected to occasionally extend beyond the project driveway from the intersection of Magazine Street/Sonoma Boulevard. The queue length would be bifurcated by including prohibitive pavement markings (e.g., “KEEP CLEAR”). Further, motorists making outbound trips are expected to alter travel habits to avoid congestion during the elementary school drop-off period, and travel when there is less school traffic in the area.

Alternative Modes

Pedestrian Facilities

Given the proximity of commercial businesses surrounding the site, it is reasonable to assume that some project patrons and employees would want to walk or bicycle for trips from and to the proposed residential units.

Project Site – Sidewalks do not exist along the south and west project frontages. A sidewalk exists along the east frontage along Sonoma Boulevard between Magazine Street and Cherry Street. A continuous sidewalk is proposed along the western and southern project frontage connecting to the existing sidewalk along the eastern project frontage.

Finding – Pedestrian facilities currently serving the project site and those proposed as part of the project are adequate.

Bicycle Facilities

Existing bicycle facilities, including bike lanes on Sonoma Boulevard, together with shared use of minor streets, would provide adequate access for bicyclists.

Finding – Bicycle facilities serving the project site are adequate with respect to on-street facilities which provide access to and from the project site.

Transit

Existing transit routes would adequately accommodate project-generated transit trips. Existing stops are within an acceptable walking distance of the site.

Finding – Transit facilities serving the project site are adequate.

Access and Circulation

Site Access

Access to the project site would be provided by a new full access driveway on Magazine Street that would be located approximately 80 feet west of the intersection at Sonoma Boulevard. The driveway as proposed would be 30 feet wide, with the exit approach stop-controlled. Driveways of this width would be expected to provide ample space to allow two-way access and would also be sufficient for an emergency response vehicle to enter and exit the project site safely.

Sight Distance

Sight distance along Magazine Street at the proposed project driveway was evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance for driveway approaches is based on stopping sight distance and uses the approach travel speed as the basis for determining the recommended sight distance.

The stopping sight distance was field measured and the criterion for private street intersections applied to the driveway locations for evaluation purposes. During the site visit a speed survey was conducted and resulted in an 85th percentile speed of 27 mph. As such, for the purposes of the sight distance review, a design speed of 30 mph, which has a recommended minimum stopping sight distance of 200 feet, was applied.

At the proposed driveway, sight distance to the east is approximately 300 feet. To the west, sight distance is approximately 430 feet. Sight distance to both the east and west is more than the recommended 200 feet.

Finding – Based on field observations and the most recent site plan, sight distances along Magazine Street at the project driveway location are adequate for a design speed of 30 mph.

Access Analysis

Left-Turn Lane Warrants

The need for a left-turn lane at the project driveway on Magazine Street was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as an update of the methodology developed by the Washington State Department of Transportation and published in the *Method For Prioritizing Intersection Improvements*, January 1997. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes in order to determine the need for a left-turn pocket based on safety issues.

It was noted above that Magazine Street includes two travel lanes, including one in each direction accompanied by parking on both sides of the street. For the purposes of this study, project-generated trips were assumed to be routed through the proposed driveway. As such, all inbound and outbound trips are assumed to access the property via the proposed driveway. Although the majority of inbound project trips are anticipated to access the project site by making a westbound right-turn at the project driveway, a sensitivity analysis was conducted to determine if the majority of inbound project trips could be made into the project driveway via an eastbound right-turn without the presence of a dedicated turn-pocket. Further, only the Existing plus Project and the Future plus Project scenarios were analyzed.

Under Existing plus Project and Future plus Project volumes, a left-turn lane is not warranted on Magazine Street at the proposed project driveway during either the a.m. or the p.m. peak hours. It is noted that a turn lane is not

warranted even when 100 percent of inbound trips enter the site by making an eastbound right-turn into the project driveway.

Further, although roadway volumes do not warrant a left-turn lane at the project driveway, it is noted that eastbound traveling motorists would be able to proceed straight, around a vehicle waiting to turn left into the site, using the full 20-foot width of the westbound travel-way without compromising safety or inducing significant delay. To fully utilized the full width of the travel-way, parking along the south side of Magazine Street would need to be prohibited. A red curb would need to be marked for a distance of approximately 40 feet west of the project driveway centerline. Copies of the left-turn lane warrant worksheets are provided in Appendix D.

Finding – Left-turn lanes are not required at the western project driveway under Existing plus Project conditions or Future plus Project conditions. A red curb should be marked for 40 feet along the south side of Magazine Street west of the project driveway center line to make full use of the 20-foot single eastbound lane.

Parking

The project was analyzed to determine whether the proposed parking supply would satisfy the requirements set forth in the City's Municipal Code. The project site as proposed would provide a total of 248 standard parking spaces for the 124 apartment units.

Jurisdiction parking supply requirements are based on the City of Vallejo Municipal Code, Chapter 16.62.050; Off-Street Parking. The municipal code requires multifamily apartment buildings to provide parking at a rate of one and one-half (1.5) spaces per unit for one-bedroom units, two spaces per unit for two or more bedrooms, and one guest space for every five units. Under the City's code, 248 spaces would be required for the 124-unit project. The proposed parking supply would satisfy the requirements set forth in the Municipal Code.

The proposed parking supply, City of Vallejo requirements, and expected demand are shown in Table 12.

Table 12 – Parking Analysis Summary

Land Use	Units	Supply (spaces)	City Requirements	
			Rate	Spaces Required
Low/Mid-Rise Apartment	96 1br 144 2br	248	1.5 for 1 bdr	75
			2.0 for 2+ bdr	148
			0.2 for guests	25
Total		248		248

Notes: bdr = bedrooms

Finding – The proposed parking supply for the project meets the requirements listed in the in the City's Municipal Code.

Conclusions and Recommendations

Conclusions

- The proposed project is expected to generate an average of 675 trips per day, including 45 a.m. peak hour trips, and 55 trips during the p.m. peak hour.
- The study intersections operate acceptably overall during both peak hours under Existing conditions with the exception of Magazine Street/Lincoln Road East, which is operating at LOS E during the p.m. peak hour.
- Under Future conditions the study intersections are expected to operate acceptably during both peak hours, with the exception of Magazine Street/Lincoln Road East. The intersection is expected to operate at LOS F during both the a.m. and p.m. peak hours.
- Upon adding project-generated trips to Existing volumes, the study intersections are expected to continue operating acceptably during both peak periods, with the exception of the intersection at Magazine Street/Lincoln Road East which is expected to continue operating at LOS E during the p.m. peak hour.
- Although the Magazine Street/Lincoln Road East is expected to operate at LOS E during the p.m. peak hour under Existing and Existing plus Project conditions, there is no increase in V/C due to adding project-generated traffic and therefore the impact is less-than-significant under the City's guidelines.
- Although the Magazine Street/Lincoln Road East intersection is expected to operate at LOS F under Future and Future plus Project conditions during the a.m. and p.m. peak hours, the increase in V/C due to adding project-generated traffic is expected to be zero and therefore a less-than-significant impact under the City's guidelines.
- Upon the addition of project-generated traffic, the queue on the west leg of the intersection of Magazine Street/Sonoma Boulevard is expected to occasionally extend beyond the project driveway during the a.m. peak period under the Existing plus Project and Future plus Project scenarios.
- The implementation of KEEP CLEAR pavement markings would bifurcate the queue length and also encourage motorists to make left turns out of the project driveway rather than turn right towards Porter Street.
- Sight distance to and from the proposed project driveway is adequate based on the most recent site plan and the surveyed 85th percentile vehicle speeds along Magazine street.
- The proposed driveway which would provide access to and from the project site is expected to adequately serve normal traffic as well as emergency response vehicles.

Recommendations

- KEEP CLEAR pavement markings should be applied to the eastbound travel way of Magazine Street adjacent to the proposed project driveway.

Study Participants and References

Study Participants

Principal in Charge	Mark E. Spencer, TE
Assistant Planner	Andre Huff
Graphics	Katia Wolfe
Editing/Formatting	Hannah Yung-Boxdell, Katia Wolfe
Quality Control	Dalene J. Whitlock, PE, PTOE

References

2010 US Census Data

2016 Collision Data on California State Highways, California Department of Transportation, 2017

City of Vallejo Traffic Impact Analysis/Study Guidelines, City of Vallejo, 2008

Highway Capacity Manual, Transportation Research Board, 2000

Highway Design Manual, 6th Edition, California Department of Transportation, 2017

Intersection Channelization Design Guide, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985

Method for Prioritizing Intersection Improvements, Washington State Transportation Center, 1997

Parking Generation Manual, 5th Edition, Institute of Transportation Engineers, 2019

Propel Vallejo, General Plan 2040, City of Vallejo, 2017

Senate Bill No. 743, California Legislative Information,

http://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB743

Solano Transit Authority, <https://soltrans.org/>

Statewide Integrated Traffic Records System (SWITRS), California Highway Patrol, 2014-2019

Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017

Vallejo, California Municipal Code, Municipal Code Corporation, 2017

VAL026-10





This page intentionally left blank

Appendix A

Collision Rate Calculations



This page intentionally left blank

Intersection Collision Rate Calculations

Aventis Multi Family Development

Intersection # 1: Magazine Street & Pine Street

Date of Count: Wednesday, November 13, 2019

Number of Collisions: 4

Number of Injuries: 1

Number of Fatalities: 0

ADT: 11200

Start Date: March 30, 2014

End Date: March 31, 2019

Number of Years: 5

Intersection Type: Four-Legged

Control Type: 4 Way Stop

Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$$

$$\text{collision rate} = \frac{4}{11,200} \times \frac{1,000,000}{365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	0.20 c/mve	0.0%	25.0%
Statewide Average*	0.19 c/mve	0.4%	29.2%

ADT = average daily total vehicles entering intersection

c/mve = collisions per million vehicles entering intersection

* 2013 Collision Data on California State Highways, Caltrans

Intersection # 2: Lincoln Road West & Pine Street

Date of Count: Wednesday, November 13, 2019

Number of Collisions: 1

Number of Injuries: 0

Number of Fatalities: 0

ADT: 7000

Start Date: March 30, 2014

End Date: March 31, 2019

Number of Years: 5

Intersection Type: Tee

Control Type: Stop & Yield Controls

Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$$

$$\text{collision rate} = \frac{1}{7,000} \times \frac{1,000,000}{365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	0.08 c/mve	0.0%	0.0%
Statewide Average*	0.08 c/mve	1.0%	45.1%

ADT = average daily total vehicles entering intersection

c/mve = collisions per million vehicles entering intersection

* 2013 Collision Data on California State Highways, Caltrans

Intersection Collision Rate Calculations

Aventis Multi Family Development

Intersection # 3: Interstate 80 Frontage Road & Lincoln Road West

Date of Count: Wednesday, November 13, 2019

Number of Collisions: 3

Number of Injuries: 0

Number of Fatalities: 0

ADT: 7100

Start Date: March 30, 2014

End Date: March 31, 2019

Number of Years: 5

Intersection Type: Four-Legged

Control Type: Stop & Yield Controls

Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$$

$$\text{collision rate} = \frac{3}{7,100} \times \frac{1,000,000}{365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	0.23 c/mve	0.0%	0.0%
Statewide Average*	0.13 c/mve	1.1%	43.8%

ADT = average daily total vehicles entering intersection

c/mve = collisions per million vehicles entering intersection

* 2013 Collision Data on California State Highways, Caltrans

Intersection # 4: Magazine Street & Lincoln Rd East

Date of Count: Wednesday, November 13, 2019

Number of Collisions: 1

Number of Injuries: 0

Number of Fatalities: 0

ADT: 11700

Start Date: March 30, 2014

End Date: March 31, 2019

Number of Years: 5

Intersection Type: Four-Legged

Control Type: Signals

Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$$

$$\text{collision rate} = \frac{1}{11,700} \times \frac{1,000,000}{365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	0.05 c/mve	0.0%	0.0%
Statewide Average*	0.24 c/mve	0.5%	44.6%

ADT = average daily total vehicles entering intersection

c/mve = collisions per million vehicles entering intersection

* 2013 Collision Data on California State Highways, Caltrans

Intersection Collision Rate Calculations

Aventis Multi Family Development

Intersection # 5: Lincoln Road E & Interstate 80 Northbound Ramps

Date of Count: Wednesday, November 13, 2019

Number of Collisions: 2

Number of Injuries: 0

Number of Fatalities: 0

ADT: 8900

Start Date: March 30, 2014

End Date: March 31, 2019

Number of Years: 5

Intersection Type: Four-Legged

Control Type: Stop & Yield Controls

Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$$

$$\text{collision rate} = \frac{2}{8,900} \times \frac{1,000,000}{365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	0.12 c/mve	0.0%	0.0%
Statewide Average*	0.13 c/mve	1.1%	43.8%

ADT = average daily total vehicles entering intersection

c/mve = collisions per million vehicles entering intersection

* 2013 Collision Data on California State Highways, Caltrans

Intersection # 6: Magazine Street & Sheridan Street

Date of Count: Wednesday, November 13, 2019

Number of Collisions: 0

Number of Injuries: 0

Number of Fatalities: 0

ADT: 6300

Start Date: March 30, 2014

End Date: March 31, 2019

Number of Years: 5

Intersection Type: Four-Legged

Control Type: Stop & Yield Controls

Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$$

$$\text{collision rate} = \frac{0}{6,300} \times \frac{1,000,000}{365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	0.00 c/mve	0.0%	0.0%
Statewide Average*	0.13 c/mve	1.1%	43.8%

ADT = average daily total vehicles entering intersection

c/mve = collisions per million vehicles entering intersection

* 2013 Collision Data on California State Highways, Caltrans

Intersection Collision Rate Calculations

Aventis Multi Family Development

Intersection # 7: Sonoma Boulevard & Magazine Street

Date of Count: Wednesday, November 13, 2019

Number of Collisions: 10

Number of Injuries: 6

Number of Fatalities: 0

ADT: 15900

Start Date: March 30, 2014

End Date: March 31, 2019

Number of Years: 5

Intersection Type: Four-Legged

Control Type: Signals

Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$$

$$\text{collision rate} = \frac{10}{15,900} \times \frac{1,000,000}{365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	0.34 c/mve	0.0%	60.0%
Statewide Average*	0.24 c/mve	0.5%	44.6%

ADT = average daily total vehicles entering intersection

c/mve = collisions per million vehicles entering intersection

* 2013 Collision Data on California State Highways, Caltrans

Intersection # 8: Porter Street & Magazine Street

Date of Count: Wednesday, November 13, 2019

Number of Collisions: 1

Number of Injuries: 0

Number of Fatalities: 0

ADT: 2300

Start Date: March 30, 2014

End Date: March 31, 2019

Number of Years: 5

Intersection Type: Tee

Control Type: 4 Way Stop

Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$$

$$\text{collision rate} = \frac{1}{2,300} \times \frac{1,000,000}{365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	0.24 c/mve	0.0%	0.0%
Statewide Average*	0.04 c/mve	1.1%	16.7%

ADT = average daily total vehicles entering intersection

c/mve = collisions per million vehicles entering intersection

* 2013 Collision Data on California State Highways, Caltrans

Appendix B

Intersection Level of Service Calculations



This page intentionally left blank

HCM Unsignalized Intersection Capacity Analysis 1. Pine Street & Magazine Street

HCM Unsignalized Intersection Capacity Analysis 2. Lincoln Rd West & Pine Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	6	278	74	110	74	3	137	4	290	12	0	2
Future Volume (vph)	6	278	74	110	74	3	137	4	290	12	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	302	80	120	80	3	149	4	315	13	0	2
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total (vph)	389	203	149	319	15							
Volume Left (vph)	7	120	149	0	13							
Volume Right (vph)	80	3	0	315	2							
Had (s)	-0.09	0.14	0.53	-0.66	0.13							
Departure Headway (s)	5.4	5.9	6.7	5.5	6.7							
Degree Utilization, x	0.59	0.33	0.28	0.49	0.03							
Capacity (veh/h)	635	568	512	622	445							
Control Delay (s)	15.8	11.9	11.1	12.5	9.9							
Approach Delay (s)	15.8	11.9	12.0	9.9	9.9							
Approach LOS	C	B	B	A	A							
Intersection Summary												
Delay												
Level of Service												
Intersection Capacity Utilization												
Analysis Period (min)												

AM Existing
02/20/2020

Synchro 10 Report
Page 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (veh/h)	12	5	22	419	184	2
Future Volume (Veh/h)	12	5	22	419	184	2
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	5	24	455	200	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
VC, conflicting volume	704	201	202			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	704	201	202			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	98			
CM capacity (veh/h)	396	840	1370			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	18	479	202			
Volume Left	13	24	0			
Volume Right	5	0	2			
cSH	464	1370	1700			
Volume to Capacity	0.04	0.02	0.12			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	13.1	0.6	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.1	0.6	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			46.4%			A
Analysis Period (min)			15			

AM Existing
02/20/2020

Synchro 10 Report
Page 2

HCM Unsignalized Intersection Capacity Analysis

3: I-80 Frontage Rd & Lincoln Rd West/I-80 South Ramps

Aventis Multi Family Development
AM Existing

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (veh/h)	32	129	12	83	311	4	14	5	32	1	8	121
Future Volume (Veh/h)	32	129	12	83	311	4	14	5	32	1	8	121
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	140	13	90	338	4	15	5	35	1	9	132
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
VC, conflicting volume	342			153			873	738	146	774	743	340
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	342			153			873	738	146	774	743	340
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			94			93	98	96	100	97	81
CM capacity (veh/h)	1217			1428			200	314	901	279	312	702
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	188	432	55	54	88							
Volume Left	35	90	15	1	0							
Volume Right	13	4	35	44	88							
cSH	1217	1428	424	568	702							
Volume to Capacity	0.03	0.06	0.13	0.10	0.13							
Queue Length 95th (ft)	2	5	11	8	11							
Control Delay (s)	1.7	2.1	14.8	12.0	10.9							
Lane LOS	A	A	B	B	B							
Approach Delay (s)	1.7	2.1	14.8	11.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay												
Intersection Capacity Utilization												
Analysis Period (min)												

HCM Signalized Intersection Capacity Analysis

4: Lincoln Road East & Magazine Street

Aventis Multi Family Development
AM Existing

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (vph)	98	45	416	17	23	1	25	27	16	5	177	143
Future Volume (vph)	98	45	416	17	23	1	25	27	16	5	177	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0		4.0		4.0	
Lane Util. Factor	1.00			1.00			1.00		1.00		1.00	
Frt	0.90			1.00			1.00		0.94		1.00	
Flt Protected	0.99			0.98			0.95		1.00		0.95	
Satd. Flow (prot)	1661			1820			1770		1759		1770	
Flt Permitted	0.99			0.98			0.95		1.00		0.95	
Satd. Flow (perm)	1661			1820			1770		1759		1770	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	49	452	18	25	1	27	29	17	5	192	155
RTOR Reduction (vph)	0	90	0	0	1	0	0	10	0	0	24	0
Lane Group Flow (vph)	0	518	0	0	43	0	27	36	0	5	323	0
Turn Type	Split	NA	NA	Split	NA	NA	Prot	NA	NA	Prot	NA	NA
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		24.6		4.5			2.7	29.0		1.1	27.4	
Effective Green, g (s)		24.6		4.5			2.7	29.0		1.1	27.4	
Actuated g/C Ratio		0.33		0.06			0.04	0.39		0.01	0.36	
Clearance Time (s)		4.0		4.0			4.0	4.0		4.0	4.0	
Vehicle Extension (s)		5.0		3.0			3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)		543		108			63	678		25	633	
v/s Ratio Prot		c0.31		c0.02			c0.02	0.02		0.00	c0.19	
v/c Ratio		0.95		0.40			0.43	0.05		0.20	0.51	
Uniform Delay, d1		24.7		34.0			35.5	14.5		36.6	18.7	
Progression Factor		1.00		1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2		27.8		2.4			4.6	0.1		3.9	2.9	
Delay (s)		52.5		36.5			40.1	14.6		40.5	21.6	
Level of Service		D		D			D	B		D	C	
Approach Delay (s)		52.5		36.5			24.1			21.8		
Approach LOS		D		D			C			C		
Intersection Summary												
HCM 2000 Control Delay												
HCM 2000 Volume to Capacity ratio												
Actuated Cycle Length (s)												
Intersection Capacity Utilization												
Analysis Period (min)												
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
5. Lincoln Road East & Interstate 80 Off-Ramp

HCM Unsignalized Intersection Capacity Analysis
6. Sheirdan Street & Magazine Street

Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	W						
Traffic Volume (veh/h)	23	1	87	43	88	519	
Future Volume (Veh/h)	23	1	87	43	88	519	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	25	1	95	47	96	564	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (ft)						213	
pX platoon unblocked							
VC, conflicting volume	615	378	96				
VC1, stage 1 conf vol							
VC2, stage 2 conf vol							
VCu, unblocked vol	615	378	96				
IC, single (s)	6.4	6.2	4.1				
IC, 2 stage (s)							
IF (s)	3.5	3.3	2.2				
p0 queue free %	94	100	94				
CM capacity (veh/h)	426	669	1498				
Direction, Lane #	EB 1	NB 1	SB 1				
Volume Total	26	142	660				
Volume Left	25	95	0				
Volume Right	1	0	564				
cSH	432	1498	1700				
Volume to Capacity	0.06	0.06	0.39				
Queue Length 95th (ft)	5	5	0				
Control Delay (s)	13.9	5.2	0.0				
Lane LOS	B	A					
Approach Delay (s)	13.9	5.2	0.0				
Approach LOS	B						
Intersection Summary							
Average Delay			1.3				
Intersection Capacity Utilization			57.1%				B
Analysis Period (min)			15				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	315	2	7	186	10	2	1	9	16	0	7
Future Volume (Veh/h)	9	315	2	7	186	10	2	1	9	16	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	342	2	8	202	11	2	1	10	17	0	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
VC, conflicting volume	213			344			594	592	343	597	588	208
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	213			344			594	592	343	597	588	208
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			100	100	99	96	100	99
CM capacity (veh/h)	1357			1215			408	413	700	404	416	833
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	354	221	13	25								
Volume Left	10	8	2	17								
Volume Right	2	11	10	8								
cSH	1357	1215	601	483								
Volume to Capacity	0.01	0.01	0.02	0.05								
Queue Length 95th (ft)	1	0	2	4								
Control Delay (s)	0.3	0.3	11.1	12.9								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.3	0.3	11.1	12.9								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			31.1%									A
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
7. Sonoma Boulevard & Magazine Street

HCM Unsignalized Intersection Capacity Analysis
8. Porter Street & Magazine Street

Aventis Multi Family Development
AM Existing

Aventis Multi Family Development
AM Existing

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	65	149	15	48	61	88	6	265	102	56	270	30
Future Volume (vph)	65	149	15	48	61	88	6	265	102	56	270	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.92	0.95	1.00	0.95
Frt	0.99	0.99	0.99	0.99	0.99	0.99	0.95	1.00	0.95	1.00	0.98	0.98
Flt Protected	0.99	0.99	0.99	0.99	0.99	0.99	0.95	1.00	0.95	1.00	0.98	0.98
Satd. Flow (prot)	1821	1821	1821	1821	1821	1821	1770	3392	1770	3485	1770	3485
Flt Permitted	0.83	0.83	0.83	0.83	0.83	0.83	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1534	1534	1534	1534	1534	1534	1770	3392	1770	3485	1770	3485
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	162	16	52	66	96	7	288	111	61	293	33
RTOR Reduction (vph)	0	4	0	0	46	0	0	53	0	0	10	0
Lane Group Flow (vph)	0	245	0	0	168	0	7	346	0	61	316	0
Turn Type	Perm	NA	NA	Perm	NA	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	8	8	8	4	4	4	1	6	5	2	5	2
Permitted Phases	8	8	8	4	4	4	1	6	5	2	5	2
Actuated Green, G (s)	15.5	15.5	15.5	15.5	15.5	15.5	1.7	23.1	5.1	26.5	5.1	26.5
Effective Green, g (s)	15.5	15.5	15.5	15.5	15.5	15.5	1.7	23.1	5.1	26.5	5.1	26.5
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.25	0.03	0.37	0.08	0.43	0.08	0.43
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Grp Cap (vph)	385	385	385	374	374	374	48	1289	146	1496	146	1496
v/s Ratio Prot	c0.16	c0.16	c0.16	0.11	0.11	0.11	0.00	c0.10	c0.03	c0.09	c0.03	c0.09
v/c Ratio	0.64	0.64	0.64	0.45	0.45	0.45	0.15	0.27	0.42	0.21	0.42	0.21
Uniform Delay, d1	20.6	20.6	20.6	19.5	19.5	19.5	29.3	13.4	26.9	11.0	26.9	11.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.8	4.8	4.8	1.8	1.8	1.8	2.9	0.5	4.0	0.3	4.0	0.3
Delay (s)	25.3	25.3	25.3	21.3	21.3	21.3	32.2	14.0	30.9	11.4	30.9	11.4
Level of Service	C	C	C	C	C	C	C	B	C	B	C	B
Approach Delay (s)	25.3	25.3	25.3	21.3	21.3	21.3	14.3	14.3	14.4	14.4	14.4	14.4
Approach LOS	C	C	C	C	C	C	B	B	B	B	B	B
Intersection Summary												
HCM 2000 Control Delay	17.7											
HCM 2000 Volume to Capacity ratio	0.42											
Actuated Cycle Length (s)	61.7											
Intersection Capacity Utilization	51.4%											
Analysis Period (min)	15											
c Critical Lane Group												

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	←	←	←	←	←	←
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	66	25	28	179	55	27
Future Volume (vph)	66	25	28	179	55	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	27	30	195	60	29
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	99	225	89			
Volume Left (vph)	72	0	60			
Volume Right (vph)	27	195	0			
Head (s)	0.02	-0.49	0.17			
Departure Headway (s)	4.6	3.8	4.5			
Degree Utilization, x	0.13	0.23	0.11			
Capacity (veh/h)	732	928	761			
Control Delay (s)	8.2	7.9	8.1			
Approach Delay (s)	8.2	7.9	8.1			
Approach LOS	A	A	A			
Intersection Summary						
Delay	8.0					
Level of Service	A					
Intersection Capacity Utilization	32.2%					
ICU Level of Service	A					
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
1. Pine Street & Magazine Street

HCM Unsignalized Intersection Capacity Analysis
2. Lincoln Rd West & Pine Street

Aventis Multifamily Development
PM Existing Conditions

Aventis Multifamily Development
PM Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	8	280	59	85	103	4	178	12	342	3	3	6
Future Volume (vph)	8	280	59	85	103	4	178	12	342	3	3	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96
Hourly flow rate (vph)	9	304	64	92	112	4	193	13	372	3	3	6
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total (vph)	377	208	330	248	12							
Volume Left (vph)	9	92	193	0	3							
Volume Right (vph)	64	4	124	248	6							
Had (s)	-0.06	0.11	0.06	-0.67	-0.22							
Departure Headway (s)	5.7	6.1	6.3	5.5	6.5							
Degree Utilization, x	0.59	0.35	0.58	0.38	0.02							
Capacity (veh/h)	608	552	548	625	453							
Control Delay (s)	16.6	12.4	16.3	10.7	9.7							
Approach Delay (s)	16.6	12.4	13.9	9.7								
Approach LOS	C	B	B	A								
Intersection Summary												
Delay												
Level of Service												
Intersection Capacity Utilization												
Analysis Period (min)												

Movement	EBL	EBR	NBL	NBT	SBL	SBR
Lane Configurations	EBL	EBR	NBL	NBT	SBL	SBR
Traffic Volume (veh/h)	0	12	19	519	144	3
Future Volume (Veh/h)	0	12	19	519	144	3
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	13	21	564	157	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
VC, conflicting volume	764	158	160			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	764	158	160			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
p0 queue free %	3.5	3.3	2.2			
IF (s)	100	99	99			
CM capacity (veh/h)	366	887	1419			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	13	585	160			
Volume Left	0	21	0			
Volume Right	13	0	3			
cSH	887	1419	1700			
Volume to Capacity	0.01	0.01	0.09			
Queue Length 95th (ft)	1	1	0			
Control Delay (s)	9.1	0.4	0.0			
Lane LOS	A	A	A			
Approach Delay (s)	9.1	0.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			48.5%			
Analysis Period (min)			15			
ICU Level of Service			A			

HCM Unsignalized Intersection Capacity Analysis

3: I-80 Frontage Rd & Lincoln Rd West/I-80 South Ramps

Aventis Multifamily Development

PM Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	25	14	32	373	15	30	12	19	3	12	96
Future Volume (Veh/h)	50	25	14	32	373	15	30	12	19	3	12	96
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.96	0.92	0.96	0.92	0.96	0.96	0.96	0.96	0.92
Hourly flow rate (vph)	54	27	15	33	405	16	33	13	20	3	13	104
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
dx, platoon unblocked												
VC, conflicting volume	421			42			732	630	34	648	629	413
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	421			42			732	630	34	648	629	413
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			98			87	97	98	99	97	84
CM capacity (veh/h)	1138			1567			260	372	1039	347	372	639
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	96	454	66	16	104							
Volume Left	54	33	33	3	0							
Volume Right	15	16	20	0	104							
cSH	1138	1567	365	367	639							
Volume to Capacity	0.05	0.02	0.18	0.04	0.16							
Queue Length 95th (ft)	4	2	16	3	14							
Control Delay (s)	4.9	0.7	17.0	15.2	11.7							
Lane LOS	A	A	C	C	B							
Approach Delay (s)	4.9	0.7	17.0	12.2								
Approach LOS	C	B										
Intersection Summary												
Average Delay												
Intersection Capacity Utilization												
Analysis Period (min)												

PM Existing Conditions
02/20/2020

HCM Signalized Intersection Capacity Analysis

4: Lincoln Road East & Magazine Street

Aventis Multifamily Development

PM Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	49	343	19	20	6	34	166	24	8	115	138
Future Volume (vph)	245	49	343	19	20	6	34	166	24	8	115	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0		4.0
Lane Util. Factor	1.00			1.00			1.00			1.00		1.00
Frt	0.93			0.98			1.00			0.98		0.92
Flt Protected	0.98			0.98			0.95			0.95		1.00
Satd. Flow (prot)	1695			1791			1770			1770		1710
Flt Permitted	0.98			0.98			0.95			0.95		1.00
Satd. Flow (perm)	1695			1791			1770			1770		1710
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	247	49	346	19	20	6	34	168	24	8	116	139
RTOR Reduction (vph)	0	37	0	0	0	0	0	0	0	0	0	36
Lane Group Flow (vph)	0	605	0	0	39	0	34	188	0	8	219	0
Turn Type	Split	NA	Split	NA	Split	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	24.7	49	346	19	20	6	34	168	24	8	116	139
Effective Green, g (s)	24.7	49	346	19	20	6	34	168	24	8	116	139
Actuated g/C Ratio	0.32			0.06			0.05	0.40		0.02		0.36
Clearance Time (s)	4.0			4.0			4.0			4.0		4.0
Vehicle Extension (s)	5.0			3.0			3.0			3.0		5.0
Lane Grp Cap (vph)	540			101			95	735		27		622
v/s Ratio Prot	c0.36			c0.02			c0.02	c0.10		0.00		c0.13
v/c Ratio	1.12			0.39			0.36	0.26		0.30		0.35
Uniform Delay, d1	26.4			35.3			35.3	15.4		37.7		18.0
Progression Factor	1.00			1.00			1.00	1.00		1.00		1.00
Incremental Delay, d2	76.4			2.5			2.3	0.8		6.1		1.6
Delay (s)	102.8			37.7			37.7	16.3		43.8		19.5
Level of Service	F			D			D	B		D		B
Approach Delay (s)	102.8			37.7			19.5			20.3		
Approach LOS	F			D			B			C		
Intersection Summary												
HCM 2000 Control Delay												
HCM 2000 Volume to Capacity ratio												
Actuated Cycle Length (s)												
Intersection Capacity Utilization												
Analysis Period (min)												
c Critical Lane Group												

PM Existing Conditions
02/20/2020

HCM Unsignalized Intersection Capacity Analysis
5. Lincoln Road East & Interstate 80 Off-Ramp

HCM Unsignalized Intersection Capacity Analysis
6. Sheirdan Street & Magazine Street

Aventis Multifamily Development
PM Existing Conditions

Aventis Multifamily Development
PM Existing Conditions

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	W						
Traffic Volume (veh/h)	56	1	170	183	2	119	354
Future Volume (Veh/h)	56	1	170	183	2	119	354
Sign Control	Stop		Free	Free	Free	Free	Stop
Grade	0%		0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	58	1	175	189	0	123	365
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None	None		None	
Median storage (veh)							
Upstream signal (ft)						213	
pX platoon unblocked					0.00		
VC, conflicting volume	844	306	123		0		
VC1, stage 1 conf vol							
VC2, stage 2 conf vol							
VCu, unblocked vol	844	306	123		0		
IC, single (s)	6.4	6.2	4.1		0.0		
IC, 2 stage (s)							
IF (s)	3.5	3.3	2.2		0.0		
p0 queue free %	80	100	88		0		
cM capacity (veh/h)	294	734	1464		0		
Direction, Lane #	EB 1	NB 1	SB 1				
Volume Total	59	364	488				
Volume Left	58	175	0				
Volume Right	1	0	365				
cSH	297	1464	1700				
Volume to Capacity	0.20	0.12	0.29				
Queue Length 95th (ft)	18	10	0				
Control Delay (s)	20.1	4.3	0.0				
Lane LOS	C	A					
Approach Delay (s)	20.1	4.3	0.0				
Approach LOS	C						
Intersection Summary							
Average Delay			3.0				
Intersection Capacity Utilization			60.5%				B
Analysis Period (min)			15				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	329	4	3	257	21	2	1	5	2	1	4
Future Volume (Veh/h)	4	329	4	3	257	21	2	1	5	2	1	4
Sign Control		Free		Free	Free			Stop			Stop	
Grade		0%		0%	0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	4	350	4	3	273	22	2	1	5	2	1	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None		None							
Median storage (veh)												
Upstream signal (ft)			889									
pX platoon unblocked												
VC, conflicting volume	295			354			654	661	352	656	652	284
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	295			354			654	661	352	656	652	284
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	99	99	100	99
cM capacity (veh/h)	1266			1205			375	380	692	374	385	755
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	358	298	8	7								
Volume Left	4	3	2	2								
Volume Right	4	22	5	4								
cSH	1266	1205	527	529								
Volume to Capacity	0.00	0.00	0.02	0.01								
Queue Length 95th (ft)	0	0	1	1								
Control Delay (s)	0.1	0.1	11.9	11.9								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.1	0.1	11.9	11.9								
Approach LOS		B	B									
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			30.0%									A
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 7: Sonoma Boulevard & Magazine Street

Aventis Multifamily Development
 PM Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	52	70	4	31	60	114	13	725	135	86	257	41
Future Volume (vph)	52	70	4	31	60	114	13	725	135	86	257	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	0.95
Frt	1.00	0.92	0.92	0.92	0.92	0.92	0.95	1.00	0.95	1.00	0.98	1.00
Flt Protected	0.98	0.98	0.99	0.99	0.99	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1818	1818	1710	1710	1710	1770	3456	1770	3456	1770	3465	1770
Flt Permitted	0.73	0.73	0.93	0.93	0.93	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1351	1351	1604	1604	1604	1770	3456	1770	3456	1770	3465	1770
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	76	4	34	65	124	14	788	147	93	279	45
RTOR Reduction (vph)	0	2	0	0	74	0	0	20	0	0	14	0
Lane Group Flow (vph)	0	135	0	0	149	0	14	915	0	93	310	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	8	8	4	4	4	4	1	6	5	5	2	2
Permitted Phases	8	8	4	4	4	4	1	6	5	5	2	2
Actuated Green, G (s)	13.3	13.3	13.3	13.3	13.3	13.3	1.7	24.7	7.6	7.6	30.6	30.6
Effective Green, g (s)	13.3	13.3	13.3	13.3	13.3	13.3	1.7	24.7	7.6	7.6	30.6	30.6
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.21	0.03	0.39	0.12	0.12	0.48	0.48
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Grp Cap (vph)	282	335	335	335	335	335	47	1342	211	211	1667	1667
v/s Ratio Prot	c0.10	c0.10	0.09	0.09	0.09	0.09	0.01	c0.26	c0.05	c0.05	c0.09	c0.09
v/c Ratio	0.48	0.48	0.44	0.44	0.44	0.44	0.30	0.68	0.44	0.44	0.19	0.19
Uniform Delay, d1	22.1	22.1	21.9	21.9	21.9	21.9	30.4	16.2	26.0	26.0	9.4	9.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	2.7	2.0	2.0	2.0	2.0	7.3	2.8	3.1	3.1	0.2	0.2
Delay (s)	24.8	24.8	23.9	23.9	23.9	23.9	37.7	19.0	29.1	29.1	9.6	9.6
Level of Service	C	C	C	C	C	C	D	B	C	C	A	A
Approach Delay (s)	24.8	24.8	23.9	23.9	23.9	23.9	19.3	B	14.0	14.0	B	B
Approach LOS	C	C	C	C	C	C	B	B	B	B	B	B
Intersection Summary												
HCM 2000 Control Delay	19.0											
HCM 2000 Volume to Capacity ratio	0.57											
Actuated Cycle Length (s)	63.6											
Intersection Capacity Utilization	62.7%											
Analysis Period (min)	15											
c Critical Lane Group	15											

HCM Unsignalized Intersection Capacity Analysis
 8: Porter Street & Magazine Street

Aventis Multifamily Development
 PM Existing Conditions

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WBL	WBR	NBT	NBR	SBL	SBT
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	50	40	14	83	32	8
Future Volume (vph)	50	40	14	83	32	8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	57	46	16	95	37	9
Direction, Lane #	WB 1	NB 1	SB 1	SB 1	SB 1	SB 1
Volume Total (vph)	103	111	46	46	46	46
Volume Left (vph)	57	0	37	37	37	37
Volume Right (vph)	46	95	0	0	0	0
Head (s)	-0.12	-0.48	0.19	0.19	0.19	0.19
Departure Headway (s)	4.1	3.7	4.4	4.4	4.4	4.4
Degree Utilization, x	0.12	0.11	0.06	0.06	0.06	0.06
Capacity (veh/h)	846	938	788	788	788	788
Control Delay (s)	7.6	7.2	7.7	7.7	7.7	7.7
Approach Delay (s)	7.6	7.2	7.7	7.7	7.7	7.7
Approach LOS	A	A	A	A	A	A
Intersection Summary						
Delay	7.4					
Level of Service	A					
Intersection Capacity Utilization	20.7%					
ICU Level of Service	A					
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
1. Pine Street & Magazine Street

HCM Unsignalized Intersection Capacity Analysis
2. Lincoln Road West & Pine Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	8	340	92	136	91	4	168	5	355	16	0	3
Future Volume (vph)	8	340	92	136	91	4	168	5	355	16	0	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	370	100	148	99	4	183	5	386	17	0	3
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total (vph)	479	251	317	257	20							
Volume Left (vph)	9	148	183	0	17							
Volume Right (vph)	100	4	129	257	3							
Had (s)	-0.09	0.14	0.04	-0.67	0.11							
Departure Headway (s)	5.9	6.5	6.8	6.0	7.6							
Degree Utilization, x	0.78	0.45	0.60	0.43	0.04							
Capacity (veh/h)	597	523	510	574	412							
Control Delay (s)	26.7	14.8	18.0	12.4	10.9							
Approach Delay (s)	26.7	14.8	15.5	10.9								
Approach LOS	D	B	C	B								
Intersection Summary												
Delay												
Level of Service												
Intersection Capacity Utilization												
Analysis Period (min)												

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (veh/h)	2	7	21	512	227	4
Future Volume (Veh/h)	2	7	21	512	227	4
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	8	23	557	247	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
VC, conflicting volume	852	249	251			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	852	249	251			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	98			
CM capacity (veh/h)	324	790	1314			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	10	580	251			
Volume Left	2	23	0			
Volume Right	8	0	4			
cSH	614	1314	1700			
Volume to Capacity	0.02	0.02	0.15			
Queue Length 95th (ft)	1	1	0			
Control Delay (s)	11.0	0.5	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.0	0.5	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			53.6%			
Analysis Period (min)			15			
ICU Level of Service						A

HCM Unsignalized Intersection Capacity Analysis
3: I-80 Frontage Rd & Lincoln Road West/I-80 South Ramps

HCM Signalized Intersection Capacity Analysis

HCM Signalized Intersection Capacity Analysis
4: Lincoln Road East & Magazine Street

HCM Signalized Intersection Capacity Analysis

[illegible][illegible]

HCM Unsignalized Intersection Capacity Analysis 5. Lincoln Road East & Interstate 80 Off-Ramp

HCM Unsignalized Intersection Capacity Analysis 6. Sheirdan Street & Magazine Street

Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	W			↑	↓	↓	
Traffic Volume (veh/h)	29	2	107	53	108	634	
Future Volume (Veh/h)	29	2	107	53	108	634	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	32	2	116	58	117	689	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (ft)						213	
pX platoon unblocked							
VC, conflicting volume	752	462	117				
VC1, stage 1 conf vol							
VC2, stage 2 conf vol							
VCu, unblocked vol	752	462	117				
IC, single (s)	6.4	6.2	4.1				
IC, 2 stage (s)							
IF (s)	3.5	3.3	2.2				
p0 queue free %	91	100	92				
CM capacity (veh/h)	348	600	1471				
Direction, Lane #	EB 1	NB 1	SB 1				
Volume Total	34	174	806				
Volume Left	32	116	0				
Volume Right	2	0	689				
cSH	357	1471	1700				
Volume to Capacity	0.10	0.08	0.47				
Queue Length 95th (ft)	8	6	0				
Control Delay (s)	16.1	5.3	0.0				
Lane LOS	C	A					
Approach Delay (s)	16.1	5.3	0.0				
Approach LOS	C						
Intersection Summary							
Average Delay			1.5				
Intersection Capacity Utilization			66.8%			ICU Level of Service	C
Analysis Period (min)			15				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Volume (veh/h)	11	385	3	9	227	13	3	2	11	20	0	9
Future Volume (Veh/h)	11	385	3	9	227	13	3	2	11	20	0	9
Sign Control		Free		Free	Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	418	3	10	247	14	3	2	12	22	0	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None		None							
Median storage (veh)												
Upstream signal (ft)			889									
pX platoon unblocked												
VC, conflicting volume	261			421			728	724	420	730	719	254
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	261			421			728	724	420	730	719	254
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	99	98	93	100	99
CM capacity (veh/h)	1303			1138			330	345	634	325	348	785
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	433	271	17	32								
Volume Left	12	10	3	22								
Volume Right	3	14	12	10								
cSH	1303	1138	503	398								
Volume to Capacity	0.01	0.01	0.03	0.08								
Queue Length 95th (ft)	1	1	3	7								
Control Delay (s)	0.3	0.4	12.4	14.8								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.3	0.4	12.4	14.8								
Approach LOS	B		B									
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			36.2%									
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 7: Sonoma Boulevard & Magazine Street

Aventis Multifamily Development
 AM Future

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	63	182	18	59	74	107	7	323	124	38	329	37
Traffic Volume (vph)	63	182	18	59	74	107	7	323	124	38	329	37
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost time (s)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.92	1.00	0.95	0.92
Lane Util. Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.00	0.96	1.00	0.98	1.00	0.98
Flt Protected	1823	1729	1729	1770	3392	1770	3392	1770	3486	1770	3486	1770
Satd. Flow (prot)	0.83	0.81	0.81	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Flt Permitted	1531	1419	1419	1770	3392	1770	3392	1770	3486	1770	3486	1770
Satd. Flow (perm)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak-hour factor, PHF	68	198	20	64	80	116	8	351	135	41	358	40
Adj. Flow (vph)	0	4	0	0	43	0	0	51	0	0	10	0
RTOR Reduction (vph)	0	282	0	0	217	0	8	435	0	41	388	0
Lane Group Flow (vph)	Perm	NA	NA	Perm	NA	Prot	NA	Prot	NA	Prot	NA	NA
Turn Type	8	8	8	4	4	4	1	6	5	5	2	2
Protected Phases	15.8	15.8	15.8	15.8	15.8	15.8	1.6	23.8	3.2	25.4	25.4	25.4
Actuated Green, G (s)	0.26	0.26	0.26	0.26	0.26	0.26	0.03	0.39	0.05	0.42	0.42	0.42
Effective Green, g (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Actuated g/C Ratio	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Clearance Time (s)	397	368	368	368	368	368	46	1327	93	1456	1456	1456
Vehicle Extension (s)	v/s Ratio Prot	c0.18	0.15	0.15	0.15	0.15	0.00	c0.13	c0.02	0.11	0.11	0.11
Lane Grp Cap (vph)	v/s Ratio Perm	0.71	0.59	0.59	0.59	0.59	0.17	0.33	0.44	0.27	0.27	0.27
Approach LOS	v/c Ratio	20.4	19.7	19.7	19.7	19.7	29.0	12.9	27.9	11.6	11.6	11.6
Level of Service	Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Approach Delay (s)	Incremental Delay, d1	7.3	3.7	3.7	3.7	3.7	3.8	0.7	6.8	0.4	0.4	0.4
Approach Delay (s)	Delay (s)	27.7	23.4	23.4	23.4	23.4	32.7	13.6	34.8	12.0	12.0	12.0
Approach Delay (s)	Level of Service	C	C	C	C	C	C	B	C	B	B	B
Approach Delay (s)	Approach Delay (s)	27.7	23.4	23.4	23.4	23.4	13.9	13.9	14.2	14.2	14.2	14.2
Approach Delay (s)	Approach LOS	C	C	C	C	C	B	B	B	B	B	B
Intersection Summary												
HCM 2000 Control Delay												
HCM 2000 Volume to Capacity ratio	18.3						HCM 2000 Level of Service		B			
Actuated Cycle Length (s)	0.48											
Intersection Capacity Utilization	60.8						Sum of lost time (s)		18.0			
Analysis Period (min)	55.0%						ICU Level of Service		A			
c Critical Lane Group	15											

HCM Unsignalized Intersection Capacity Analysis
 8: Porter Street & Magazine Street

Aventis Multifamily Development
 AM Future

Movement	WBL	WBR	NBT	SBL	SBT
Lane Configurations	W	W	Stop	Stop	Stop
Sign Control	81	31	37	218	67
Traffic Volume (vph)	81	31	37	218	67
Future Volume (vph)	81	31	37	218	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	88	34	40	237	73
Direction, Lane #	WB 1	NB 1	SB 1		
Volume Total (vph)	122	277	109		
Volume Left (vph)	88	0	73		
Volume Right (vph)	34	237	0		
Had (s)	0.01	-0.48	0.17		
Departure Headway (s)	4.7	3.9	4.6		
Degree Utilization, x	0.16	0.30	0.14		
Capacity (veh/h)	703	901	737		
Control Delay (s)	8.6	8.5	8.4		
Approach Delay (s)	8.6	8.5	8.4		
Approach LOS	A	A	A		
Intersection Summary					
Delay				8.5	
Level of Service				A	
Intersection Capacity Utilization				37.2%	A
Analysis Period (min)				15	

HCM Unsignalized Intersection Capacity Analysis
1. Pine Street & Magazine Street

HCM Unsignalized Intersection Capacity Analysis
2. Lincoln Road West & Pine Street

Aventis Multifamily Development
PM Future Conditions

Aventis Multifamily Development
PM Future Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	10	342	73	105	126	5	218	16	418	8	4	5
Future Volume (vph)	10	342	73	105	126	5	218	16	418	8	4	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96
Hourly flow rate (vph)	11	372	79	114	137	5	237	17	454	8	4	5
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total (vph)	462	256	405	303	17							
Volume Left (vph)	11	114	237	0	8							
Volume Right (vph)	79	5	151	303	5							
Had (s)	-0.06	0.11	0.07	-0.67	-0.05							
Departure Headway (s)	6.2	6.7	6.8	6.1	7.7							
Degree Utilization, x	0.79	0.48	0.77	0.51	0.04							
Capacity (veh/h)	570	499	515	578	407							
Control Delay (s)	28.6	15.8	27.9	14.1	11.0							
Approach Delay (s)	28.6	15.8	22.0	11.0								
Approach LOS	D	C	C	B								
Intersection Summary												
Delay			22.9									
Level of Service			C						D			
Intersection Capacity Utilization			73.8%									
Analysis Period (min)			15									

Movement	EBL	EBR	NBL	NBT	SBL	SBR
Lane Configurations	EBL	EBR	NBL	NBT	SBL	SBR
Traffic Volume (veh/h)	6	15	24	635	177	4
Future Volume (veh/h)	6	15	24	635	177	4
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	16	26	690	192	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pK, platoon unblocked						
VC, conflicting volume	936	194	196			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	936	194	196			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
p0 queue free %	3.5	3.3	2.2			
IF (s)	98	98	98			
CM capacity (veh/h)	289	847	1377			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	23	716	196			
Volume Left	7	26	0			
Volume Right	16	0	4			
cSH	533	1377	1700			
Volume to Capacity	0.04	0.02	0.12			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	12.1	0.5	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.1	0.5	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			57.6%			B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: I-80 Frontage Rd & Lincoln Rd West/I-80 South Ramps

Aventis Multifamily Development

PM Future Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (veh/h)	62	71	18	40	456	19	37	15	24	4	15	118
Future Volume (Veh/h)	62	71	18	40	456	19	37	15	24	4	15	118
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.96	0.92	0.96	0.92	0.96	0.96	0.96	0.96	0.92
Hourly flow rate (vph)	67	77	20	42	496	20	40	16	25	4	16	128
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
VC, conflicting volume	516			97			947	821	87	844	821	506
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	516			97			947	821	87	844	821	506
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			97			76	94	97	98	94	77
CM capacity (veh/h)	1050			1496			166	281	971	246	281	566
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	164	558	81	63	85							
Volume Left	67	42	40	4	0							
Volume Right	20	20	25	43	85							
cSH	1050	1496	251	422	566							
Volume to Capacity	0.06	0.03	0.32	0.15	0.15							
Queue Length 95th (ft)	5	2	34	13	13							
Control Delay (s)	3.9	0.8	26.1	15.0	12.5							
Lane LOS	A	A	D	C	B							
Approach Delay (s)	3.9	0.8	26.1	13.6								
Approach LOS	D	D	B									
Intersection Summary												
Average Delay												
Intersection Capacity Utilization												
Analysis Period (min)												

HCM Signalized Intersection Capacity Analysis

4: Lincoln Road East & Magazine Street

Aventis Multifamily Development

PM Future Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (vph)	299	60	419	24	24	8	42	203	30	10	141	30
Future Volume (vph)	299	60	419	24	24	8	42	203	30	10	141	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0		4.0
Lane Util. Factor	1.00			1.00			1.00			1.00		1.00
Frt	0.93			0.98			1.00			0.98		0.97
Flt Protected	0.98			0.98			0.95			0.95		1.00
Satd. Flow (prot)	1695			1788			1770			1770		1814
Flt Permitted	0.98			0.98			0.95			0.95		1.00
Satd. Flow (perm)	1695			1788			1770			1770		1814
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	302	61	423	24	24	8	42	205	30	10	142	30
RTOR Reduction (vph)	0	37	0	0	8	0	0	4	0	0	6	0
Lane Group Flow (vph)	0	749	0	0	48	0	42	231	0	10	166	0
Turn Type	Split	NA	NA	Split	NA	NA	Prot	NA	NA	Prot	NA	NA
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		24.8		4.7		4.4	31.5		1.2	28.3		
Effective Green, g (s)		24.8		4.7		4.4	31.5		1.2	28.3		
Actuated g/C Ratio		0.32		0.06		0.06	0.40		0.02	0.36		
Clearance Time (s)		4.0		4.0		4.0	4.0		4.0	4.0		
Vehicle Extension (s)		5.0		3.0		3.0	5.0		3.0	5.0		
Lane Grp Cap (vph)		537		107		99	735		27	856		
v/s Ratio Prot		c0.44		c0.03		c0.02	c0.13		0.01	0.09		
v/c Ratio		1.40		0.45		0.42	0.31		0.37	0.25		
Uniform Delay, d1		26.7		35.5		35.7	16.0		38.1	17.5		
Progression Factor		1.00		1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2		188.9		3.0		2.9	1.1		8.4	0.9		
Delay (s)		215.6		38.5		38.6	17.1		46.5	18.4		
Level of Service		F		D		D	B		D	B		
Approach Delay (s)		215.6		38.5		20.3			20.0			
Approach LOS		F		D		C			B			
Intersection Summary												
HCM 2000 Control Delay												
HCM 2000 Volume to Capacity ratio												
Actuated Cycle Length (s)												
Intersection Capacity Utilization												
Analysis Period (min)												
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 5. Lincoln Road East & Interstate 80 Off-Ramp

HCM Unsignalized Intersection Capacity Analysis 6. Sheirdan Street & Magazine Street

Aventis Multifamily Development
PM Future Conditions

Aventis Multifamily Development
PM Future Conditions

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR	
Lane Configurations	W							
Traffic Volume (veh/h)	69	2	208	224	3	146	421	
Future Volume (Veh/h)	69	2	208	224	3	146	421	
Sign Control	Stop			Free		Free		
Grade	0%			0%		0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Hourly flow rate (vph)	71	2	214	231	0	151	434	
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type				None			None	
Median storage (veh)								
Upstream signal (ft)							213	
pX platoon unblocked	0.95	0.95	0.95		0.00			
VC, conflicting volume	1027	368	151		0			
VC1, stage 1 conf vol								
VC2, stage 2 conf vol								
VCu, unblocked vol	1002	308	80		0			
IC, single (s)	6.4	6.2	4.1		0.0			
IC, 2 stage (s)								
IF (s)	3.5	3.3	2.2		0.0			
p0 queue free %	67	100	85		0			
CM capacity (veh/h)	217	695	1442		0			
Direction, Lane #	EB 1	NB 1	SB 1					
Volume Total	73	445	585					
Volume Left	71	214	0					
Volume Right	2	0	434					
cSH	222	1442	1700					
Volume to Capacity	0.33	0.15	0.34					
Queue Length 95th (ft)	34	13	0					
Control Delay (s)	29.0	4.5	0.0					
Lane LOS	D	A						
Approach Delay (s)	29.0	4.5	0.0					
Approach LOS	D							
Intersection Summary								
Average Delay			3.7					
Intersection Capacity Utilization			71.0%				ICU Level of Service	C
Analysis Period (min)			15					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	402	5	4	314	26	3	2	7	3	2	5
Future Volume (Veh/h)	5	402	5	4	314	26	3	2	7	3	2	5
Sign Control	Free		Free		Free			Stop			Stop	
Grade	0%		0%		0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	428	5	4	334	28	3	2	7	3	2	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None			None						
Median storage (veh)												
Upstream signal (ft)			889									
pX platoon unblocked												
VC, conflicting volume	362		433				802	810	430	804	799	348
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	362		433				802	810	430	804	799	348
IC, single (s)	4.1		4.1				7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.2		2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100		100				99	99	99	99	99	99
CM capacity (veh/h)	1197		1127				297	311	625	294	316	695
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	438	366	12	10								
Volume Left	5	4	3	3								
Volume Right	5	28	7	5								
cSH	1197	1127	433	422								
Volume to Capacity	0.00	0.00	0.03	0.02								
Queue Length 95th (ft)	0	0	2	2								
Control Delay (s)	0.1	0.1	13.6	13.7								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.1	0.1	13.6	13.7								
Approach LOS		B	B									
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			34.4%									A
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 7: Sonoma Boulevard & Magazine Street

Aventis Multifamily Development
 PM Future Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	63	85	5	38	73	139	16	885	165	105	314	50
Future Volume (vph)	63	85	5	38	73	139	16	885	165	105	314	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt	1.00	0.92	0.92	0.92	0.92	0.92	0.95	1.00	0.95	1.00	0.98	1.00
Flt Protected	0.98	0.99	0.99	0.95	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1818	1710	1710	1770	1770	1770	3456	1770	3456	1770	3467	1770
Flt Permitted	0.67	0.93	0.93	0.95	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1250	1604	1604	1770	1770	1770	3456	1770	3456	1770	3467	1770
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	92	5	41	79	151	17	962	179	114	341	54
RTOR Reduction (vph)	0	2	0	0	73	0	0	20	0	0	14	0
Lane Group Flow (vph)	0	163	0	0	198	0	17	1121	0	114	381	0
Turn Type	Perm	NA	NA	Perm	NA	NA	Prot	NA	Prot	Prot	NA	NA
Protected Phases	8	8	8	4	4	4	1	6	5	5	2	2
Permitted Phases	8	8	8	4	4	4	1	6	5	5	2	2
Actuated Green, G (s)	14.5	14.5	14.5	14.5	14.5	14.5	1.7	24.0	7.5	7.5	29.8	29.8
Effective Green, g (s)	14.5	14.5	14.5	14.5	14.5	14.5	1.7	24.0	7.5	7.5	29.8	29.8
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.23	0.03	0.38	0.12	0.12	0.47	0.47
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Grp Cap (vph)	283	363	363	363	363	363	47	1296	207	207	1614	1614
v/s Ratio Prot	c0.13	c0.13	c0.13	c0.13	c0.13	c0.13	0.01	c0.32	c0.06	c0.06	c0.11	c0.11
v/c Ratio	0.58	0.55	0.55	0.36	0.36	0.36	0.86	0.86	0.55	0.55	0.24	0.24
Uniform Delay, d1	22.0	21.8	21.8	30.6	30.6	30.6	18.5	18.5	26.7	26.7	10.3	10.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.5	2.9	2.9	9.7	9.7	9.7	7.9	7.9	5.3	5.3	0.3	0.3
Delay (s)	26.5	24.8	24.8	40.3	40.3	40.3	26.4	26.4	32.0	32.0	10.6	10.6
Level of Service	C	C	C	D	D	D	C	C	C	C	B	B
Approach Delay (s)	26.5	24.8	24.8	24.8	24.8	24.8	26.6	26.6	15.4	15.4	15.4	15.4
Approach LOS	C	C	C	C	C	C	C	C	B	B	B	B
Intersection Summary												
HCM 2000 Control Delay	23.6											
HCM 2000 Volume to Capacity ratio	0.71											
Actuated Cycle Length (s)	64.0											
Intersection Capacity Utilization	71.2%											
Analysis Period (min)	15											
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 8: Porter Street & Magazine Street

Aventis Multifamily Development
 PM Future Conditions

Movement	WBL	WBR	NBT	SBL	SBT
Lane Configurations	←	←	←	←	←
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	61	49	17	101	39
Future Volume (vph)	61	49	17	101	39
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	70	56	20	116	45
Direction, Lane #	WB 1	NB 1	SB 1		
Volume Total (vph)	126	136	56		
Volume Left (vph)	70	0	45		
Volume Right (vph)	56	116	0		
Had'l (s)	-0.12	-0.48	0.19		
Departure Headway (s)	4.2	3.8	4.5		
Degree Utilization, x	0.15	0.14	0.07		
Capacity (veh/h)	824	917	770		
Control Delay (s)	7.9	7.4	7.8		
Approach Delay (s)	7.9	7.4	7.8		
Approach LOS	A	A	A		
Intersection Summary					
Delay	7.7				
Level of Service	A				
Intersection Capacity Utilization	22.4%				
Analysis Period (min)	15				
ICU Level of Service	A				

HCM Unsignalized Intersection Capacity Analysis
 1. Pine Street & Magazine Street

Aventis Multi Family Development
 AM Existing plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	6	278	74	110	74	3	137	4	290	12	0	2
Future Volume (vph)	6	286	74	110	74	3	140	4	290	12	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	311	80	120	80	3	152	4	315	13	0	2
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total (vph)	398	203	261	210	15							
Volume Left (vph)	7	120	152	0	13							
Volume Right (vph)	80	3	105	210	2							
Had (s)	-0.08	0.14	0.04	-0.67	0.13							
Departure Headway (s)	5.4	5.9	6.3	5.5	6.7							
Degree Utilization, x	0.60	0.34	0.45	0.32	0.03							
Capacity (veh/h)	637	568	542	618	443							
Control Delay (s)	16.2	11.9	13.1	9.9	9.9							
Approach Delay (s)	16.2	11.9	11.7									
Approach LOS	C	B	B		A							
Intersection Summary												
Delay			13.4									
Level of Service			B									
Intersection Capacity Utilization			52.9%									
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 2. Lincoln Rd West & Pine Street

Aventis Multi Family Development
 AM Existing plus Project Conditions

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (veh/h)	12	5	22	419	184	2
Future Volume (veh/h)	12	5	22	419	184	2
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	5	24	455	200	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pK, platoon unblocked						
VC, conflicting volume	704	201	202			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	704	201	202			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
p0 queue free %	3.5	3.3	2.2			
IF (s)	97	99	98			
CM capacity (veh/h)	396	840	1370			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	18	479	202			
Volume Left	13	24	0			
Volume Right	5	0	2			
cSH	464	1370	1700			
Volume to Capacity	0.04	0.02	0.12			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	13.1	0.6	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.1	0.6	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			46.4%			
Analysis Period (min)			15			
ICU Level of Service			A			

HCM Unsignalized Intersection Capacity Analysis

3: I-80 Frontage Rd & Lincoln Rd West/I-80 South Ramps

HCM Signalized Intersection Capacity Analysis

4: Lincoln Road East & Magazine Street

Aventis Multi Family Development

Aventis Multi Family Development

AM Existing plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (veh/h)	32	129	12	83	311	4	14	5	32	1	8	121
Future Volume (Veh/h)	32	129	12	83	314	4	14	5	32	1	8	121
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	140	13	90	341	4	15	5	35	1	9	132
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None	None	None	None	None	None	None	None	None	None	None	None
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
VC, conflicting volume	345			153			876	742	146	777	746	343
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	345			153			876	742	146	777	746	343
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IC, 2 stage (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			94			92	98	96	100	97	81
CM capacity (veh/h)	1214			1428			199	313	901	278	311	700
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	188	435	55	54	88							
Volume Left	35	90	15	1	0							
Volume Right	13	4	35	44	88							
cSH	1214	1428	422	566	700							
Volume to Capacity	0.03	0.06	0.13	0.10	0.13							
Queue Length 95th (ft)	2	5	11	8	11							
Control Delay (s)	1.7	2.1	14.8	12.0	10.9							
Lane LOS	A	A	B	B	B							
Approach Delay (s)	1.7	2.1	14.8	11.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay												
Intersection Capacity Utilization												
Analysis Period (min)												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (vph)	98	45	416	17	23	1	25	27	16	5	177	143
Future Volume (vph)	98	45	424	17	23	1	25	27	16	5	177	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0		4.0		4.0	
Lane Util. Factor	1.00			1.00			1.00		1.00		1.00	
Frt	0.90			1.00			1.00		0.94		1.00	
Flt Protected	0.99			0.98			0.95		1.00		0.95	
Satd. Flow (prot)	1660			1820			1770		1759		1770	
Flt Permitted	0.99			0.98			0.95		1.00		0.95	
Satd. Flow (perm)	1660			1820			1770		1759		1770	
Peak-hour factor, PHF	0.92			0.92			0.92		0.92		0.92	
Adj. Flow (vph)	107			461			27		29		17	
RTOR Reduction (vph)	0			0			0		0		0	
Lane Group Flow (vph)	0			525			0		27		36	
Turn Type	Split	NA	NA	Split	NA	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	4			8			5		2		1	
Permitted Phases												
Actuated Green, G (s)	24.6			4.5			2.7		29.0		1.1	
Effective Green, g (s)	24.6			4.5			2.7		29.0		1.1	
Actuated g/C Ratio	0.33			0.06			0.04		0.39		0.01	
Clearance Time (s)	4.0			4.0			4.0		4.0		4.0	
Vehicle Extension (s)	5.0			3.0			3.0		5.0		3.0	
Lane Grp Cap (vph)	543			108			63		678		25	
v/s Ratio Prot	c0.32			c0.02			c0.02		0.02		0.00	
v/s Ratio Perm												
v/c Ratio	0.97			0.40			0.43		0.05		0.20	
Uniform Delay, d1	24.9			34.0			35.5		14.5		36.6	
Progression Factor	1.00			1.00			1.00		1.00		1.00	
Incremental Delay, d2	30.7			2.4			4.6		0.1		3.9	
Delay (s)	55.6			36.5			40.1		14.6		40.5	
Level of Service	E			D			D		B		D	
Approach Delay (s)	55.6			36.5			24.1		21.8		21.8	
Approach LOS	E			D			C		C		C	
Intersection Summary												
HCM 2000 Control Delay												
HCM 2000 Volume to Capacity ratio												
Actuated Cycle Length (s)												
Intersection Capacity Utilization												
Analysis Period (min)												
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 5. Lincoln Road East & Interstate 80 Off-Ramp

HCM Unsignalized Intersection Capacity Analysis 6. Sheirdan Street & Magazine Street

Aventis Multi Family Development
AM Existing plus Project Conditions

Aventis Multi Family Development
AM Existing plus Project Conditions

Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	W						
Traffic Volume (veh/h)	23	1	87	43	88	519	
Future Volume (Veh/h)	23	1	87	43	88	527	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	25	1	95	47	96	573	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)						213	
Upstream signal (ft)							
pX platoon unblocked							
VC, conflicting volume	620	382	96				
VC1, stage 1 conf vol							
VC2, stage 2 conf vol	620	382	96				
VCu, unblocked vol	6.4	6.2	4.1				
IC, single (s)							
IC, 2 stage (s)	3.5	3.3	2.2				
IF (s)	94	100	94				
p0 queue free %	423	665	1498				
CM capacity (veh/h)							
Direction, Lane #	EB 1	NB 1	SB 1				
Volume Total	26	142	669				
Volume Left	25	95	0				
Volume Right	1	0	573				
cSH	429	1498	1700				
Volume to Capacity	0.06	0.06	0.39				
Queue Length 95th (ft)	5	5	0				
Control Delay (s)	13.9	5.2	0.0				
Lane LOS	B	A					
Approach Delay (s)	13.9	5.2	0.0				
Approach LOS	B						
Intersection Summary							
Average Delay			1.3				
Intersection Capacity Utilization			57.1%				B
Analysis Period (min)			15				

AM Existing plus Project Conditions
02/20/2020

Synchro 10 Report
Page 5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	315	2	7	186	10	2	1	9	16	0	7
Future Volume (Veh/h)	9	323	2	7	189	10	2	1	9	16	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	351	2	8	205	11	2	1	10	17	0	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
VC, conflicting volume	216			353			606	604	352	609	600	210
VC1, stage 1 conf vol												
VC2, stage 2 conf vol	216			353			606	604	352	609	600	210
VCu, unblocked vol	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, single (s)												
IC, 2 stage (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
IF (s)	99			99			100	100	99	96	100	99
p0 queue free %	1354			1206			400	407	692	396	409	830
CM capacity (veh/h)												
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	363	224	13	25								
Volume Left	10	8	2	17								
Volume Right	2	11	10	8								
cSH	1354	1206	593	476								
Volume to Capacity	0.01	0.01	0.02	0.05								
Queue Length 95th (ft)	1	1	2	4								
Control Delay (s)	0.3	0.3	11.2	13.0								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.3	0.3	11.2	13.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			31.1%									A
Analysis Period (min)			15									

AM Existing plus Project Conditions
02/20/2020

Synchro 10 Report
Page 6

HCM Signalized Intersection Capacity Analysis
 7: Sonoma Boulevard & Magazine Street

Aventis Multi Family Development
 AM Existing plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	149	15	48	61	88	6	265	102	56	270	30
Future Volume (vph)	73	157	32	48	64	88	12	265	102	56	270	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			6.0			6.0	6.0		6.0		6.0
Lane Util. Factor	1.00			1.00			1.00	0.95		1.00		0.95
Frt	0.98			0.94			1.00	0.96		1.00		0.98
Flt Protected	0.99			0.99			0.95	1.00		0.95		1.00
Satd. Flow (prot)	1807			1731			1770	3392		1770		3481
Flt Permitted	0.83			0.84			0.95	1.00		0.95		1.00
Satd. Flow (perm)	1519			1468			1770	3392		1770		3481
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	171	35	52	70	96	13	288	111	61	293	36
RTOR Reduction (vph)	0	7	0	0	43	0	0	51	0	0	11	0
Lane Group Flow (vph)	0	278	0	0	175	0	13	348	0	61	318	0
Turn Type	Perm	NA	NA	Perm	NA	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	8			4			1	6		5		2
Permitted Phases	8			4			1	6		5		2
Actuated Green, G (s)	16.7			16.7			1.7	24.0		5.2		27.5
Effective Green, g (s)	16.7			16.7			1.7	24.0		5.2		27.5
Actuated g/C Ratio	0.26			0.26			0.03	0.38		0.08		0.43
Clearance Time (s)	6.0			6.0			6.0	6.0		6.0		6.0
Vehicle Extension (s)	5.0			5.0			5.0	5.0		5.0		5.0
Lane Grp Cap (vph)	396			383			47	1273		144		1498
v/s Ratio Prot	c0.18			0.12			0.01	c0.10		c0.03		c0.09
v/c Ratio	0.70			0.46			0.28	0.27		0.42		0.21
Uniform Delay, d1	21.3			19.8			30.5	13.9		27.9		11.4
Progression Factor	1.00			1.00			1.00	1.00		1.00		1.00
Incremental Delay, d2	6.9			1.8			6.6	0.5		4.2		0.3
Delay (s)	28.2			21.6			37.1	14.4		32.1		11.7
Level of Service	C			C			D	B		C		B
Approach Delay (s)	28.2			21.6			15.1	15.1		14.9		14.9
Approach LOS	C			C			B	B		B		B
Intersection Summary												
HCM 2000 Control Delay	19.0						HCM 2000 Level of Service					
HCM 2000 Volume to Capacity ratio	0.45						B					
Actuated Cycle Length (s)	63.9						Sum of lost time (s)					
Intersection Capacity Utilization	51.4%						ICU Level of Service					
Analysis Period (min)	15						A					
Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 8: Porter Street & Magazine Street

Aventis Multi Family Development
 AM Existing

Movement	WBL	WBR	NBT	SBL	SBT
Lane Configurations	W	W	Stop	Stop	Stop
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	66	25	28	179	55
Future Volume (vph)	66	25	28	179	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	27	30	195	60
Direction, Lane #	WB 1	NB 1	SB 1		
Volume Total (vph)	99	225	89		
Volume Left (vph)	72	0	60		
Volume Right (vph)	27	195	0		
Head (s)	0.02	-0.49	0.17		
Departure Headway (s)	4.6	3.8	4.5		
Degree Utilization, x	0.13	0.23	0.11		
Capacity (veh/h)	732	928	761		
Control Delay (s)	8.2	7.9	8.1		
Approach Delay (s)	8.2	7.9	8.1		
Approach LOS	A	A	A		
Intersection Summary					
Delay	8.0				
Level of Service	A				
Intersection Capacity Utilization	32.2%				
ICU Level of Service	A				
Analysis Period (min)	15				

HCM Unsignalized Intersection Capacity Analysis
 1. Pine Street & Magazine Street

Aventis Multifamily Development
 PM Existing plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	8	280	59	85	103	4	178	12	342	3	3	6
Future Volume (vph)	8	286	59	85	111	4	178	12	342	3	3	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96
Hourly flow rate (vph)	9	311	64	92	121	4	193	13	372	3	3	6
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total (vph)	384	217	330	248	12							
Volume Left (vph)	9	92	183	0	3							
Volume Right (vph)	64	4	124	248	6							
Had (s)	-0.06	0.11	0.06	-0.67	-0.22							
Departure Headway (s)	5.7	6.2	6.3	5.6	6.6							
Degree Utilization, x	0.61	0.37	0.58	0.39	0.02							
Capacity (veh/h)	606	551	544	619	444							
Control Delay (s)	17.1	12.7	16.5	10.9	9.8							
Approach Delay (s)	17.1	12.7	14.1		9.8							
Approach LOS	C	B	B		A							
Intersection Summary												
Delay			14.8									
Level of Service			B									
Intersection Capacity Utilization			63.3%									
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 2. Lincoln Road West & Pine Street

Aventis Multifamily Development
 PM Existing plus Project Conditions

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (veh/h)	0	12	19	519	144	3
Future Volume (veh/h)	0	12	19	519	144	3
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	13	21	564	157	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pk. platoon unblocked						
VC, conflicting volume	764	158	160			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	764	158	160			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
p0 queue free %	3.5	3.3	2.2			
IF (s)	100	99	99			
CM capacity (veh/h)	366	887	1419			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	13	585	160			
Volume Left	0	21	0			
Volume Right	13	0	3			
cSH	887	1419	1700			
Volume to Capacity	0.01	0.01	0.09			
Queue Length 95th (ft)	1	1	0			
Control Delay (s)	9.1	0.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	0.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			48.5%			
Analysis Period (min)			15			
ICU Level of Service			A			

HCM Unsignalized Intersection Capacity Analysis

3: I-80 Frontage Rd & Lincoln Road West/I-80 South Ramps

Aventis Multifamily Development
PM Existing plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	25	14	32	373	15	30	12	19	3	12	96
Future Volume (Veh/h)	50	25	14	32	373	15	30	12	19	3	12	96
Sign Control	Free	Free		Free	Free		Stop	Stop		Stop	Stop	0%
Grade	0%				0%			0%				0%
Peak Hour Factor	0.92	0.92	0.92	0.96	0.92	0.96	0.92	0.96	0.96	0.96	0.96	0.92
Hourly flow rate (vph)	54	27	15	33	405	16	33	13	20	3	13	104
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
VC, conflicting volume	421			42			732	630	34	648	629	413
VC1, stage 1 conf vol				4.1			7.1	6.5	6.2	7.1	6.5	6.2
VC2, stage 2 conf vol												
VCu, unblocked vol	421			42			732	630	34	648	629	413
IC, single (s)	4.1			4.1								
IC, 2 stage (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
IF (s)												
p0 queue free %	95			98			87	97	98	99	97	84
cM capacity (veh/h)	1138			1567			260	372	1039	347	372	639
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	96	454	66	16	104							
Volume Left	54	33	33	3	0							
Volume Right	15	16	20	0	104							
cSH	1138	1567	365	367	639							
Volume to Capacity	0.05	0.02	0.18	0.04	0.16							
Queue Length 95th (ft)	4	2	16	3	14							
Control Delay (s)	4.9	0.7	17.0	15.2	11.7							
Lane LOS	A	A	C	C	B							
Approach Delay (s)	4.9	0.7	17.0	12.2								
Approach LOS	C	B										
Intersection Summary												
Average Delay	4.6											
Intersection Capacity Utilization	41.6%											
Analysis Period (min)	15											
												A

HCM Signalized Intersection Capacity Analysis

4: Lincoln Road East & Magazine Street

Aventis Multifamily Development
PM Existing plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	49	343	19	20	6	34	166	24	8	115	138
Future Volume (vph)	245	49	349	19	20	6	42	166	24	8	115	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00			1.00			1.00	1.00	1.00	1.00	1.00	
Frt	0.93			0.98			1.00	0.98	1.00	0.92		
Flt Protected	0.98			0.98			0.95	1.00	0.95	1.00		
Satd. Flow (prot)	1694			1791			1770	1828	1770	1710		
Flt Permitted	0.98			0.98			0.95	1.00	0.95	1.00		
Satd. Flow (perm)	1694			1791			1770	1828	1770	1710		
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	247	49	353	19	20	6	42	168	24	8	116	139
RTOR Reduction (vph)	0	38	0	0	6	0	4	0	4	0	36	0
Lane Group Flow (vph)	0	611	0	0	39	0	42	188	0	8	219	0
Turn Type	Split	NA	NA	Split	NA	NA	Prot	NA	Prot	NA	NA	NA
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	24.7			4.4			4.4	31.5		1.2	28.3	
Effective Green, g (s)	24.7			4.4			4.4	31.5		1.2	28.3	
Actuated g/C Ratio	0.32			0.06			0.06	0.40		0.02	0.36	
Clearance Time (s)	4.0			4.0			4.0	4.0		4.0	4.0	
Vehicle Extension (s)	5.0			3.0			3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	537			101			100	740		27	622	
v/s Ratio Prot	c0.36			c0.02			c0.02	c0.10		0.00	c0.13	
v/s Ratio Perm	1.14			0.39			0.42	0.25		0.30	0.35	
Uniform Delay, d1	26.5			35.4			35.5	15.4		37.9	18.1	
Progression Factor	1.00			1.00			1.00	1.00		1.00	1.00	
Incremental Delay, d2	83.1			2.5			2.8	0.8		6.1	1.6	
Delay (s)	109.6			37.9			38.3	16.2		43.9	19.6	
Level of Service	F			D			D	B		D	B	
Approach Delay (s)	109.6			37.9			20.2			20.4		
Approach LOS	F			D			C			C		
Intersection Summary												
HCM 2000 Control Delay	69.6											
HCM 2000 Volume to Capacity ratio	0.66											
Actuated Cycle Length (s)	77.8											
Intersection Capacity Utilization	72.5%											
Analysis Period (min)	15											
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
5. Lincoln Road East & Interstate 80 Off-Ramp

Aventis Multifamily Development
PM Existing plus Project Conditions

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	W						
Traffic Volume (veh/h)	56	1	170	183	2	119	354
Future Volume (Veh/h)	64	1	170	183	2	119	360
Sign Control	Stop		Free	Free	Free	Free	
Grade	0%		0%	0%	0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	66	1	175	189	0	123	371
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage (veh)						213	
Upstream signal (ft)					0.00		
pX platoon unblocked					0		
VC, conflicting volume	848	308	123				
VC1, stage 1 conf vol							
VC2, stage 2 conf vol							
VCu, unblocked vol	848	308	123		0		
IC, single (s)	6.4	6.2	4.1		0.0		
IC, 2 stage (s)							
IF (s)	3.5	3.3	2.2		0.0		
p0 queue free %	77	100	88		0		
CM capacity (veh/h)	292	732	1464		0		
Direction, Lane #	EB 1	NB 1	SB 1				
Volume Total	67	364	494				
Volume Left	66	175	0				
Volume Right	1	0	371				
cSH	295	1464	1700				
Volume to Capacity	0.23	0.12	0.29				
Queue Length 95th (ft)	21	10	0				
Control Delay (s)	20.8	4.3	0.0				
Lane LOS	C	A					
Approach Delay (s)	20.8	4.3	0.0				
Approach LOS	C						
Intersection Summary							
Average Delay			3.2				
Intersection Capacity Utilization			60.5%				B
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis
6. Sheirdan Street & Magazine Street

Aventis Multifamily Development
PM Existing plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	329	4	3	257	21	2	1	5	2	1	4
Future Volume (Veh/h)	4	335	4	3	265	21	2	1	5	2	1	4
Sign Control		Free		Free	Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	4	356	4	3	282	22	2	1	5	2	1	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None			None						
Median storage (veh)												
Upstream signal (ft)			889									
pX platoon unblocked												
VC, conflicting volume	304			360			670	676	358	670	667	293
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	304			360			670	676	358	670	667	293
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	99	99	100	99
CM capacity (veh/h)	1257			1199			367	373	686	365	377	746
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	364	307	8	7								
Volume Left	4	3	2	2								
Volume Right	4	22	5	4								
cSH	1257	1199	519	519								
Volume to Capacity	0.00	0.00	0.02	0.01								
Queue Length 95th (ft)	0	0	1	1								
Control Delay (s)	0.1	0.1	12.0	12.0								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.1	0.1	12.0	12.0								
Approach LOS		B		B								
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			30.0%							A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 7: Sanoma Boulevard & Magazine Street

Aventis Multifamily Development
 PM Existing plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	52	70	4	31	60	114	13	725	135	86	257	41	
Future Volume (vph)	58	76	14	31	68	114	30	725	135	86	257	49	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0			6.0	6.0		6.0	6.0		6.0	6.0		
Lane Util. Factor	1.00	1.00		1.00	1.00		0.95	0.95		1.00	0.95		
Frt	0.99	0.93		0.93	0.99		1.00	0.98		1.00	0.98		
Flt Protected	0.98			0.99			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1804			1716			1770	3456		1770	3454		
Flt Permitted	0.74			0.93			0.95	1.00		0.95	1.00		
Satd. Flow (perm)	1361			1614			1770	3456		1770	3454		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	63	83	15	34	74	124	33	788	147	93	279	53	
RTOR Reduction (vph)	0	6	0	0	67	0	0	20	0	0	19	0	
Lane Group Flow (vph)	0	155	0	0	165	0	33	915	0	93	313	0	
Turn Type	Perm	NA	NA	Perm	NA	NA	Prot	NA	Prot	NA	Prot	NA	
Protected Phases	8			4			1	6		5		2	
Permitted Phases	8			4									
Actuated Green, G (s)	13.9			13.9			3.6	22.9		7.5	26.8		
Effective Green, g (s)	13.9			13.9			3.6	22.9		7.5	26.8		
Actuated g/C Ratio	0.22			0.22			0.06	0.37		0.12	0.43		
Clearance Time (s)	6.0			6.0			6.0	6.0		6.0	6.0		
Vehicle Extension (s)	5.0			5.0			5.0	5.0		5.0	5.0		
Lane Grp Cap (vph)	303			360			102	1270		213	1485		
v/s Ratio Prot	c0.11			0.10			0.02	c0.26		c0.05	c0.09		
v/s Ratio Perm	0.51			0.46			0.32	0.72		0.44	0.21		
Uniform Delay, d1	21.2			20.9			28.2	16.9		25.4	11.1		
Progression Factor	1.00			1.00			1.00	1.00		1.00	1.00		
Incremental Delay, d2	2.9			1.9			3.8	3.5		3.0	0.3		
Delay (s)	24.1			22.9			32.0	20.5		28.4	11.4		
Level of Service	C			C			C	C		C	B		
Approach Delay (s)	24.1			22.9			20.9			15.2			
Approach LOS	C			C			C			B			
Intersection Summary													
HCM 2000 Control Delay	20.1						HCM 2000 Level of Service						C
HCM 2000 Volume to Capacity ratio	0.61												
Actuated Cycle Length (s)	62.3						Sum of lost time (s)						18.0
Intersection Capacity Utilization	62.7%						ICU Level of Service						B
Analysis Period (min)	15												
Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis
 8: Porter Street & Magazine Street

Aventis Multifamily Development
 PM Existing Conditions

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		P			4
Sign Control	Stop	Stop	Stop		Stop	Stop
Traffic Volume (vph)	50	40	14	83	32	8
Future Volume (vph)	50	40	14	83	32	8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	57	46	16	95	37	9
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	103	111	46			
Volume Left (vph)	57	0	37			
Volume Right (vph)	46	95	0			
Head (s)	-0.12	-0.48	0.19			
Departure Headway (s)	4.1	3.7	4.4			
Degree Utilization, x	0.12	0.11	0.06			
Capacity (veh/h)	846	938	788			
Control Delay (s)	7.6	7.2	7.7			
Approach Delay (s)	7.6	7.2	7.7			
Approach LOS	A	A	A			
Intersection Summary						
Delay	7.4					
Level of Service	A					
Intersection Capacity Utilization	20.7%					
Analysis Period (min)	15					
	ICU Level of Service					
	A					

HCM Unsignalized Intersection Capacity Analysis
1. Pine Street & Magazine Street

HCM Unsignalized Intersection Capacity Analysis
2. Lincoln Rd West & Pine Street

Aventis Multifamily Development
AM Future plus Project Conditions

Aventis Multifamily Development
AM Future plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	8	340	92	136	91	4	168	5	355	16	0	3
Future Volume (vph)	8	348	92	136	91	4	171	5	355	16	0	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	378	100	148	99	4	186	5	386	17	0	3
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total (vph)	487	251	320	257	20							
Volume Left (vph)	9	148	186	0	17							
Volume Right (vph)	100	4	129	257	3							
Had (s)	-0.09	0.14	0.04	-0.67	0.11							
Departure Headway (s)	5.9	6.5	6.8	6.1	7.7							
Degree Utilization, x	0.80	0.46	0.60	0.43	0.04							
Capacity (veh/h)	586	511	508	571	412							
Control Delay (s)	28.0	14.9	18.4	12.5	11.0							
Approach Delay (s)	28.0	14.9	15.8	11.0								
Approach LOS	D	B	C	B								
Intersection Summary												
Delay					20.0							
Level of Service			C						B			
Intersection Capacity Utilization			62.9%									
Analysis Period (min)			15									

Movement	EBL	EBR	NBL	NBT	SBL	SBR
Lane Configurations	EBL	EBR	NBL	NBT	SBL	SBR
Traffic Volume (veh/h)	2	7	21	512	227	4
Future Volume (veh/h)	2	7	21	512	227	4
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	8	23	557	247	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pK, platoon unblocked						
VC, conflicting volume	852	249	251			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	852	249	251			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
p0 queue free %	3.5	3.3	2.2			
IF (s)	99	99	98			
CM capacity (veh/h)	324	790	1314			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	10	580	251			
Volume Left	2	23	0			
Volume Right	8	0	4			
cSH	614	1314	1700			
Volume to Capacity	0.02	0.02	0.15			
Queue Length 95th (ft)	1	1	0			
Control Delay (s)	11.0	0.5	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.0	0.5	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			53.6%			A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: I-80 Frontage Rd & Lincoln Rd West/I-80 South Ramps

HCM Signalized Intersection Capacity Analysis

4: Lincoln Road East & Magazine Street

Aventis Multifamily Development
AM Future plus Project Conditions

Aventis Multifamily Development
AM Future plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	40	158	15	102	380	5	18	7	40	2	10	148
Traffic Volume (veh/h)	40	158	15	102	383	5	18	7	40	2	10	148
Future Volume (Veh/h)	40	158	15	102	383	5	18	7	40	2	10	148
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	172	16	111	416	5	20	8	43	2	11	161
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
VC, conflicting volume	421			188			1073	909	180	954	914	418
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	421			188			1073	909	180	954	914	418
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			92			85	97	95	99	95	75
CM capacity (veh/h)	1138			1386			130	243	863	202	242	635
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	231	532	71	67	107							
Volume Left	43	111	20	2	0							
Volume Right	16	5	43	54	107							
cSH	1138	1386	300	476	635							
Volume to Capacity	0.04	0.08	0.24	0.14	0.17							
Queue Length 95th (ft)	3	7	23	12	15							
Control Delay (s)	1.8	2.3	20.7	13.8	11.8							
Lane LOS	A	A	C	B	B							
Approach Delay (s)	1.8	2.3	20.7	12.6								
Approach LOS	C	C	B									
Intersection Summary												
Average Delay												
Intersection Capacity Utilization												
Analysis Period (min)												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	120	55	508	21	29	2	31	33	20	7	216	175
Traffic Volume (vph)	120	55	516	21	29	2	31	33	20	7	216	175
Future Volume (vph)	120	55	516	21	29	2	31	33	20	7	216	175
Initial Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.90	0.90	0.98	0.98	0.98	0.98	0.95	1.00	0.95	1.00	0.93	0.93
Flt Protected	1661	1661	1817	1817	1770	1757	1770	1757	1770	1738	1738	1738
Satd. Flow (prot)	0.99	0.99	0.98	0.98	0.98	0.98	0.95	1.00	0.95	1.00	0.95	0.95
Flt Permitted	1661	1661	1817	1817	1770	1757	1770	1757	1770	1738	1738	1738
Satd. Flow (perm)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak-hour factor, PHF	130	60	561	23	32	2	34	36	22	8	235	190
Adj. Flow (vph)	0	93	0	0	2	0	0	13	0	0	24	0
RTOR Reduction (vph)	0	658	0	0	55	0	34	45	0	8	401	0
Lane Group Flow (vph)	Split	NA	Split	Split	NA	Split	NA	NA	NA	Prot	NA	NA
Turn Type	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases	Protected Phases
Permitted Phases	4	4	8	8	8	8	5	2	1	6	6	6
Actuated Green, G (s)	24.8	24.8	4.8	4.8	4.8	4.8	4.2	31.3	1.2	28.3	28.3	28.3
Effective Green, g (s)	24.8	24.8	4.8	4.8	4.8	4.8	4.2	31.3	1.2	28.3	28.3	28.3
Actuated g/C Ratio	0.32	0.32	0.06	0.06	0.06	0.06	0.05	0.40	0.02	0.36	0.36	0.36
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	5.0	5.0	3.0	3.0	3.0	3.0	3.0	5.0	3.0	3.0	5.0	5.0
Lane Grp Cap (vph)	527	527	111	111	111	111	95	704	27	629	629	629
via Ratio Prot	c0.40	c0.40	c0.03	c0.03	c0.03	c0.03	c0.02	c0.03	0.00	c0.23	c0.23	c0.23
v/c Ratio	1.25	1.25	0.50	0.50	0.50	0.50	0.36	0.06	0.30	0.64	0.64	0.64
Uniform Delay, d1	26.6	26.6	35.5	35.5	35.5	35.5	14.4	14.4	38.0	20.6	20.6	20.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	127.1	127.1	3.5	3.5	3.5	3.5	0.2	0.2	6.1	4.9	4.9	4.9
Delay (s)	153.8	153.8	38.9	38.9	38.9	38.9	14.6	14.6	44.1	25.5	25.5	25.5
Level of Service	F	F	D	D	D	D	D	B	D	C	C	C
Approach Delay (s)	153.8	153.8	38.9	38.9	38.9	38.9	23.2	23.2	25.9	25.9	25.9	25.9
Approach LOS	F	F	D	D	D	D	C	C	C	C	C	C
Intersection Summary												
HCM 2000 Control Delay												
HCM 2000 Volume to Capacity ratio												
Actuated Cycle Length (s)												
Intersection Capacity Utilization												
Analysis Period (min)												
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
5. Lincoln Road East & Interstate 80 Off-Ramp

HCM Unsignalized Intersection Capacity Analysis
6. Sheirdan Street & Magazine Street

Aventis Multifamily Development
AM Future plus Project Conditions

Aventis Multifamily Development
AM Future plus Project Conditions

Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	W						
Traffic Volume (veh/h)	29	2	107	53	108	634	
Future Volume (Veh/h)	29	2	107	53	108	642	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	32	2	116	58	117	698	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (ft)						213	
pX platoon unblocked							
VC, conflicting volume	756	466	117				
VC1, stage 1 conf vol							
VC2, stage 2 conf vol							
VCu, unblocked vol	756	466	117				
IC, single (s)	6.4	6.2	4.1				
IC, 2 stage (s)							
IF (s)	3.5	3.3	2.2				
p0 queue free %	91	100	92				
CM capacity (veh/h)	346	597	1471				
Direction, Lane #	EB 1	NB 1	SB 1				
Volume Total	34	174	815				
Volume Left	32	116	0				
Volume Right	2	0	698				
cSH	355	1471	1700				
Volume to Capacity	0.10	0.08	0.48				
Queue Length 95th (ft)	8	6	0				
Control Delay (s)	16.2	5.3	0.0				
Lane LOS	C	A					
Approach Delay (s)	16.2	5.3	0.0				
Approach LOS	C						
Intersection Summary							
Average Delay			1.4				
Intersection Capacity Utilization			66.8%			ICU Level of Service	C
Analysis Period (min)			15				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	385	3	9	227	13	3	2	11	20	0	9
Future Volume (Veh/h)	11	393	3	9	230	13	3	2	11	20	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	427	3	10	250	14	3	2	12	22	0	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
VC, conflicting volume	264			430			740	736	428	742	731	257
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	264			430			740	736	428	742	731	257
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	99	98	93	100	99
CM capacity (veh/h)	1300			1129			324	340	626	319	342	782
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	442	274	17	32								
Volume Left	12	10	3	22								
Volume Right	3	14	12	10								
cSH	1300	1129	496	392								
Volume to Capacity	0.01	0.01	0.03	0.08								
Queue Length 95th (ft)	1	1	3	7								
Control Delay (s)	0.3	0.4	12.5	15.0								
Lane LOS	A	A	B	C								
Approach Delay (s)	0.3	0.4	12.5	15.0								
Approach LOS	B	C										
Intersection Summary												
Average Delay				1.2								
Intersection Capacity Utilization				36.2%								A
Analysis Period (min)				15								

HCM Signalized Intersection Capacity Analysis
7: Sanoma Boulevard & Magazine Street

Aventis Multifamily Development
AM Future plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (vph)	79	182	18	59	74	107	7	323	124	38	329	37
Future Volume (vph)	87	190	35	59	77	107	13	323	124	38	329	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt	0.98	0.98	0.98	0.98	0.98	0.98	0.95	1.00	0.95	1.00	0.98	1.00
Flt Protected	0.99	0.99	0.99	0.99	0.99	0.99	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1809	1731	1731	1731	1731	1731	1770	3392	1770	3482	1770	3482
Flt Permitted	0.81	0.81	0.81	0.81	0.81	0.81	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1481	1428	1428	1428	1428	1428	1770	3392	1770	3482	1770	3482
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	207	38	64	84	116	14	351	135	41	358	43
RTOR Reduction (vph)	0	6	0	0	42	0	0	51	0	0	11	0
Lane Group Flow (vph)	0	334	0	0	222	0	14	435	0	41	390	0
Turn Type	Perm	NA	NA	Perm	NA	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	8	8	8	4	4	4	1	6	5	5	2	2
Permitted Phases	8	8	8	4	4	4	1	6	5	5	2	2
Actuated Green, G (s)	18.0	18.0	18.0	18.0	18.0	18.0	1.6	21.8	3.2	23.4	3.2	23.4
Effective Green, g (s)	18.0	18.0	18.0	18.0	18.0	18.0	1.6	21.8	3.2	23.4	3.2	23.4
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30	0.30	0.03	0.36	0.05	0.38	0.05	0.38
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Grp Cap (vph)	437	421	421	421	421	421	46	1212	92	1335	92	1335
v/s Ratio Prot	c0.23	c0.23	c0.23	c0.23	c0.23	c0.23	0.01	c0.13	c0.02	0.11	c0.02	0.11
v/c Ratio	0.76	0.76	0.76	0.76	0.76	0.76	0.30	0.36	0.45	0.29	0.45	0.29
Uniform Delay, d1	19.6	18.0	18.0	18.0	18.0	18.0	29.2	14.4	28.0	13.1	28.0	13.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.1	2.3	2.3	2.3	2.3	2.3	7.7	0.8	7.0	0.6	7.0	0.6
Delay (s)	28.6	20.2	20.2	20.2	20.2	20.2	36.8	15.3	35.1	13.6	35.1	13.6
Level of Service	C	C	C	C	C	C	D	B	D	B	D	B
Approach Delay (s)	28.6	20.2	20.2	20.2	20.2	20.2	15.9	15.9	15.6	15.6	15.6	15.6
Approach LOS	C	C	C	C	C	C	B	B	B	B	B	B
Intersection Summary												
HCM 2000 Control Delay	19.3											
HCM 2000 Volume to Capacity ratio	0.53											
Actuated Cycle Length (s)	61.0											
Intersection Capacity Utilization	57.4%											
Analysis Period (min)	15											
c Critical Lane Group	B											

HCM Unsignalized Intersection Capacity Analysis
8: Porter Street & Magazine Street

Aventis Multifamily Development
AM Future

Movement	WBL	WBR	NBT	SBL	SBT
Lane Configurations	W	W	Stop	Stop	Stop
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	81	31	37	218	67
Future Volume (vph)	81	31	37	218	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	88	34	40	237	73
Direction, Lane #	WB 1	NB 1	SB 1		
Volume Total (vph)	122	277	109		
Volume Left (vph)	88	0	73		
Volume Right (vph)	34	237	0		
Had (s)	0.01	-0.48	0.17		
Departure Headway (s)	4.7	3.9	4.6		
Degree Utilization, x	0.16	0.30	0.14		
Capacity (veh/h)	703	901	737		
Control Delay (s)	8.6	8.5	8.4		
Approach Delay (s)	8.6	8.5	8.4		
Approach LOS	A	A	A		
Intersection Summary					
Delay	8.5				
Level of Service	A				
Intersection Capacity Utilization	37.2%				
ICU Level of Service	A				
Analysis Period (min)	15				

HCM Unsignalized Intersection Capacity Analysis
 1. Pine Street & Magazine Street

Aventis Multifamily Development
 PM Future plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	10	342	73	105	126	5	218	16	418	8	4	5
Future Volume (vph)	10	348	73	105	126	5	226	16	418	8	4	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96
Hourly flow rate (vph)	11	378	79	114	137	5	246	17	454	8	4	5
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total (vph)	468	256	414	303	17							
Volume Left (vph)	11	114	246	0	8							
Volume Right (vph)	79	5	151	303	5							
Had (s)	-0.06	0.11	0.08	-0.67	-0.05							
Departure Headway (s)	6.2	6.8	6.9	6.1	7.8							
Degree Utilization, x	0.81	0.48	0.79	0.51	0.04							
Capacity (veh/h)	588	496	513	576	408							
Control Delay (s)	29.9	16.0	30.0	14.2	11.1							
Approach Delay (s)	29.9	16.0	23.3	11.1								
Approach LOS	D	C	C	B								
Intersection Summary												
Delay												
Level of Service												
Intersection Capacity Utilization												
Analysis Period (min)												

HCM Unsignalized Intersection Capacity Analysis
 2. Lincoln Rd West & Pine Street

Aventis Multifamily Development
 PM Future plus Project Conditions

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (veh/h)	6	15	24	635	177	4
Future Volume (Veh/h)	6	15	24	635	177	4
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	16	26	690	192	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pK, platoon unblocked						
VC, conflicting volume	936	194	196			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol	936	194	196			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
p0 queue free %	3.5	3.3	2.2			
IF (s)	98	98	98			
CM capacity (veh/h)	289	847	1377			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	23	716	196			
Volume Left	7	26	0			
Volume Right	16	0	4			
cSH	533	1377	1700			
Volume to Capacity	0.04	0.02	0.12			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	12.1	0.5	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.1	0.5	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			57.6%			
Analysis Period (min)			15			
ICU Level of Service			B			

HCM Unsignalized Intersection Capacity Analysis

3: Lincoln Rd West & I-80 South Ramps/I-80 Frontage Rd & Lincoln Rd

Aventis Multifamily Development
PM Future plus Project Conditions

Movement	WBL2	WBL	WBL	WBL	NBL	NBL	NBT	NBR	SBL	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations															
Traffic Volume (veh/h)	40	456	19	37	15	24	4	15	118	62	71	18			
Future Volume (Veh/h)	40	456	19	37	15	24	4	15	118	62	71	18			
Sign Control															
Grade															
Peak Hour Factor	0.96	0.92	0.96	0.92	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	496	20	40	16	25	4	16	128	67	77	20			
Pedestrians															
Lane Width (ft)															
Walking Speed (ft/s)															
Percent Blockage															
Right turn flare (veh)															
Median type															
Median storage (veh)															
Upstream signal (ft)															
pX platoon unblocked															
VC, conflicting volume	97				947	821	87	844	821	506	516				
VC1, stage 1 conf vol															
VC2, stage 2 conf vol															
VCu, unblocked vol	97				947	821	87	844	821	506	516				
IC, single (s)	4.1				7.1	6.5	6.2	7.1	6.5	6.2	4.1				
IC, 2 stage (s)															
IF (s)	2.2				3.5	4.0	3.3	3.5	4.0	3.3	2.2				
p0 queue free %	97				76	94	97	98	94	77	94				
CM capacity (veh/h)	1496				166	281	971	246	281	566	1050				
Direction, Lane #	WB 1	NB 1	SB 1	SB 2	NE 1										
Volume Total	558	81	63	85	164										
Volume Left	42	40	4	0	67										
Volume Right	20	25	43	85	20										
cSH	1496	251	422	566	1050										
Volume to Capacity	0.03	0.32	0.15	0.15	0.06										
Queue Length 95th (ft)	2	34	13	13	5										
Control Delay (s)	0.8	26.1	15.0	12.5	3.9										
Lane LOS	A	D	C	B	A										
Approach Delay (s)	0.8	26.1	13.6	3.9											
Approach LOS	D	B													
Intersection Summary															
Average Delay															
Intersection Capacity Utilization															
Analysis Period (min)															

HCM Signalized Intersection Capacity Analysis

4: Lincoln Road East & Magazine Street

Aventis Multifamily Development
PM Future plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	299	60	419	24	24	8	42	203	30	10	141	30
Future Volume (vph)	299	60	425	24	24	8	42	203	30	10	141	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0		4.0		4.0	
Lane Util. Factor	1.00			1.00			1.00		1.00		1.00	
Frt	0.93			0.98			1.00		0.98		1.00	
Flt Protected	0.98			0.98			0.95		1.00		0.95	
Satd. Flow (prot)	1694			1788			1770		1827		1770	
Flt Permitted	0.98			0.98			0.95		1.00		0.95	
Satd. Flow (perm)	1694			1788			1770		1827		1770	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	302	61	429	24	24	8	42	205	30	10	142	30
RTOR Reduction (vph)	0	38	0	0	8	0	0	4	0	0	6	0
Lane Group Flow (vph)	0	754	0	0	48	0	42	231	0	10	166	0
Turn Type	Split	NA	Split	Split	NA	Split	Prot	NA	Prot	NA	Prot	NA
Protected Phases	4	4	8	8	8	8	5	2	1	6	6	6
Permitted Phases												
Actuated Green, G (s)	24.8			4.7			4.4	31.5	1.2	28.3		
Effective Green, g (s)	24.8			4.7			4.4	31.5	1.2	28.3		
Actuated g/C Ratio	0.32			0.06			0.06	0.40	0.02	0.36		
Clearance Time (s)	4.0			4.0			4.0	4.0	4.0	4.0		
Vehicle Extension (s)	5.0			3.0			3.0	5.0	3.0	5.0		
Lane Grp Cap (vph)	537			107			99	735	27	856		
v/s Ratio Prot	c0.45			c0.03			c0.02	c0.13	0.01	0.09		
v/s Ratio Perm												
v/c Ratio	1.40			0.45			0.42	0.31	0.37	0.25		
Uniform Delay, d1	26.7			35.5			35.7	16.0	38.1	17.5		
Progression Factor	1.00			1.00			1.00	1.00	1.00	1.00		
Incremental Delay, d2	193.2			3.0			2.9	1.1	8.4	0.9		
Delay (s)	219.9			38.5			38.6	17.1	46.5	18.4		
Level of Service	F			D			D	B	D	B		
Approach Delay (s)	219.9			38.5			20.3		20.0			
Approach LOS	F			D			C		B			
Intersection Summary												
HCM 2000 Control Delay				142.0			HCM 2000 Level of Service		F			
HCM 2000 Volume to Capacity ratio				0.77								
Actuated Cycle Length (s)				78.2			Sum of lost time (s)		16.0			
Intersection Capacity Utilization				78.8%			ICU Level of Service		D			
Analysis Period (min)				15								
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
5. Lincoln Road East & Interstate 80 Off-Ramp

HCM Unsignalized Intersection Capacity Analysis
6. Sheirdan Street & Magazine Street

Aventis Multifamily Development
PM Future plus Project Conditions

Aventis Multifamily Development
PM Future plus Project Conditions

Movement	EBL	EBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	W						
Traffic Volume (veh/h)	69	2	208	224	3	146	421
Future Volume (Veh/h)	69	2	208	224	3	146	427
Sign Control	Stop		Free	Free	Free	Free	
Grade	0%		0%	0%	0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	71	2	214	231	0	151	440
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage (veh)							
Upstream signal (ft)						213	
pX platoon unblocked	0.95	0.95	0.95	0.00			
VC, conflicting volume	1030	371	151	0			
VC1, stage 1 conf vol							
VC2, stage 2 conf vol							
VCu, unblocked vol	1005	311	80	0			
IC, single (s)	6.4	6.2	4.1	0.0			
IC, 2 stage (s)							
IF (s)	3.5	3.3	2.2	0.0			
p0 queue free %	67	100	85	0			
CM capacity (veh/h)	216	692	1442	0			
Direction, Lane #	EB 1	NB 1	SB 1				
Volume Total	73	445	591				
Volume Left	71	214	0				
Volume Right	2	0	440				
cSH	221	1442	1700				
Volume to Capacity	0.33	0.15	0.35				
Queue Length 95th (ft)	35	13	0				
Control Delay (s)	29.2	4.5	0.0				
Lane LOS	D	A					
Approach Delay (s)	29.2	4.5	0.0				
Approach LOS	D						
Intersection Summary							
Average Delay			3.7				
Intersection Capacity Utilization			71.0%				C
Analysis Period (min)			15				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	402	5	4	314	26	3	2	7	3	2	5
Future Volume (Veh/h)	5	408	5	4	322	26	3	2	7	3	2	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	434	5	4	343	28	3	2	7	3	2	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None			None						
Median storage (veh)												
Upstream signal (ft)			889									
pX platoon unblocked												
VC, conflicting volume	371			439			818	826	436	820	814	357
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCu, unblocked vol	371			439			818	826	436	820	814	357
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	99	99	99	99	99
CM capacity (veh/h)	1188			1121			290	305	620	288	310	687
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	444	375	12	10								
Volume Left	5	4	3	3								
Volume Right	5	28	7	5								
cSH	1188	1121	425	414								
Volume to Capacity	0.00	0.00	0.03	0.02								
Queue Length 95th (ft)	0	0	2	2								
Control Delay (s)	0.1	0.1	13.7	13.9								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.1	0.1	13.7	13.9								
Approach LOS		B	B									
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			34.4%									A
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
7: Sanoma Boulevard & Magazine Street

Aventis Multifamily Development
PM Future plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	63	85	5	38	73	139	16	885	165	105	314	50	
Future Volume (vph)	69	91	15	38	81	139	33	885	165	105	314	58	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0			6.0	6.0		6.0	6.0		6.0	6.0		
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95		
Frt	0.99	0.93		0.93	0.98		1.00	0.98		1.00	0.98		
Flt Protected	0.98			0.99			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1806			1715			1770	3456		1770	3456		
Flt Permitted	0.68			0.93			0.95	1.00		0.95	1.00		
Satd. Flow (perm)	1257			1608			1770	3456		1770	3456		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	75	99	16	41	88	151	36	962	179	114	341	63	
RTOR Reduction (vph)	0	5	0	0	67	0	0	20	0	0	19	0	
Lane Group Flow (vph)	0	185	0	0	213	0	36	1121	0	114	385	0	
Turn Type	Perm	NA	NA	Perm	NA	NA	Prot	NA	Prot	NA	Prot	NA	
Protected Phases	8			4			1	6		5		2	
Permitted Phases	8			4									
Actuated Green, G (s)	15.3			15.3			3.6	22.9		7.5		26.8	
Effective Green, g (s)	15.3			15.3			3.6	22.9		7.5		26.8	
Actuated g/C Ratio	0.24			0.24			0.06	0.36		0.12		0.42	
Clearance Time (s)	6.0			6.0			6.0	6.0		6.0		6.0	
Vehicle Extension (s)	5.0			5.0			5.0	5.0		5.0		5.0	
Lane Grp Cap (vph)	301			386			100	1242		208		1454	
v/s Ratio Prot	c0.15			0.13			0.02	c0.32		c0.06		c0.11	
v/c Ratio Perm	0.61			0.55			0.36	0.90		0.55		0.27	
v/c Ratio	0.61			0.55			0.36	0.90		0.55		0.27	
Uniform Delay, d1	21.6			21.2			28.9	19.3		26.5		12.0	
Progression Factor	1.00			1.00			1.00	1.00		1.00		1.00	
Incremental Delay, d2	5.3			2.9			4.6	10.7		5.1		0.4	
Delay (s)	26.8			24.1			33.5	30.1		31.6		12.5	
Level of Service	C			C			C	C		C		B	
Approach Delay (s)	26.8			24.1			30.2	30.2		16.7		16.7	
Approach LOS	C			C			C	C		B		B	
Intersection Summary													
HCM 2000 Control Delay	25.9						HCM 2000 Level of Service						C
HCM 2000 Volume to Capacity ratio	0.75												
Actuated Cycle Length (s)	63.7						Sum of lost time (s)						18.0
Intersection Capacity Utilization	71.2%						ICU Level of Service						C
Analysis Period (min)	15												
Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis
8: Porter Street & Magazine Street

Aventis Multifamily Development
PM Future Conditions

Movement	WBL	WBR	NBT	SBL	SBT
Lane Configurations	←	←	←	←	←
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	61	49	17	101	39
Future Volume (vph)	61	49	17	101	39
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	70	56	20	116	45
Direction, Lane #	WB 1	NB 1	SB 1		
Volume Total (vph)	126	136	56		
Volume Left (vph)	70	0	45		
Volume Right (vph)	56	116	0		
Head (s)	-0.12	-0.48	0.19		
Departure Headway (s)	4.2	3.8	4.5		
Degree Utilization, x	0.15	0.14	0.07		
Capacity (veh/h)	824	917	770		
Control Delay (s)	7.9	7.4	7.8		
Approach Delay (s)	7.9	7.4	7.8		
Approach LOS	A	A	A		
Intersection Summary					
Delay	7.7				
Level of Service	A				
Intersection Capacity Utilization	22.4%				
Analysis Period (min)	15				
ICU Level of Service	A				

Appendix C

95th Percentile Queue Projections





This page intentionally left blank

Queues
7: Sonoma Boulevard & Magazine Street

Aventis Multi Family Development
AM Existing plus Project Conditions



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	285	218	13	399	61	329
v/c Ratio	0.66	0.48	0.04	0.31	0.20	0.20
Control Delay	27.7	18.2	26.3	13.8	27.4	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	18.2	26.3	13.8	27.4	11.3
Queue Length 50th (ft)	101	54	5	52	23	30
Queue Length 95th (ft)	178	113	19	90	56	85
Internal Link Dist (ft)	66	809		630		560
Turn Bay Length (ft)			145		270	
Base Capacity (vph)	567	579	311	1305	311	1621
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.38	0.04	0.31	0.20	0.20
Intersection Summary						

Queues
7: Sonoma Boulevard & Magazine Street

Aventis Multifamily Development
AM Future plus Project Conditions



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	340	264	14	486	41	401
v/c Ratio	0.71	0.53	0.04	0.37	0.13	0.28
Control Delay	27.8	17.8	25.0	14.2	25.2	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	17.8	25.0	14.2	25.2	12.8
Queue Length 50th (ft)	77	43	3	41	10	37
Queue Length 95th (ft)	#242	140	20	116	42	106
Internal Link Dist (ft)	66	809		630		560
Turn Bay Length (ft)			145		270	
Base Capacity (vph)	605	614	325	1299	325	1452
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.43	0.04	0.37	0.13	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Appendix D

Left-turn Lane Warrant Worksheet



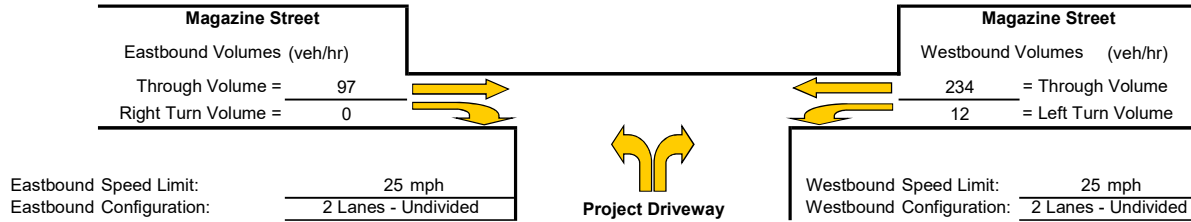
This page intentionally left blank

Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: Magazine Street Avenue/Project Driveway
Study Scenario: AM Existing + Project Conditions

Direction of Analysis Street: East/West

Cross Street Intersects: From the South



Eastbound Right Turn Lane Warrants

- Check for right turn volume criteria

Thresholds not met, continue to next step

- Check advance volume threshold criteria for turn lane

Advancing Volume Threshold AV = 1050.1
Advancing Volume Va = 97
If $AV < Va$ then warrant is met No

Right Turn Lane Warranted: NO

Eastbound Right Turn Taper Warrants (evaluate if right turn lane is unwarranted)

- Check taper volume criteria

NOT WARRANTED - Less than 20 vehicles

- Check advance volume threshold criteria for taper

Advancing Volume Threshold AV = -
Advancing Volume Va = 97
If $AV < Va$ then warrant is met -

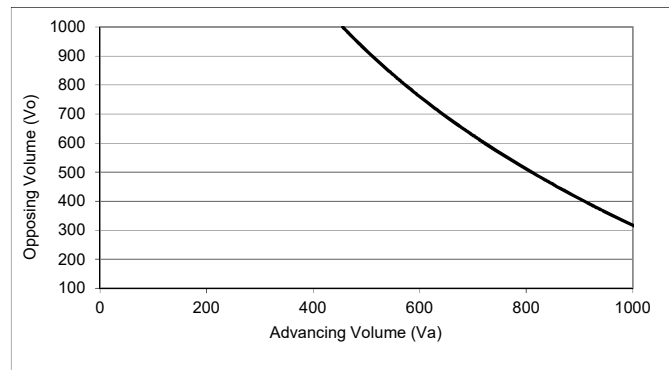
Right Turn Taper Warranted: NO

Westbound Left Turn Lane Warrants

Percentage Left Turns %Lt 4.9 %

Advancing Volume Threshold AV 1288 veh/hr

If $AV < Va$ then warrant is met



Study Intersection

Two lane roadway warrant threshold for: 25 mph

Turn lane warranted if point falls to right of warrant threshold line

Left Turn Lane Warranted: NO

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements*, January 1997.

The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.

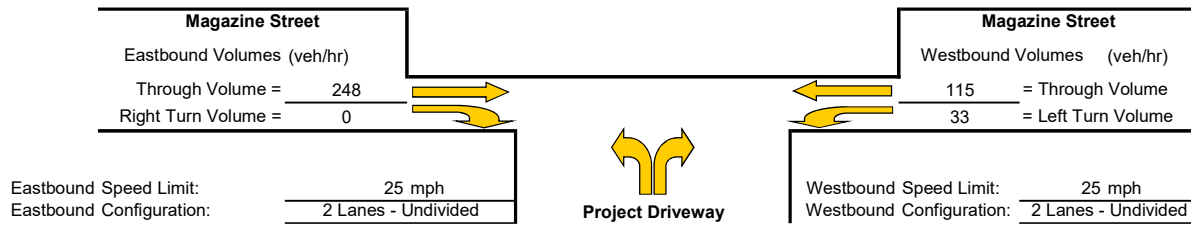
The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: Magazine Street Avenue/Project Driveway
Study Scenario: PM Existing + Project Conditions

Direction of Analysis Street: East/West

Cross Street Intersects: From the South



Eastbound Right Turn Lane Warrants

1. Check for right turn volume criteria

Thresholds not met, continue to next step

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold AV = 1050.1

Advancing Volume Va = 248

If $AV < Va$ then warrant is met No

Right Turn Lane Warranted: NO

Eastbound Right Turn Taper Warrants (evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

NOT WARRANTED - Less than 20 vehicles

2. Check advance volume threshold criteria for taper

Advancing Volume Threshold AV = -

Advancing Volume Va = 248

If $AV < Va$ then warrant is met -

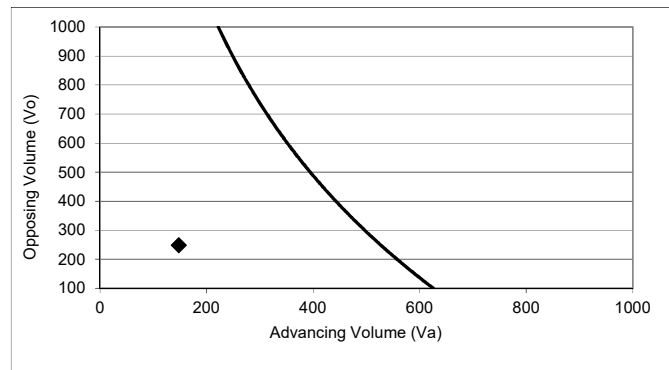
Right Turn Taper Warranted: NO

Westbound Left Turn Lane Warrants

Percentage Left Turns %lt 22.3 %

Advancing Volume Threshold AV 527 veh/hr

If $AV < Va$ then warrant is met



◆ Study Intersection

Two lane roadway warrant threshold for: 25 mph

Turn lane warranted if point falls to right of warrant threshold line

Left Turn Lane Warranted: NO

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements*, January 1997.

The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.

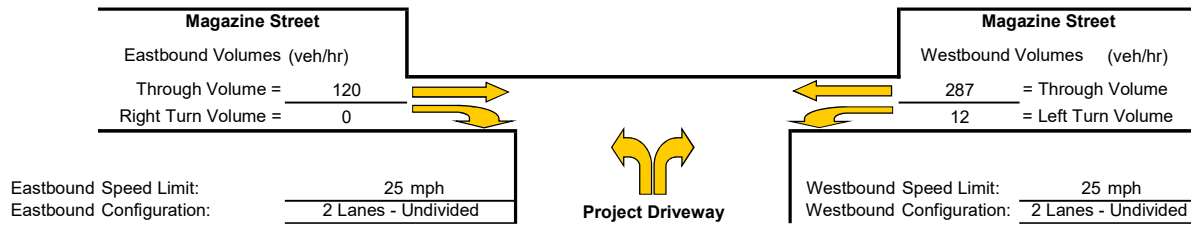
The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: Magazine Street Avenue/Project Driveway
Study Scenario: AM Cumulative + Project Conditions

Direction of Analysis Street: East/West

Cross Street Intersects: From the South



Eastbound Right Turn Lane Warrants

1. Check for right turn volume criteria

Thresholds not met, continue to next step

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold AV = 1050.1
Advancing Volume Va = 120
If $AV < Va$ then warrant is met No

Right Turn Lane Warranted: NO

Eastbound Right Turn Taper Warrants (evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

NOT WARRANTED - Less than 20 vehicles

2. Check advance volume threshold criteria for taper

Advancing Volume Threshold AV = -
Advancing Volume Va = 120
If $AV < Va$ then warrant is met -

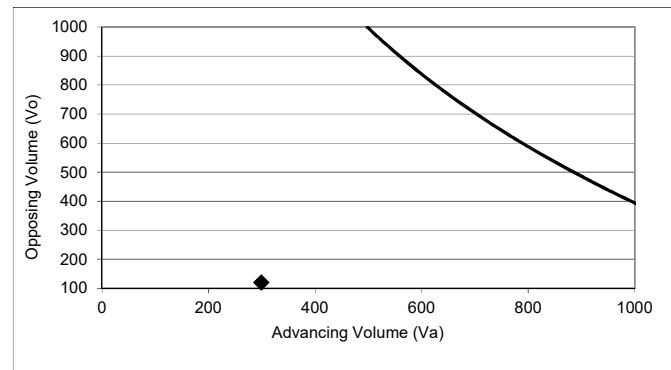
Right Turn Taper Warranted: NO

Westbound Left Turn Lane Warrants

Percentage Left Turns %lt 4.0 %

Advancing Volume Threshold AV 1371 veh/hr

If $AV < Va$ then warrant is met



◆ Study Intersection

Two lane roadway warrant threshold for: 25 mph

Turn lane warranted if point falls to right of warrant threshold line

Left Turn Lane Warranted: NO

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements*, January 1997.

The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.

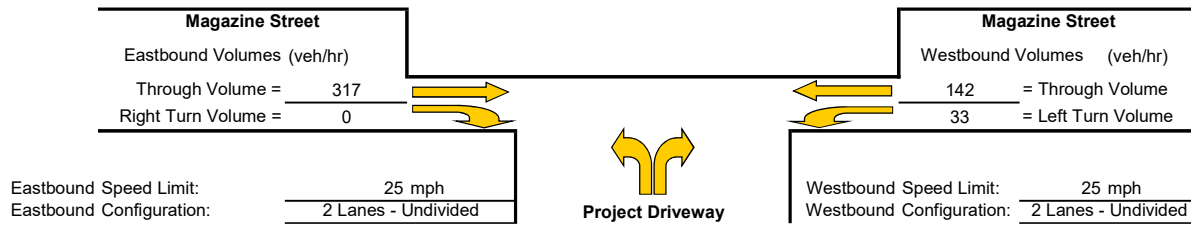
The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: Magazine Street Avenue/Project Driveway
Study Scenario: PM Existing + Project Conditions

Direction of Analysis Street: East/West

Cross Street Intersects: From the South



Eastbound Right Turn Lane Warrants

1. Check for right turn volume criteria

Thresholds not met, continue to next step

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold AV = 1050.1

Advancing Volume Va = 317

If $AV < Va$ then warrant is met No

Right Turn Lane Warranted: NO

Eastbound Right Turn Taper Warrants (evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

NOT WARRANTED - Less than 20 vehicles

2. Check advance volume threshold criteria for taper

Advancing Volume Threshold AV = -

Advancing Volume Va = 317

If $AV < Va$ then warrant is met -

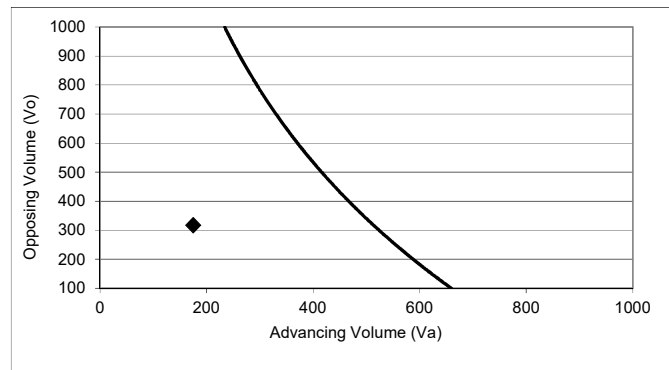
Right Turn Taper Warranted: NO

Westbound Left Turn Lane Warrants

Percentage Left Turns %lt 18.9 %

Advancing Volume Threshold AV 514 veh/hr

If $AV < Va$ then warrant is met



◆ Study Intersection

Two lane roadway warrant threshold for: 25 mph

Turn lane warranted if point falls to right of warrant threshold line

Left Turn Lane Warranted: NO

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements*, January 1997.

The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.

The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.



March 9, 2020

Mr. Stephen Schwartz
Aventis – Sonoma, LLC
1148 Alpine Road, Suite 100
Walnut Creek, CA 94596

Addendum to Traffic Impact Study for the Aventis-Vallejo Multifamily Community Project

Dear Mr. Schwartz;

This letter is an addendum to the February 26, 2020 Traffic Impact Study for the Aventis-Vallejo Multifamily Community project. The traffic study was based on a proposal of 124 residential units; the currently proposed project is 132 residential units with a slightly different unit mix. This letter addresses the change in trip generation and parking associated with the proposed project, and whether the findings of the traffic study would change as a result of the eight additional units.

Trip Generation

The addition of eight multifamily residential units would result in an increase of 43 daily trips, including an additional three a.m. and three p.m. peak hour trips. Table 1 provides a summary of the project's trip generation.

Table 1 Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Multifamily Housing	124 du	5.44	675	0.36	45	12	33	0.44	55	33	22
Multifamily Housing	132 du	5.44	718	0.36	48	13	35	0.44	58	35	23
Difference	8 du	5.44	43	0.36	3	1	2	0.44	3	2	1

Note: du = dwelling unit

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition, 2017 for Multifamily Housing (Land Use #221), as this description most closely matches the proposed project. The addition of three peak hour trips would not be enough to trigger a change the analysis findings, conclusions or recommendations of the February 26, 2020 traffic study.

Parking

The project was analyzed to determine whether the proposed parking supply would satisfy the requirements set forth in the City's Municipal Code. The project site as proposed would provide a total of 248 standard parking spaces for the 132 multifamily apartment units.

Jurisdiction parking supply requirements are based on the City of Vallejo Municipal Code, Chapter 16.62.050; Off-Street Parking. The municipal code requires multifamily apartment buildings to provide parking at a rate of one (1.0) spaces per unit for studio units, one and one-half (1.5) spaces per unit for one-bedroom units, two spaces per unit for two or more bedrooms, and one guest space for every five units. Under the City's code, 248 spaces would be required for the 124-unit project, and 249 spaces for 132-unit project.

The proposed parking supply and City of Vallejo requirements are shown in Table 2.

Table 2 – Parking Analysis Summary

Land Use	Units	Supply (spaces)	City Requirements	
			Rate	Spaces Required
Low/Mid-Rise Apartment	50 1br	248	1.5 for 1 bdr	75
	<u>74 2br</u>		2.0 for 2+ bdr	148
	124 units		0.2 for guests	25
Low/Mid-Rise Apartment	6 studio	248	1.0 for studio	6
	72 1br		1.5 for 1 bdr	108
	<u>54 2br</u>		2.0 for 2+ bdr	108
	132 units		0.2 for guests	27
Difference		248		249

Notes: bdr = bedrooms

The proposed parking supply of 248 spaces would be one space short of the 249 spaces required as set forth in the Municipal Code.

Summary

The increase from 124 to 132 units would result in three additional a.m. and p.m. peak hour trips, but this would not be enough to not trigger any change to the traffic analysis findings, conclusions or recommendations of the February 26, 2020 traffic study. The increase from 124 to 132 units would result in an increase in parking space requirements per the Municipal Code, from 248 to 249 spaces.

Sincerely,



Mark E. Spencer, PE
Senior Principal



March 9, 2020

Mr. Stephen Schwartz
Aventis – Sonoma, LLC
1148 Alpine Road, Suite 100
Walnut Creek, CA 94596

Addendum to Traffic Impact Study for the Aventis-Vallejo Multifamily Community Project

Dear Mr. Schwartz;

This letter is an addendum to the February 26, 2020 Traffic Impact Study for the Aventis-Vallejo Multifamily Community project. The traffic study was based on a proposal of 124 residential units; the currently proposed project is 132 residential units with a slightly different unit mix. This letter addresses the change in trip generation and parking associated with the proposed project, and whether the findings of the traffic study would change as a result of the eight additional units.

Trip Generation

The addition of eight multifamily residential units would result in an increase of 43 daily trips, including an additional three a.m. and three p.m. peak hour trips. Table 1 provides a summary of the project's trip generation.

Table 1 Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Multifamily Housing	124 du	5.44	675	0.36	45	12	33	0.44	55	33	22
Multifamily Housing	132 du	5.44	718	0.36	48	13	35	0.44	58	35	23
Difference	8 du	5.44	43	0.36	3	1	2	0.44	3	2	1

Note: du = dwelling unit

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition, 2017 for Multifamily Housing (Land Use #221), as this description most closely matches the proposed project. The addition of three peak hour trips would not be enough to trigger a change the analysis findings, conclusions or recommendations of the February 26, 2020 traffic study.

Parking

The project was analyzed to determine whether the proposed parking supply would satisfy the requirements set forth in the City's Municipal Code. The project site as proposed would provide a total of 248 standard parking spaces for the 132 multifamily apartment units.

Jurisdiction parking supply requirements are based on the City of Vallejo Municipal Code, Chapter 16.62.050; Off-Street Parking. The municipal code requires multifamily apartment buildings to provide parking at a rate of one (1.0) spaces per unit for studio units, one and one-half (1.5) spaces per unit for one-bedroom units, two spaces per unit for two or more bedrooms, and one guest space for every five units. Under the City's code, 248 spaces would be required for the 124-unit project, and 249 spaces for 132-unit project.

The proposed parking supply and City of Vallejo requirements are shown in Table 2.

Table 2 – Parking Analysis Summary

Land Use	Units	Supply (spaces)	City Requirements	
			Rate	Spaces Required
Low/Mid-Rise Apartment	50 1br	248	1.5 for 1 bdr	75
	<u>74 2br</u>		2.0 for 2+ bdr	148
	124 units		0.2 for guests	25
Low/Mid-Rise Apartment	6 studio	248	1.0 for studio	6
	72 1br		1.5 for 1 bdr	108
	<u>54 2br</u>		2.0 for 2+ bdr	108
	132 units		0.2 for guests	27
Difference		248		249

Notes: bdr = bedrooms

The proposed parking supply of 248 spaces would be one space short of the 249 spaces required as set forth in the Municipal Code.

Summary

The increase from 124 to 132 units would result in three additional a.m. and p.m. peak hour trips, but this would not be enough to not trigger any change to the traffic analysis findings, conclusions or recommendations of the February 26, 2020 traffic study. The increase from 124 to 132 units would result in an increase in parking space requirements per the Municipal Code, from 248 to 249 spaces.

Sincerely,



Mark E. Spencer, PE
Senior Principal

Appendix C

Vehicle Miles Traveled Technical Memorandum



November 4, 2020

Ms. Kari Zajac
Rincon Consultants, Inc.
4825 J Street, Suite 200
Sacramento, CA 95819

VMT Analysis - Sonoma Boulevard/Magazine Street Multi-Family Development Project

Dear Ms. Zajac;

This letter summarizes the Vehicle Miles Traveled (VMT) analysis for the proposed Sonoma Boulevard/Magazine Street project, also referred to as the Aventis-Vallejo Multifamily Community Project. The analysis incorporates work prepared by W-Trans as well as travel forecast modeling runs prepared by Elite Transportation Group (ETG).

The project is currently proposed to include 132 multifamily residential units to be located on a currently undeveloped parcel at the northeast corner of Magazine Street and Sonoma Boulevard in the City of Vallejo. A Traffic Impact Study for the project was previously prepared (W-Trans, February 26, 2020) as well as an addendum (W-Trans, March 9, 2020). Based on SB743 taking effect on July 1, 2020, a VMT analysis was subsequently prepared and presented in this letter. Together, these three documents comprise the full traffic impact analysis for the proposed project.

The VMT analysis was conducted in accordance with the new City of Vallejo CEQA Transportation Impact Analysis Guidelines, and required running the Countywide travel forecast model (the Solano Napa Activity-Based Model) to compare VMT per capita results with and without the proposed project, and a comparison to the citywide average VMT per capita for residential land uses. The project was found to be at or below the citywide average under both the baseline 2015 and cumulative 2040 analysis scenario, and as such there would be no significant VMT impact associated with the proposed project.

The VMT analysis prepared by ETG is attached to this letter for reference. Please do not hesitate to contact me with any questions regarding this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Spencer', is written over a light blue horizontal line.

Mark Spencer, PE
Senior Principal

MES/VAL036.L1

Attachment: VMT Analysis Memo (ETG)



Technical Memorandum

Date: 11/4/2020

To: Mark Spencer, W-Trans

From: Lawrence Liao, ETG

Subject: **SB743 VMT Analysis for Sonoma Boulevard and Magazine Street Multifamily Development Project**

OVERVIEW

This technical memorandum includes the following sections:

- Project Description
- SB743 VMT Analysis
- Summary of Results

PROJECT DESCRIPTION

The proposed Aventis-Vallejo Multifamily Community project includes the development of 132 multifamily residential units to be located on a currently undeveloped parcel at the northeast corner of Magazine Street and Sonoma Boulevard in the City of Vallejo.

SB743 VMT ANALYSIS

The SB743 VMT analysis for this project was conducted in accordance with the new City of Vallejo CEQA Transportation Impact Analysis Guidelines (Guidelines).

The Solano Napa Activity-Based Model (SNABM), adopted by Technical Advisory Committee (TAC) of Solano Transportation Authority on April 24, 2019, and the California Statewide Travel Demand Model (CSTDM) were used in this analysis. The model years included in the SNABM are 2015 and 2040. The SNABM covers the entire nine-county Bay Area. The VMT of internal-internal (I-I) trips, with respect to the SNABM model area, was calculated using the SNABM. The VMT due to additional average trip length for trips beyond the SNABM model area, namely internal-external/external-internal (I-X/X-I) trips, was estimated using the CSTDM.



In addition to project land use data, the SNABM also requires new households and population generated by the project land use to be synthesized and added to the input household and population files. The additional project households and population were generated by sampling the existing multifamily household and population records of the project TAZ. As a result, 283 residents were added to the model based on the proposed 132 multifamily households.

The I-I Residential Tour VMT per resident for the project TAZ and citywide total were calculated using the SNABM for the following scenarios:

- Baseline Conditions – the 2015 SNABM was used to represent the baseline condition.
- Baseline Plus Project - The project land use and additional project-generated households and population were added to 2015 SNABM. A full model run was conducted and VMT changes were isolated for the project TAZ and across the full model network.
- Cumulative No Project– the 2040 SNABM was used to represent the cumulative no project condition.
- Cumulative Plus Project - The project land use and additional project-generated households and population were added to the 2040 SNABM. A full model run was conducted and VMT changes were isolated for the project TAZ and across the full model network.

To account for the average trip length of trips traveling to/from outside of the SNABM model area, the CSTDM was used to estimate a factor between the VMT from I-I trips only and total VMT that includes both I-I and I-X/X-I trips. The city total and project TAZ adjustment factors were calculated for both 2015 and 2040 scenarios. It was found that the average external trip length added about 6% to 9% to the I-I VMT.

SUMMARY OF RESULTS

The citywide average VMT metrics from the Guidelines are shown below, as a reference.

Table 1: City of Vallejo VMT Metrics

Land Use	City of Vallejo Baseline Year (2015)	City of Vallejo Cumulative Year (2040) ¹
Residential (Home based tour trips)	26.0 VMT/resident	26.6 VMT/resident
Office/Employment (Home based-work tour trips)	31.5 VMT/employee	32.4 VMT/employee

Source: Solano-Napa Activity Based Travel Demand Model (September 2019 version); Fehr & Peers, October 2020.



The results of the project-specific VMT analysis are summarized below:

		SNABM			CSTDm	
		TOTAL VMT	TOTAL POP	I-I VMT per Capita	Adj Factor for External Trip Length	Total VMT per Capita
City Baseline	2015 NB	2,823,379	117,494	24.0	1.06	25.5
	2040 NB	3,209,247	130,702	24.6	1.07	26.3
Project TAZ	2015 NB	30,645	1,290	23.8	1.07	25.4
	2040 NB	25,947	1,102	23.5	1.09	25.7
Project TAZ	2015 WP	37,316	1,596	23.4	1.07	25.0
	2040 WP	30,966	1,370	22.6	1.09	24.6

SNABM = Solano Napa Activity-Based Model; CSTDm= California Statewide Travel Demand Model

NB = No Build; WP = With Project

The 2015 and 2040 citywide VMT per capita calculated for the proposed project are consistent with those reported in the City's Guidelines.

The 2015 and 2040 total VMT per capita, with and without project, of the Project TAZ are both lower than the citywide baselines, respectively. Thus, there would be no significant VMT impacts associated with the proposed project.

Appendix D

CalEEMod Output File

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

Sonoma-Magazine Residential Project
Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	132.00	Dwelling Unit	4.95	132,000.00	378

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2030
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	298.65	CH4 Intensity (lb/MW hr)	0.014	N2O Intensity (lb/MW hr)	0.003

1.3 User Entered Comments & Non-Default Data

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

Project Characteristics - Utility Intensity per RPS 2030

Land Use - Lot acreage per site plan

Construction Phase - Arch coating begins halfway through building construction

Trips and VMT -

Grading - Assume balanced cut/fill

Vehicle Trips - Trip rate per TIS

Woodstoves - No fireplaces/woodstoves per site plan

Energy Use -

Water And Wastewater - Water use redeuced by 20 percent per 2016 Title 24 standards.

Architectural Coating - 100 g/L per BAAQMD rule

Area Coating - 100 g/l per BAAQMD rule

Mobile Land Use Mitigation - Density: 27 units per acre, 350 feet from Salono Transit Route 3, sidewalks/paths on the site and connecting to site

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	100.00
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	100
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	150	100
tblConstructionPhase	NumDays	18.00	115.00
tblConstructionPhase	PhaseEndDate	10/22/2021	10/7/2022
tblConstructionPhase	PhaseStartDate	9/29/2021	5/2/2022
tblFireplaces	FireplaceDayYear	11.14	0.00
tblFireplaces	FireplaceHourDay	3.50	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	19.80	0.00

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

tblFireplaces	NumberNoFireplace	5.28	0.00
tblFireplaces	NumberWood	22.44	0.00
tblLandUse	LotAcreage	3.47	4.95
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.014
tblProjectCharacteristics	CO2IntensityFactor	641.35	298.65
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblVehicleTrips	ST_TR	6.39	5.44
tblVehicleTrips	SU_TR	5.86	5.44
tblVehicleTrips	WD_TR	6.65	5.44
tblWater	IndoorWaterUseRate	8,600,331.38	6,880,265.10
tblWoodstoves	NumberCatalytic	2.64	0.00
tblWoodstoves	NumberNoncatalytic	2.64	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

2.1 Overall Construction**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1223	1.1224	0.8805	1.6700e-003	0.0966	0.0583	0.1548	0.0451	0.0544	0.0995	0.0000	146.4037	146.4037	0.0322	0.0000	147.2090
2021	0.2061	1.7688	1.7831	3.4800e-003	0.0751	0.0898	0.1649	0.0202	0.0843	0.1045	0.0000	305.9149	305.9149	0.0564	0.0000	307.3239
2022	0.8408	0.0831	0.1268	2.5000e-004	8.6300e-003	4.7500e-003	0.0134	2.3000e-003	4.7500e-003	7.0500e-003	0.0000	21.7115	21.7115	1.1000e-003	0.0000	21.7390
Maximum	0.8408	1.7688	1.7831	3.4800e-003	0.0966	0.0898	0.1649	0.0451	0.0843	0.1045	0.0000	305.9149	305.9149	0.0564	0.0000	307.3239

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1223	1.1224	0.8805	1.6700e-003	0.0966	0.0583	0.1548	0.0451	0.0544	0.0995	0.0000	146.4036	146.4036	0.0322	0.0000	147.2089
2021	0.2061	1.7688	1.7831	3.4800e-003	0.0751	0.0898	0.1649	0.0202	0.0843	0.1045	0.0000	305.9146	305.9146	0.0564	0.0000	307.3236
2022	0.8408	0.0831	0.1268	2.5000e-004	8.6300e-003	4.7500e-003	0.0134	2.3000e-003	4.7500e-003	7.0500e-003	0.0000	21.7114	21.7114	1.1000e-003	0.0000	21.7390
Maximum	0.8408	1.7688	1.7831	3.4800e-003	0.0966	0.0898	0.1649	0.0451	0.0843	0.1045	0.0000	305.9146	305.9146	0.0564	0.0000	307.3236

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2020	11-30-2020	0.9730	0.9730
2	12-1-2020	2-28-2021	0.7115	0.7115
3	3-1-2021	5-31-2021	0.7009	0.7009
4	6-1-2021	8-31-2021	0.7001	0.7001
5	9-1-2021	11-30-2021	0.1270	0.1270
7	3-1-2022	5-31-2022	0.1721	0.1721
8	6-1-2022	8-31-2022	0.5279	0.5279
9	9-1-2022	9-30-2022	0.1721	0.1721
		Highest	0.9730	0.9730

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6274	0.0113	0.9775	5.0000e-005		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	1.6010	1.6010	1.5300e-003	0.0000	1.6391
Energy	6.1500e-003	0.0526	0.0224	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	134.6773	134.6773	4.6300e-003	1.8600e-003	135.3464
Mobile	0.1148	0.5951	1.2769	5.7700e-003	0.6168	3.8300e-003	0.6206	0.1655	3.5600e-003	0.1690	0.0000	532.5520	532.5520	0.0169	0.0000	532.9736
Waste						0.0000	0.0000		0.0000	0.0000	12.3256	0.0000	12.3256	0.7284	0.0000	30.5362
Water						0.0000	0.0000		0.0000	0.0000	2.1828	7.6140	9.7968	0.2246	5.3700e-003	17.0108
Total	0.7484	0.6589	2.2768	6.1600e-003	0.6168	0.0135	0.6303	0.1655	0.0133	0.1787	14.5084	676.4442	690.9526	0.9760	7.2300e-003	717.5061

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6274	0.0113	0.9775	5.0000e-005		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	1.6010	1.6010	1.5300e-003	0.0000	1.6391
Energy	6.1500e-003	0.0526	0.0224	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	134.6773	134.6773	4.6300e-003	1.8600e-003	135.3464
Mobile	0.0988	0.5085	0.9254	3.8300e-003	0.3910	2.6300e-003	0.3936	0.1049	2.4500e-003	0.1073	0.0000	353.7224	353.7224	0.0123	0.0000	354.0307
Waste						0.0000	0.0000		0.0000	0.0000	12.3256	0.0000	12.3256	0.7284	0.0000	30.5362
Water						0.0000	0.0000		0.0000	0.0000	2.1828	7.6140	9.7968	0.2246	5.3700e-003	17.0108
Total	0.7323	0.5723	1.9253	4.2200e-003	0.3910	0.0123	0.4033	0.1049	0.0121	0.1170	14.5084	497.6146	512.1230	0.9715	7.2300e-003	538.5633

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	2.15	13.14	15.44	31.49	36.61	8.88	36.01	36.61	8.38	34.52	0.00	26.44	25.88	0.46	0.00	24.94

3.0 Construction Detail**Construction Phase**

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2020	9/28/2020	5	20	
2	Site Preparation	Site Preparation	9/29/2020	10/5/2020	5	5	
3	Grading	Grading	10/6/2020	10/15/2020	5	8	
4	Building Construction	Building Construction	10/16/2020	9/2/2021	5	230	
5	Paving	Paving	9/3/2021	9/28/2021	5	18	
6	Architectural Coating	Architectural Coating	5/2/2022	10/7/2022	5	115	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 267,300; Residential Outdoor: 89,100; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	95.00	14.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386
Total	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.2 Demolition - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	3.6000e-004	3.6800e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0384	1.0384	3.0000e-005	0.0000	1.0391
Total	5.0000e-004	3.6000e-004	3.6800e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0384	1.0384	3.0000e-005	0.0000	1.0391

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385
Total	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.2 Demolition - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	3.6000e-004	3.6800e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0384	1.0384	3.0000e-005	0.0000	1.0391
Total	5.0000e-004	3.6000e-004	3.6800e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0384	1.0384	3.0000e-005	0.0000	1.0391

3.3 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.1060	0.0538	1.0000e-004		5.4900e-003	5.4900e-003		5.0500e-003	5.0500e-003	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4253
Total	0.0102	0.1060	0.0538	1.0000e-004	0.0452	5.4900e-003	0.0507	0.0248	5.0500e-003	0.0299	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4253

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.3 Site Preparation - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.1000e-004	1.1100e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3115	0.3115	1.0000e-005	0.0000	0.3117
Total	1.5000e-004	1.1000e-004	1.1100e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3115	0.3115	1.0000e-005	0.0000	0.3117

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.1060	0.0538	1.0000e-004		5.4900e-003	5.4900e-003		5.0500e-003	5.0500e-003	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4252
Total	0.0102	0.1060	0.0538	1.0000e-004	0.0452	5.4900e-003	0.0507	0.0248	5.0500e-003	0.0299	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4252

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.3 Site Preparation - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.1000e-004	1.1100e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3115	0.3115	1.0000e-005	0.0000	0.3117
Total	1.5000e-004	1.1000e-004	1.1100e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3115	0.3115	1.0000e-005	0.0000	0.3117

3.4 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7200e-003	0.1055	0.0642	1.2000e-004		5.0900e-003	5.0900e-003		4.6900e-003	4.6900e-003	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078
Total	9.7200e-003	0.1055	0.0642	1.2000e-004	0.0262	5.0900e-003	0.0313	0.0135	4.6900e-003	0.0182	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.4 Grading - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.4000e-004	1.4700e-003	0.0000	4.7000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4154	0.4154	1.0000e-005	0.0000	0.4156
Total	2.0000e-004	1.4000e-004	1.4700e-003	0.0000	4.7000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4154	0.4154	1.0000e-005	0.0000	0.4156

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7200e-003	0.1055	0.0642	1.2000e-004		5.0900e-003	5.0900e-003		4.6900e-003	4.6900e-003	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078
Total	9.7200e-003	0.1055	0.0642	1.2000e-004	0.0262	5.0900e-003	0.0313	0.0135	4.6900e-003	0.0182	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.4 Grading - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.4000e-004	1.4700e-003	0.0000	4.7000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4154	0.4154	1.0000e-005	0.0000	0.4156
Total	2.0000e-004	1.4000e-004	1.4700e-003	0.0000	4.7000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4154	0.4154	1.0000e-005	0.0000	0.4156

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0583	0.5276	0.4633	7.4000e-004		0.0307	0.0307		0.0289	0.0289	0.0000	63.6928	63.6928	0.0155	0.0000	64.0812
Total	0.0583	0.5276	0.4633	7.4000e-004		0.0307	0.0307		0.0289	0.0289	0.0000	63.6928	63.6928	0.0155	0.0000	64.0812

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4900e-003	0.0444	0.0112	1.0000e-004	2.5200e-003	2.2000e-004	2.7400e-003	7.3000e-004	2.1000e-004	9.4000e-004	0.0000	10.0801	10.0801	5.2000e-004	0.0000	10.0931
Worker	8.6600e-003	6.2000e-003	0.0642	2.0000e-004	0.0206	1.4000e-004	0.0208	5.4900e-003	1.3000e-004	5.6200e-003	0.0000	18.0858	18.0858	4.4000e-004	0.0000	18.0968
Total	0.0102	0.0506	0.0753	3.0000e-004	0.0232	3.6000e-004	0.0235	6.2200e-003	3.4000e-004	6.5600e-003	0.0000	28.1659	28.1659	9.6000e-004	0.0000	28.1898

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0583	0.5276	0.4633	7.4000e-004		0.0307	0.0307		0.0289	0.0289	0.0000	63.6927	63.6927	0.0155	0.0000	64.0811
Total	0.0583	0.5276	0.4633	7.4000e-004		0.0307	0.0307		0.0289	0.0289	0.0000	63.6927	63.6927	0.0155	0.0000	64.0811

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4900e-003	0.0444	0.0112	1.0000e-004	2.5200e-003	2.2000e-004	2.7400e-003	7.3000e-004	2.1000e-004	9.4000e-004	0.0000	10.0801	10.0801	5.2000e-004	0.0000	10.0931
Worker	8.6600e-003	6.2000e-003	0.0642	2.0000e-004	0.0206	1.4000e-004	0.0208	5.4900e-003	1.3000e-004	5.6200e-003	0.0000	18.0858	18.0858	4.4000e-004	0.0000	18.0968
Total	0.0102	0.0506	0.0753	3.0000e-004	0.0232	3.6000e-004	0.0235	6.2200e-003	3.4000e-004	6.5600e-003	0.0000	28.1659	28.1659	9.6000e-004	0.0000	28.1898

3.5 Building Construction - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1663	1.5253	1.4503	2.3600e-003		0.0839	0.0839		0.0789	0.0789	0.0000	202.6826	202.6826	0.0489	0.0000	203.9051
Total	0.1663	1.5253	1.4503	2.3600e-003		0.0839	0.0839		0.0789	0.0789	0.0000	202.6826	202.6826	0.0489	0.0000	203.9051

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.5 Building Construction - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8900e-003	0.1280	0.0319	3.3000e-004	8.0300e-003	2.8000e-004	8.3100e-003	2.3200e-003	2.7000e-004	2.5900e-003	0.0000	31.7696	31.7696	1.5600e-003	0.0000	31.8087
Worker	0.0255	0.0176	0.1864	6.1000e-004	0.0657	4.3000e-004	0.0661	0.0175	4.0000e-004	0.0179	0.0000	55.5267	55.5267	1.2500e-003	0.0000	55.5578
Total	0.0294	0.1456	0.2184	9.4000e-004	0.0737	7.1000e-004	0.0744	0.0198	6.7000e-004	0.0205	0.0000	87.2963	87.2963	2.8100e-003	0.0000	87.3665

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1663	1.5253	1.4503	2.3600e-003		0.0839	0.0839		0.0789	0.0789	0.0000	202.6824	202.6824	0.0489	0.0000	203.9048
Total	0.1663	1.5253	1.4503	2.3600e-003		0.0839	0.0839		0.0789	0.0789	0.0000	202.6824	202.6824	0.0489	0.0000	203.9048

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.5 Building Construction - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8900e-003	0.1280	0.0319	3.3000e-004	8.0300e-003	2.8000e-004	8.3100e-003	2.3200e-003	2.7000e-004	2.5900e-003	0.0000	31.7696	31.7696	1.5600e-003	0.0000	31.8087
Worker	0.0255	0.0176	0.1864	6.1000e-004	0.0657	4.3000e-004	0.0661	0.0175	4.0000e-004	0.0179	0.0000	55.5267	55.5267	1.2500e-003	0.0000	55.5578
Total	0.0294	0.1456	0.2184	9.4000e-004	0.0737	7.1000e-004	0.0744	0.0198	6.7000e-004	0.0205	0.0000	87.2963	87.2963	2.8100e-003	0.0000	87.3665

3.6 Paving - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8500e-003	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7336	14.7336	4.6300e-003	0.0000	14.8493
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.8500e-003	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7336	14.7336	4.6300e-003	0.0000	14.8493

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.6 Paving - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	3.8000e-004	4.0400e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2024	1.2024	3.0000e-005	0.0000	1.2031
Total	5.5000e-004	3.8000e-004	4.0400e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2024	1.2024	3.0000e-005	0.0000	1.2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8500e-003	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7335	14.7335	4.6300e-003	0.0000	14.8493
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.8500e-003	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7335	14.7335	4.6300e-003	0.0000	14.8493

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.6 Paving - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	3.8000e-004	4.0400e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2024	1.2024	3.0000e-005	0.0000	1.2031
Total	5.5000e-004	3.8000e-004	4.0400e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2024	1.2024	3.0000e-005	0.0000	1.2031

3.7 Architectural Coating - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8260					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0118	0.0810	0.1043	1.7000e-004		4.7000e-003	4.7000e-003		4.7000e-003	4.7000e-003	0.0000	14.6812	14.6812	9.6000e-004	0.0000	14.7051
Total	0.8377	0.0810	0.1043	1.7000e-004		4.7000e-003	4.7000e-003		4.7000e-003	4.7000e-003	0.0000	14.6812	14.6812	9.6000e-004	0.0000	14.7051

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.7 Architectural Coating - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1300e-003	2.0700e-003	0.0225	8.0000e-005	8.6300e-003	6.0000e-005	8.6900e-003	2.3000e-003	5.0000e-005	2.3500e-003	0.0000	7.0302	7.0302	1.5000e-004	0.0000	7.0339
Total	3.1300e-003	2.0700e-003	0.0225	8.0000e-005	8.6300e-003	6.0000e-005	8.6900e-003	2.3000e-003	5.0000e-005	2.3500e-003	0.0000	7.0302	7.0302	1.5000e-004	0.0000	7.0339

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8260					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0118	0.0810	0.1043	1.7000e-004		4.7000e-003	4.7000e-003		4.7000e-003	4.7000e-003	0.0000	14.6812	14.6812	9.6000e-004	0.0000	14.7051
Total	0.8377	0.0810	0.1043	1.7000e-004		4.7000e-003	4.7000e-003		4.7000e-003	4.7000e-003	0.0000	14.6812	14.6812	9.6000e-004	0.0000	14.7051

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

3.7 Architectural Coating - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1300e-003	2.0700e-003	0.0225	8.0000e-005	8.6300e-003	6.0000e-005	8.6900e-003	2.3000e-003	5.0000e-005	2.3500e-003	0.0000	7.0302	7.0302	1.5000e-004	0.0000	7.0339
Total	3.1300e-003	2.0700e-003	0.0225	8.0000e-005	8.6300e-003	6.0000e-005	8.6900e-003	2.3000e-003	5.0000e-005	2.3500e-003	0.0000	7.0302	7.0302	1.5000e-004	0.0000	7.0339

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Increase Density

Increase Transit Accessibility

Improve Pedestrian Network

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0988	0.5085	0.9254	3.8300e-003	0.3910	2.6300e-003	0.3936	0.1049	2.4500e-003	0.1073	0.0000	353.7224	353.7224	0.0123	0.0000	354.0307
Unmitigated	0.1148	0.5951	1.2769	5.7700e-003	0.6168	3.8300e-003	0.6206	0.1655	3.5600e-003	0.1690	0.0000	532.5520	532.5520	0.0169	0.0000	532.9736

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	718.08	718.08	718.08	1,658,483	1,051,377
Total	718.08	718.08	718.08	1,658,483	1,051,377

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.585795	0.036515	0.193581	0.106455	0.012789	0.005274	0.019465	0.028415	0.002699	0.001789	0.005626	0.000921	0.000676

5.0 Energy Detail

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	73.8208	73.8208	3.4600e-003	7.4000e-004	74.1283
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	73.8208	73.8208	3.4600e-003	7.4000e-004	74.1283
Natural Gas Mitigated	6.1500e-003	0.0526	0.0224	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	60.8565	60.8565	1.1700e-003	1.1200e-003	61.2181
Natural Gas Unmitigated	6.1500e-003	0.0526	0.0224	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	60.8565	60.8565	1.1700e-003	1.1200e-003	61.2181

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.14041e+006	6.1500e-003	0.0526	0.0224	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	60.8565	60.8565	1.1700e-003	1.1200e-003	61.2181
Total		6.1500e-003	0.0526	0.0224	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	60.8565	60.8565	1.1700e-003	1.1200e-003	61.2181

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.14041e+006	6.1500e-003	0.0526	0.0224	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	60.8565	60.8565	1.1700e-003	1.1200e-003	61.2181
Total		6.1500e-003	0.0526	0.0224	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	60.8565	60.8565	1.1700e-003	1.1200e-003	61.2181

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	544942	73.8208	3.4600e-003	7.4000e-004	74.1283
Total		73.8208	3.4600e-003	7.4000e-004	74.1283

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	544942	73.8208	3.4600e-003	7.4000e-004	74.1283
Total		73.8208	3.4600e-003	7.4000e-004	74.1283

6.0 Area Detail**6.1 Mitigation Measures Area**

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6274	0.0113	0.9775	5.0000e-005		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	1.6010	1.6010	1.5300e-003	0.0000	1.6391
Unmitigated	0.6274	0.0113	0.9775	5.0000e-005		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	1.6010	1.6010	1.5300e-003	0.0000	1.6391

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0826					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5155					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0292	0.0113	0.9775	5.0000e-005		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	1.6010	1.6010	1.5300e-003	0.0000	1.6391
Total	0.6274	0.0113	0.9775	5.0000e-005		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	1.6010	1.6010	1.5300e-003	0.0000	1.6391

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0826					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5155					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0292	0.0113	0.9775	5.0000e-005		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	1.6010	1.6010	1.5300e-003	0.0000	1.6391
Total	0.6274	0.0113	0.9775	5.0000e-005		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	1.6010	1.6010	1.5300e-003	0.0000	1.6391

7.0 Water Detail**7.1 Mitigation Measures Water**

Sonoma-Magazine Residential Project - Bay Area AQMD Air District, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.7968	0.2246	5.3700e-003	17.0108
Unmitigated	9.7968	0.2246	5.3700e-003	17.0108

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	6.88027 / 5.42195	9.7968	0.2246	5.3700e-003	17.0108
Total		9.7968	0.2246	5.3700e-003	17.0108

7.2 Water by Land Use

Mitigated

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	6.88027 / 5.42195	9.7968	0.2246	5.3700e- 003	17.0108
Total		9.7968	0.2246	5.3700e- 003	17.0108

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	12.3256	0.7284	0.0000	30.5362
Unmitigated	12.3256	0.7284	0.0000	30.5362

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	60.72	12.3256	0.7284	0.0000	30.5362
Total		12.3256	0.7284	0.0000	30.5362

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	60.72	12.3256	0.7284	0.0000	30.5362
Total		12.3256	0.7284	0.0000	30.5362

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Appendix E

Noise Measurement Files

Freq Weight : A
 Time Weight : SLOW
 Level Range : 40-100
 Max dB : 71.2 - 2019/12/30 14:56:29
 Level Range : 40-100
 SEL : 84.8
 Leq : 55.3

Noise Measurement 1

No.s	Date Time	(dB)				
1	2019/12/30 14:45:03	49.6	59.9	60.3	53.6	53.1
6	2019/12/30 14:45:18	52.5	54.5	50.6	49.3	49.8
11	2019/12/30 14:45:33	48.7	47.3	44.5	43.1	44.9
16	2019/12/30 14:45:48	48.8	59.1	58.4	50.2	45.0
21	2019/12/30 14:46:03	44.7	45.2	47.5	46.3	52.3
26	2019/12/30 14:46:18	56.8	53.5	53.6	46.9	50.4
31	2019/12/30 14:46:33	46.2	45.9	47.6	53.7	59.3
36	2019/12/30 14:46:48	52.1	52.1	51.9	52.7	48.2
41	2019/12/30 14:47:03	45.9	44.9	47.0	44.1	46.7
46	2019/12/30 14:47:18	45.3	48.9	58.7	52.2	46.7
51	2019/12/30 14:47:33	47.8	49.1	51.3	49.8	46.7
56	2019/12/30 14:47:48	48.6	44.9	44.7	49.4	56.7
61	2019/12/30 14:48:03	61.9	55.6	55.5	56.2	62.5
66	2019/12/30 14:48:18	60.3	58.2	59.2	58.1	54.7
71	2019/12/30 14:48:33	54.4	51.9	50.7	50.5	54.0
76	2019/12/30 14:48:48	46.4	44.9	45.4	45.3	43.7
81	2019/12/30 14:49:03	50.0	58.5	60.0	52.4	49.1
86	2019/12/30 14:49:18	47.4	46.9	51.2	59.6	61.5
91	2019/12/30 14:49:33	54.8	51.7	56.5	61.8	58.8
96	2019/12/30 14:49:48	53.0	54.0	54.2	51.7	53.1
101	2019/12/30 14:50:03	48.3	46.8	47.3	46.3	47.8
106	2019/12/30 14:50:18	50.0	48.2	61.7	61.7	50.5
111	2019/12/30 14:50:33	52.0	55.7	57.9	54.4	51.3
116	2019/12/30 14:50:48	52.6	60.2	62.4	58.2	63.1
121	2019/12/30 14:51:03	56.8	52.7	49.7	47.9	45.8
126	2019/12/30 14:51:18	44.0	44.0	43.1	44.4	45.1
131	2019/12/30 14:51:33	51.7	51.2	52.8	50.2	47.2
136	2019/12/30 14:51:48	49.7	54.0	61.4	55.3	54.0
141	2019/12/30 14:52:03	54.2	54.0	57.3	57.3	57.2
146	2019/12/30 14:52:18	65.5	58.5	53.4	50.9	48.9
151	2019/12/30 14:52:33	50.7	54.7	53.4	53.1	50.3
156	2019/12/30 14:52:48	48.3	48.9	49.0	50.9	51.0
161	2019/12/30 14:53:03	51.9	53.2	53.7	52.5	49.7
166	2019/12/30 14:53:18	49.1	47.4	45.8	47.7	48.2
171	2019/12/30 14:53:33	45.8	45.1	45.1	44.0	43.3
176	2019/12/30 14:53:48	45.5	44.9	46.4	45.6	46.9
181	2019/12/30 14:54:03	46.9	46.4	47.0	46.0	46.4
186	2019/12/30 14:54:18	46.3	44.7	43.2	46.8	45.7
191	2019/12/30 14:54:33	45.9	45.7	44.2	43.4	53.9
196	2019/12/30 14:54:48	61.9	57.1	49.9	48.5	50.4
201	2019/12/30 14:55:03	52.1	58.0	60.8	51.7	51.3
206	2019/12/30 14:55:18	48.8	47.0	47.3	43.7	43.3
211	2019/12/30 14:55:33	43.2	43.6	44.0	47.0	51.9
216	2019/12/30 14:55:48	60.7	59.2	51.2	51.4	51.0
221	2019/12/30 14:56:03	52.8	56.7	59.6	62.7	61.0
226	2019/12/30 14:56:18	54.8	58.9	64.0	71.0	62.2
231	2019/12/30 14:56:33	54.5	54.5	52.7	51.2	46.7
236	2019/12/30 14:56:48	46.4	46.4	45.4	47.5	48.7
241	2019/12/30 14:57:03	47.6	46.7	49.6	49.4	50.6
246	2019/12/30 14:57:18	50.1	49.8	45.5	47.9	48.2
251	2019/12/30 14:57:33	52.2	52.5	50.1	48.4	49.8
256	2019/12/30 14:57:48	58.5	53.9	48.6	49.8	46.9
261	2019/12/30 14:58:03	45.6	45.3	45.2	46.6	45.8
266	2019/12/30 14:58:18	44.7	49.9	50.2	52.2	50.8
271	2019/12/30 14:58:33	49.7	59.8	59.4	58.5	62.8
276	2019/12/30 14:58:48	56.7	51.6	51.1	49.6	47.9
281	2019/12/30 14:59:03	46.3	52.6	57.9	59.2	55.9
286	2019/12/30 14:59:18	55.2	52.0	50.9	48.5	51.5
291	2019/12/30 14:59:33	53.8	52.4	49.2	46.9	45.1
296	2019/12/30 14:59:48	47.7	46.1	49.7	60.2	63.9

Freq Weight : A
 Time Weight : SLOW
 Level Range : 40-100
 Max dB : 82.5 - 2019/12/30 15:19:39
 Level Range : 40-100
 SEL : 97.2
 Leq : 67.7

Noise Measurement 2

No.s	Date	Time	(dB)				
1	2019/12/30	15:08:08	65.6	58.1	57.3	68.1	71.6
6	2019/12/30	15:08:23	71.8	72.2	69.5	64.6	55.8
11	2019/12/30	15:08:38	56.3	57.7	69.9	63.2	61.6
16	2019/12/30	15:08:53	65.3	57.8	54.0	53.2	52.7
21	2019/12/30	15:09:08	53.4	54.8	57.8	63.7	59.0
26	2019/12/30	15:09:23	55.8	55.1	56.3	59.5	67.3
31	2019/12/30	15:09:38	64.4	66.0	60.1	71.3	79.1
36	2019/12/30	15:09:53	81.5	75.8	75.0	73.9	69.8
41	2019/12/30	15:10:08	62.9	59.7	63.4	63.3	68.8
46	2019/12/30	15:10:23	62.7	59.0	58.6	59.3	61.6
51	2019/12/30	15:10:38	60.1	59.3	65.2	62.6	60.7
56	2019/12/30	15:10:53	59.5	59.6	62.6	64.4	58.0
61	2019/12/30	15:11:08	58.5	56.2	61.8	67.7	70.9
66	2019/12/30	15:11:23	64.3	71.2	73.8	70.2	69.9
71	2019/12/30	15:11:38	63.2	60.0	64.8	60.6	68.5
76	2019/12/30	15:11:53	70.2	60.8	55.9	56.3	55.0
81	2019/12/30	15:12:08	55.2	61.4	59.6	66.5	60.0
86	2019/12/30	15:12:23	58.2	66.1	55.8	50.7	52.3
91	2019/12/30	15:12:38	57.1	67.4	66.0	62.3	57.2
96	2019/12/30	15:12:53	53.7	53.2	56.1	61.2	55.8
101	2019/12/30	15:13:08	53.6	52.0	51.5	57.7	61.3
106	2019/12/30	15:13:23	57.3	58.0	63.4	62.5	66.3
111	2019/12/30	15:13:38	66.7	60.9	66.0	56.5	53.4
116	2019/12/30	15:13:53	60.5	61.9	64.4	67.2	71.4
121	2019/12/30	15:14:08	73.1	71.6	68.5	72.0	63.9
126	2019/12/30	15:14:23	63.5	70.8	65.1	63.9	57.7
131	2019/12/30	15:14:38	56.3	53.0	54.5	55.2	60.8
136	2019/12/30	15:14:53	67.1	59.1	52.9	49.3	48.9
141	2019/12/30	15:15:08	48.6	50.5	51.3	56.8	62.9
146	2019/12/30	15:15:23	59.3	63.9	67.6	65.9	61.6
151	2019/12/30	15:15:38	64.0	69.5	69.6	65.0	61.6
156	2019/12/30	15:15:53	56.9	53.1	51.9	52.4	57.2
161	2019/12/30	15:16:08	61.4	65.9	69.9	61.7	56.5
166	2019/12/30	15:16:23	55.0	56.1	57.7	67.4	67.1
171	2019/12/30	15:16:38	61.3	61.6	65.3	56.8	52.6
176	2019/12/30	15:16:53	56.3	63.4	69.2	72.9	76.6
181	2019/12/30	15:17:08	81.4	72.4	66.6	61.8	57.2
186	2019/12/30	15:17:23	62.5	70.9	70.1	61.6	67.0
191	2019/12/30	15:17:38	66.1	67.8	62.1	58.7	57.9
196	2019/12/30	15:17:53	64.5	66.4	57.9	61.3	69.1
201	2019/12/30	15:18:08	65.9	60.9	67.2	65.2	67.5
206	2019/12/30	15:18:23	72.2	70.6	65.5	61.0	60.9
211	2019/12/30	15:18:38	57.9	54.8	57.8	64.4	62.6
216	2019/12/30	15:18:53	57.6	53.2	57.0	63.6	65.2
221	2019/12/30	15:19:08	64.5	58.5	67.7	62.7	57.1
226	2019/12/30	15:19:23	62.0	62.6	62.5	63.3	69.6
231	2019/12/30	15:19:38	82.3	72.5	64.1	63.4	59.8
236	2019/12/30	15:19:53	55.6	52.6	50.9	50.4	53.2
241	2019/12/30	15:20:08	55.6	63.2	66.6	62.7	67.8
246	2019/12/30	15:20:23	65.6	66.0	61.7	57.2	61.3
251	2019/12/30	15:20:38	69.6	64.8	61.5	55.5	52.2
256	2019/12/30	15:20:53	51.3	50.5	50.4	50.4	52.5
261	2019/12/30	15:21:08	60.4	67.1	73.0	75.4	72.8
266	2019/12/30	15:21:23	68.4	65.2	69.5	75.3	67.7
271	2019/12/30	15:21:38	67.9	73.6	70.3	64.5	59.1
276	2019/12/30	15:21:53	60.3	61.7	70.4	66.9	67.1
281	2019/12/30	15:22:08	61.3	57.8	61.8	58.5	57.0
286	2019/12/30	15:22:23	58.3	64.0	65.5	70.4	68.3
291	2019/12/30	15:22:38	73.3	63.6	60.4	71.0	65.6
296	2019/12/30	15:22:53	70.3	73.4	69.3	67.5	65.2

ATTACHMENT 3

PROJECT PLANS

OAKWOOD APARTMENTS

VALLEJO, CALIFORNIA

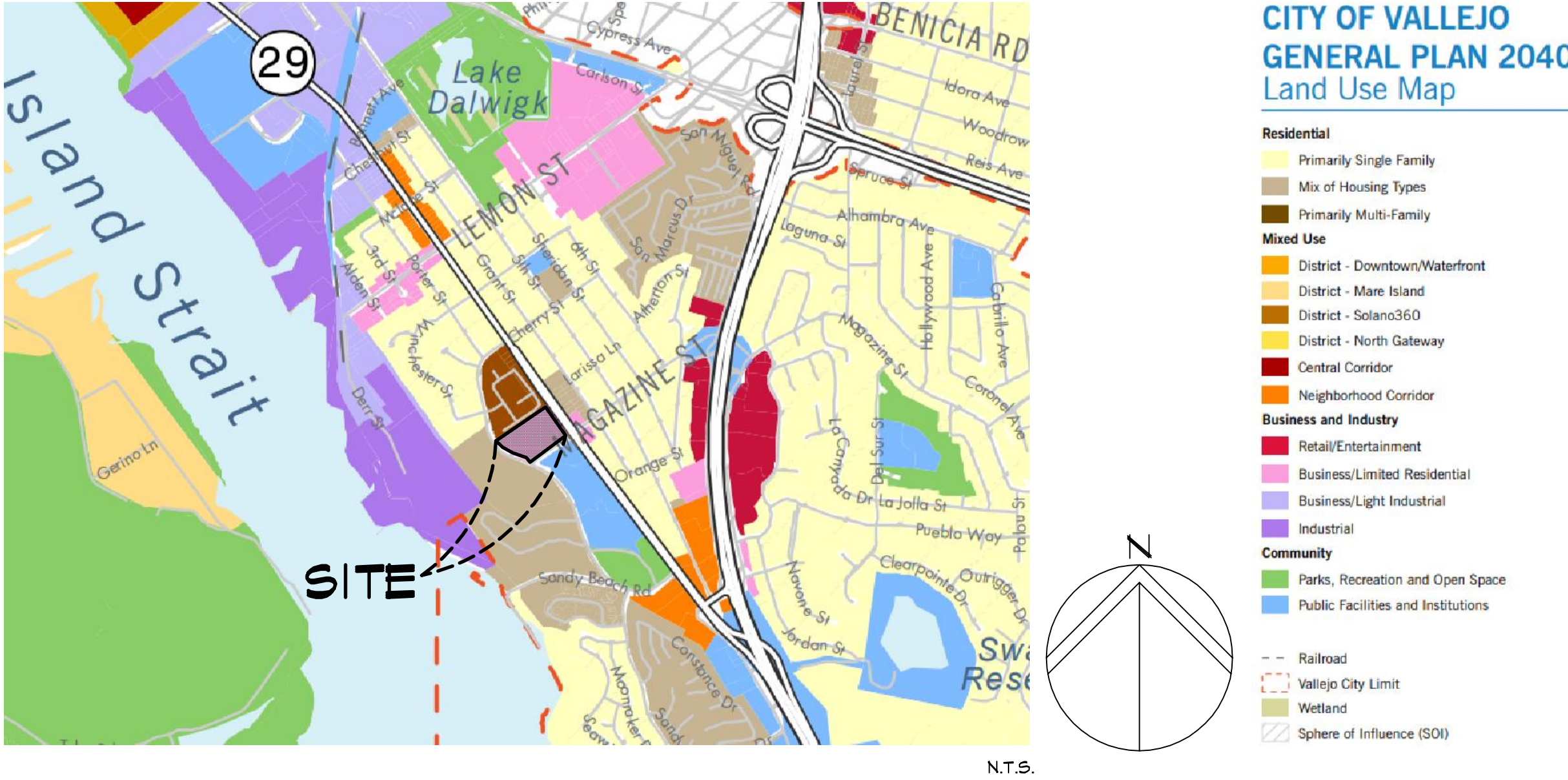
A 132 UNIT MULTI-FAMILY PROJECT

APN # 0061-160-210

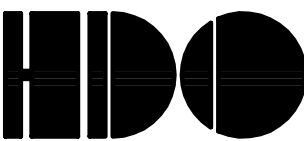
FOR:

AVENTIS PARTNERS, LLC

PROJECT DIRECTORY		PROJECT DESCRIPTION	ABBREVIATIONS	
DEVELOPER: AVENTIS PARTNERS, LLC 99 ESTATES DRIVE ORINDA, CA 94563 (917) 596 2468	ARCHITECT: HDO ARCHITECTS-PLANNERS RANDALL HARRIS, ARCHITECT C-13574 2450 CAMINO DIABLO, SUITE 110 WALNUT CREEK, CA 94597 (925) 256 6042	THE PROJECT CONSISTS OF 132 RESIDENTIAL UNITS, WITH A COMMUNITY CENTER AND CABANA ALONG SONOMA BLVD. THERE WILL BE SIX (3) LEVEL RESIDENTIAL STRUCTURES AND A (2) LEVEL COMMINTY CENTER WITH AN OUTDOOR SPA AND CABANA.	ACCESS. ACCESSIBLE ADJ. ADJACENT, ADJUSTABLE A.F.F. ABOVE FINISHED FLOOR ALT. ALTERNATE APPROX APPROXIMATE ARCH. ARCHITECT BET. BETWEEN BLDG/S. BUILDING B.O.C. BOTTOM OF CONCRETE BOT. BOTTOM B.O.W. BOTTOM OF WALL BSMT. BASEMENT C. CENTERLINE CLG. CEILING CLR. CLEAR CO. COLUMN CONC. CONCRETE CONST. CONSTRUCTION CONT. CONTINUOUS CONTR. CONTRACTOR DEMO. DEMOLITION DIA., Ø DIAMETER DIAG. DIAGONAL DIM. DIMENSION DN. DOWN D.S. DOWNSPOUT DWG. DRAWING (E) EXISTING ELECT. ELECTRICAL ELEV. ELEVATION EQ. EQUAL EXIST. EXISTING EXPD. EXPOSED EXT. EXTERIOR FDTN. FOUNDATION FIN. FINISH(ED) FLR. FLOOR	FT. FTG. HT. HEIGHT INT. INTERIOR KIT. KITCHEN LT. LIGHT MAT'L MATERIAL MAX. MAXIMUM MIN. MINIMUM MT. MOUNT N.T.S. NOT TO SCALE OBSC. OBSCURE(D) O.D. OUTSIDE DIAMETER OH. OVERHEAD OPP. OPPOSITE PT. PROPERTY LINE PROJ. PROJECTION REQ'D REQUIRED REV. REVISION SECT. SECTION SIM. SIMILAR S.S.T. STAINLESS STEEL STD. STANDARD T.O.P. TOP OF PLATE T.O.C. TOP OF CONCRETE T.O.W. TOP OF WALL TRHD. THRESHOLD U/C UNDER COUNTER UNGRND. UNDERGROUND VERT. VERTICAL V.I.F. VERIFY IN FIELD W/ WITH W/O WITHOUT WSCOT. WAINSCOT
CIVIL ENGINEER: ROBERT A. KARN & ASSOCIATES, INC. 107 BECK AVE. FAIRFIELD, CA 94533 (707) 435 9999 CONTACT: ROBERT LEZCANO, PLS	LANDSCAPE ARCHITECT: BORRECCO/KILIAN & ASSOCIATES, INC. 1241 PINE STREET MARTINEZ, CA 94553 (925) 372-5306 CONTACT: BRIAN KILIAN	SITE AREA AND INFO: ASSESSORS PARCEL NUMBERS : 0061-160-210 SITE ADDRESS : PROPERTY WEST OF CORNER OF MAGAZINE ST. & SONOMA BLVD. SITE AREA : ± 4.45 ACRES (215,622 SQ. FT.) TOTAL NUMBER OF UNITS : 132 = 26.67 D.U. PER ACRE ZONING/GENERAL PLAN : B/LR (BUSINESS / LIMITED RESIDENTIAL) PROPOSED USE : MULTI-FAMILY RESIDENTIAL PROJECT CONFORMS WITH VALLEJO MUNICIPAL CODE SECTION 16.110.030 - DEVELOPMENT STANDARDS		

VICINITY MAP	ADJACENT LAND USE CONTEXT MAP
 N.T.S.	 N.T.S.
DRAWING INDEX	
ARCHITECTURAL DRAWINGS: A-1.1 COVER SHEET A-2.1 OVERALL SITE PLAN A-2.2 SOLAR SITE PLAN A-3.1 BLDG 1 - FLOOR PLANS A-3.2 BLDG 1 - ROOF PLAN A-3.3 BLDG 1 - EXTERIOR ELEVATIONS A-3.4 BLDG 1 - SECTIONS A-4.1 BLDG 2 - FLOOR PLANS A-4.2 BLDG 2 - ROOF PLAN A-4.3 BLDG 2 - EXTERIOR ELEVATIONS A-4.4 BLDG 2 - SECTIONS A-5.1 BLDG 3 - FLOOR PLANS & ROOF PLAN A-5.3 BLDG 3 - EXTERIOR ELEVATIONS A-5.4 BLDG 3 - SECTIONS A-6.1 BLDG 4 - FLOOR PLANS A-6.2 BLDG 4 - ROOF PLAN A-6.3 BLDG 4 - EXTERIOR ELEVATIONS A-6.4 BLDG 4 - SECTIONS	CIVIL DRAWINGS: C1 PRELIMINARY GRADING AND UTILITY PLAN C2 PRELIMINARY STORMWATER CONTROL PLAN C3 PRELIMINARY TOPOGRAPHIC & BOUNDARY SURVEY LANDSCAPE DRAWINGS: L-1 PRELIMINARY LAYOUT PLAN L-2 PRELIMINARY LANDSCAPE PLAN - A L-3 PRELIMINARY LANDSCAPE PLAN - B L-4 GENERAL LANDSCAPE NOTES

revisions	by



architects-planners

2450 camino diablo

suite 110

walnut creek, ca

94597

(925) 256-6042



OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
COVER
SHEET

drawn
RH/MM
checked
RH
date
11/1/2020
scale
AS NOTED
job no.
1805
sheet

A-1.1

BUILDING AREAS					
BUILDING	FLOORS	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL S.F.
BLDG 1	3	7,802 S.F.	7,333 S.F.	7,333 S.F.	22,500 S.F.
BLDG 2	3	9,866 S.F.	9,351 S.F.	9,351 S.F.	28,568 S.F.
BLDG 3	3	5,335 S.F.	5,268 S.F.	5,268 S.F.	16,071 S.F.
BLDG 4	3	9,612 S.F.	9,146 S.F.	9,146 S.F.	27,904 S.F.
BLDG 5	3	7,457 S.F.	7,511 S.F.	7,511 S.F.	22,479 S.F.
BLDG 6	3	9,866 S.F.	9,351 S.F.	9,351 S.F.	28,568 S.F.
COMMUNITY CENTER	2	5,628 S.F.	1,443 S.F.	-	7,071 S.F.
STORAGE	1	232 S.F.	-	-	232 S.F.
ALL BLDGS		56,558 S.F.			154,511 S.F.
LOT COVERAGE SITE TOTAL = 215,622 SQ. FT.					
AREA	COVERAGE SQ. FT.		LOT PERCENTAGE		
ROADS AND PARKING	74,429 S.F.		34.52%		
LANDSCAPING	81,565 S.F.		37.83%		
COMMON OPEN SPACE	3,070 S.F.		1.42%		
BUILDING FOOTPRINTS	56,558 S.F.		26.23%		
TOTAL:	215,622 S.F.		100%		

REQUESTED MINOR EXCEPTIONS

LANDSCAPE SET BACK
CURRENT CODE REQUIRES A 10-FOOT LANDSCAPE SETBACK WHICH CREATES A TOTAL LANDSCAPED SETBACK AREA OF 18,614.14 SQUARE FEET. IN CERTAIN AREAS OF THE SITE, PARKING ENCROACHES INTO THE LANDSCAPE SETBACK, REDUCING THE LANDSCAPE AREA BY 1961.95 SQUARE FEET WHICH IS A REDUCTION OF THE LANDSCAPED AREA OF 10.54%.

MINOR EXCEPTION TO REQUIRED PARKING
CURRENT CODE REQUIRES 248 PARKING SPOTS, HOWEVER, 233 HAVE BEEN PROVIDED WHICH IS A REDUCTION OF 6.0%.

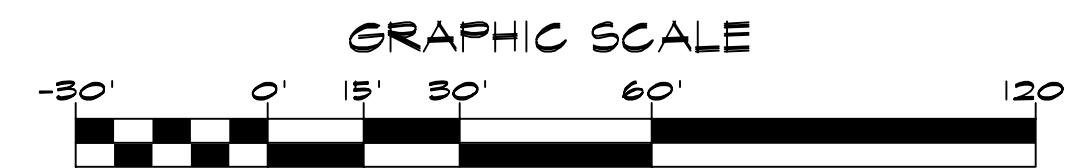
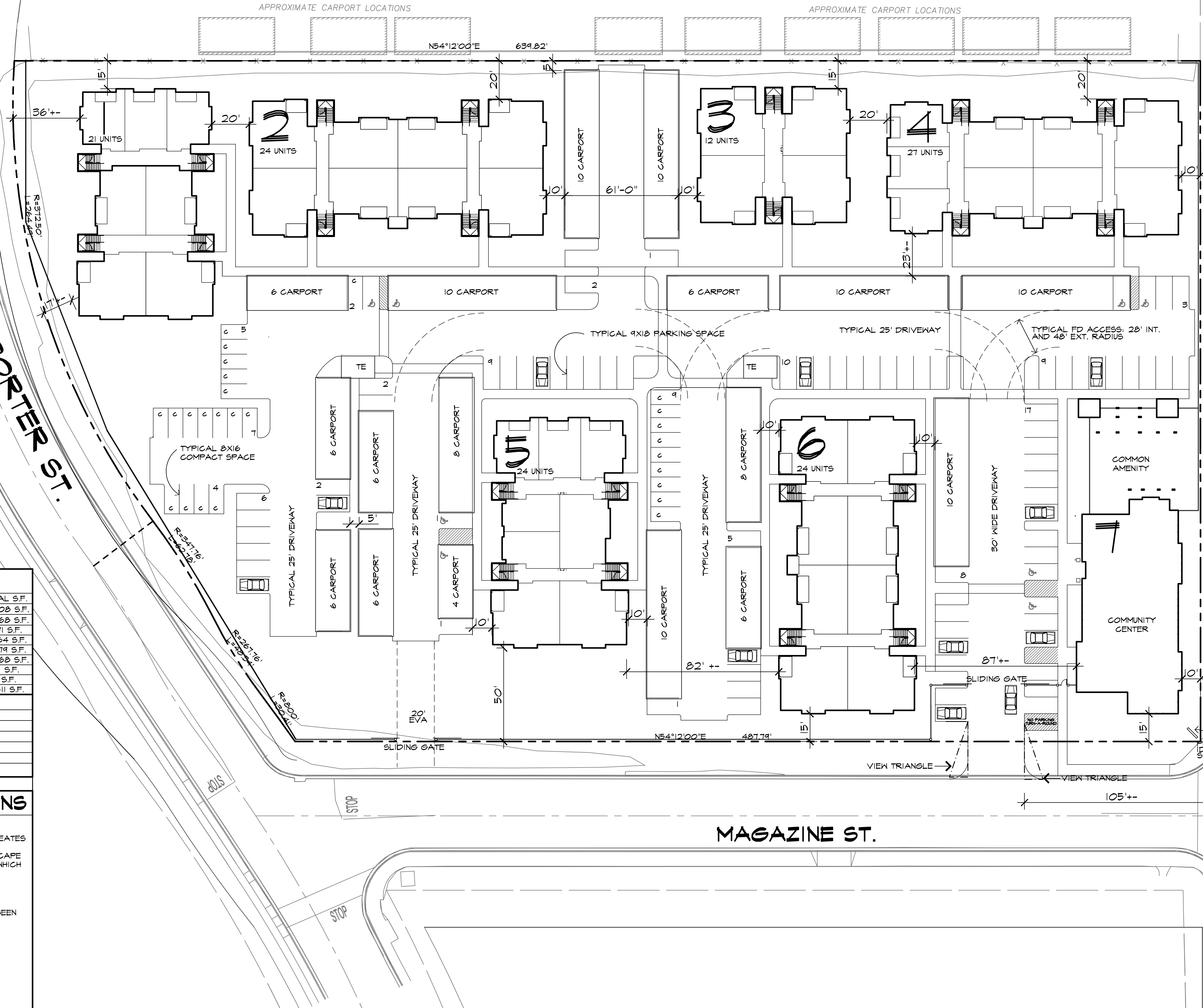
UNIT MIX		PARKING		
TYPE	NUMBER	TYPE	CODE REQUIREMENT	TOTAL
STUDIO	6			
1 BR	72		1.00	6
2 BR	54		1.50	108
TOTAL	132		2.00	108
		GUEST	0.20	26
		TOTAL		248
		PROVIDED		233
		REDUCTION FROM CODE		6.0%

FENCE HEIGHT
CURRENT CODE ALLOWS FOR A FENCE HEIGHT OF 3 FEET INCREASED TO 4 FEET AT THE DISCRETION OF THE PUBLIC WORKS DEPARTMENT. THE DESIGNED FENCE IS 5 FEET, A 25% INCREASE FROM THE 4-FOOT ALLOWANCE.

PROJECT DATA	
PARCEL SIZE:	4.95 ACRES (215,622 SQ. FT.)
PARCEL NUMBER:	0061-160-210
NUMBER OF UNITS:	132 = 26.67 U/A
STUDIO UNITS:	6 = 4.55% 1 PARKING SPACE/UNIT = 6
ONE BEDROOM UNITS:	72 = 54.55% 1.5 PARKING SPACES/UNIT = 108
TWO BEDROOM UNITS:	54 = 40.91% 2 PARKING SPACES/UNIT = 108
GUEST PARKING:	1/5 UNITS = 26.4 SPACES = 26 SPACES
PARKING REQUIRED/PROVIDED:	248 REQUIRED/233 PROVIDED (-15)
	11.58% COMPACT SPACES

SITE PLAN

1" = 30'-0"



revisions	by

HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94591
(925) 256-6042



OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
SITE PLAN

drawn
RH
checked
RH
date
11/1/2020
scale
AS NOTED
job no.
1805
sheet

A-2.1

(618) 400W PV Modules
System Size: 247.2 kW
Racking: Carport
Azimuth: 144 | 10° Tilt
Azimuth: 234 | 10° Tilt

EXAMPLE PV PANELS:



- LOW ELECTRICITY DISTRIBUTION COSTS**
Higher yield per surface area, lower BOS costs, higher power class, and an efficiency rate of up to 20.1%.
- INNOVATIVE ALL-WEATHER TECHNOLOGY**
Optimal yield, whatever the weather with excellent low-light and temperature coefficients.
- ENDURING HIGH PERFORMANCE**
Long-term yield security with Anti-UD Technology, Anti-PD Technology, Hot-spot Protection and Traceable Quality TracIQ™.
- EXTREME WEATHER RATING**
High-tech, aluminum alloy frame, tested to the highest standards. Available for Australia Conditions at James Cook University Cyclone Testing Station.
- RELIABLE INVESTMENT**
Includes 12-year product warranty and 25-year linear performance warranty.
- STATE OF THE ART MODULE TECHNOLOGY**
Q.PEAK DUO combines out-of-the-box efficiency and innovative wiring with Q-ANTUM Technology.

THE IDEAL SOLUTION FOR:
Residential or commercial rooftop
One or several
integrated solar panels

Engineered in Germany

Q CELLS

MECHANICAL SPECIFICATION

Format	2105 mm x 1002 mm x 35 mm (including frame)
Weight	23.5 kg
Front Cover	3.2 mm thermally pre-stressed glass with anti-reflection technology
Back Cover	Composite film
Frame	Anodized aluminum
Cell	6 in 24 monocrystalline Q-ANTUM solar half cells
Junction box	70-85 mm x 50-70 mm x 13-21 mm Protection class IP67 with bypass diodes
Cable	4 mm² Solar cable, (U) x 150 mm, (C) x 150 mm
Connector	Shuko MCA 6002, IP67

Technical drawing of the Q CELLS 320-335-400 module. The drawing shows the front view with dimensions: 2105 mm (width) and 1002 mm (height). It also shows the side view with a thickness of 35 mm. The drawing includes a detailed view of the junction box and the cable connections. The module is labeled with 'Q CELLS' and '320-335-400'.

ELECTRICAL CHARACTERISTICS

POWER CLASS	320	325	330	335	400	
MINIMUM PERFORMANCE AT STANDARD TEST CONDITIONS (STC) (POWER TOLERANCE: ±1%/-1%)						
Power at STC	P _{max} [W]	320	325	330	335	400
Short Circuit Current	I _{sc} [A]	10.05	10.10	10.14	10.19	10.26
Open Circuit Voltage	V _{oc} [V]	47.95	48.25	48.48	48.76	49.00
Current at MPPT	I _{mp} [A]	8.97	9.03	9.06	9.07	9.07
Voltage at MPPT	V _{mp} [V]	35.71	40.05	40.38	40.71	41.04
Efficiency at STC	η [%]	18.9	19.1	19.4	19.5	19.9
MINIMUM PERFORMANCE AT NORMAL OPERATING CONDITIONS (NOCT)						
Power at NOCT	P _{max} [W]	284.4	289.2	291.9	295.6	299.4
Short Circuit Current	I _{sc} [A]	8.93	9.04	9.07	9.07	9.07
Open Circuit Voltage	V _{oc} [V]	45.21	45.45	45.71	45.95	46.21
Current at MPPT	I _{mp} [A]	7.93	7.97	7.99	7.94	7.97
Voltage at MPPT	V _{mp} [V]	32.77	38.00	38.40	38.72	39.02
Measurement conditions: T _{amb} = 15°C, I _{ref} = 1000 W/m², 25°C, AM 1.5 according to IEC 60904-3-100 W/m², NOCT: spectrum AM 1.5 G						

Q CELLS PERFORMANCE WARRANTY

Q CELLS	At least 95% of nominal power at 25°C after 25 years. Transfer rate: 0.5% of nominal power up to 10 years, 0.5% of nominal power up to 25 years, 0.5% of nominal power up to 25 years.
Q CELLS	At least 95% of nominal power at 25°C after 25 years. Transfer rate: 0.5% of nominal power up to 10 years, 0.5% of nominal power up to 25 years, 0.5% of nominal power up to 25 years.
Q CELLS	At least 95% of nominal power at 25°C after 25 years. Transfer rate: 0.5% of nominal power up to 10 years, 0.5% of nominal power up to 25 years, 0.5% of nominal power up to 25 years.

At least 95% of nominal power at 25°C after 25 years. Transfer rate: 0.5% of nominal power up to 10 years, 0.5% of nominal power up to 25 years, 0.5% of nominal power up to 25 years.

At least 95% of nominal power at 25°C after 25 years. Transfer rate: 0.5% of nominal power up to 10 years, 0.5% of nominal power up to 25 years, 0.5% of nominal power up to 25 years.

PERFORMANCE AT LOW IRRADIANCE

Graph showing the performance of the Q CELLS 320-335-400 module at low irradiance. The x-axis represents Irradiance (W/m²) from 0 to 1000. The y-axis represents Power (W) from 0 to 400. The curve shows that the power output increases with irradiance, reaching a maximum of approximately 320 W at 1000 W/m².

Typical module performance at low irradiance conditions in comparison to STC conditions (25°C, 1000 W/m²)

TEMPERATURE COEFFICIENTS

Temperature Coefficient of P _{max}	α _P [%/°C]	+0.04	Temperature Coefficient of V _{oc}	β _V [%/°C]	-0.27
Temperature Coefficient of P _{mp}	γ [%/°C]	-0.36	Normal Module Operating Temperature	NOCT [°C]	43 ± 3

PROPERTIES FOR SYSTEM DESIGN

Maximum System Voltage	V _{max} [V]	1500 (IEC/1500 IEC)	Safety Class		II
Maximum System Current	I _{max} [A]	20	Fuse Rating		C/175A
Max. Design Load: Wind Pull	F _w [N]	3600/2600	Permitted Module Temperature on Connection Entry		-40°C ~ +85°C
Max. Test Load: Wind Pull	F _t [N]	5400/2600			

QUALIFICATIONS AND CERTIFICATES

IEC 61215/IEC 61739/IEC 61646, applicable Class R	
TUV SÜD Marking with IEC 61646	

PACKAGING INFORMATION

Number of Modules per Pallet	29
Number of Pallets per Truck (200')	29
Number of Pallets per 40' HC-Container (20')	29
Pallet Dimensions (L x W x H)	2080 x 1525 x 119 mm
Pallet Weight	360 kg

Note: Installation instructions must be followed. See the installation and operating manual or contact our technical service department for further information on application conditions and product details.

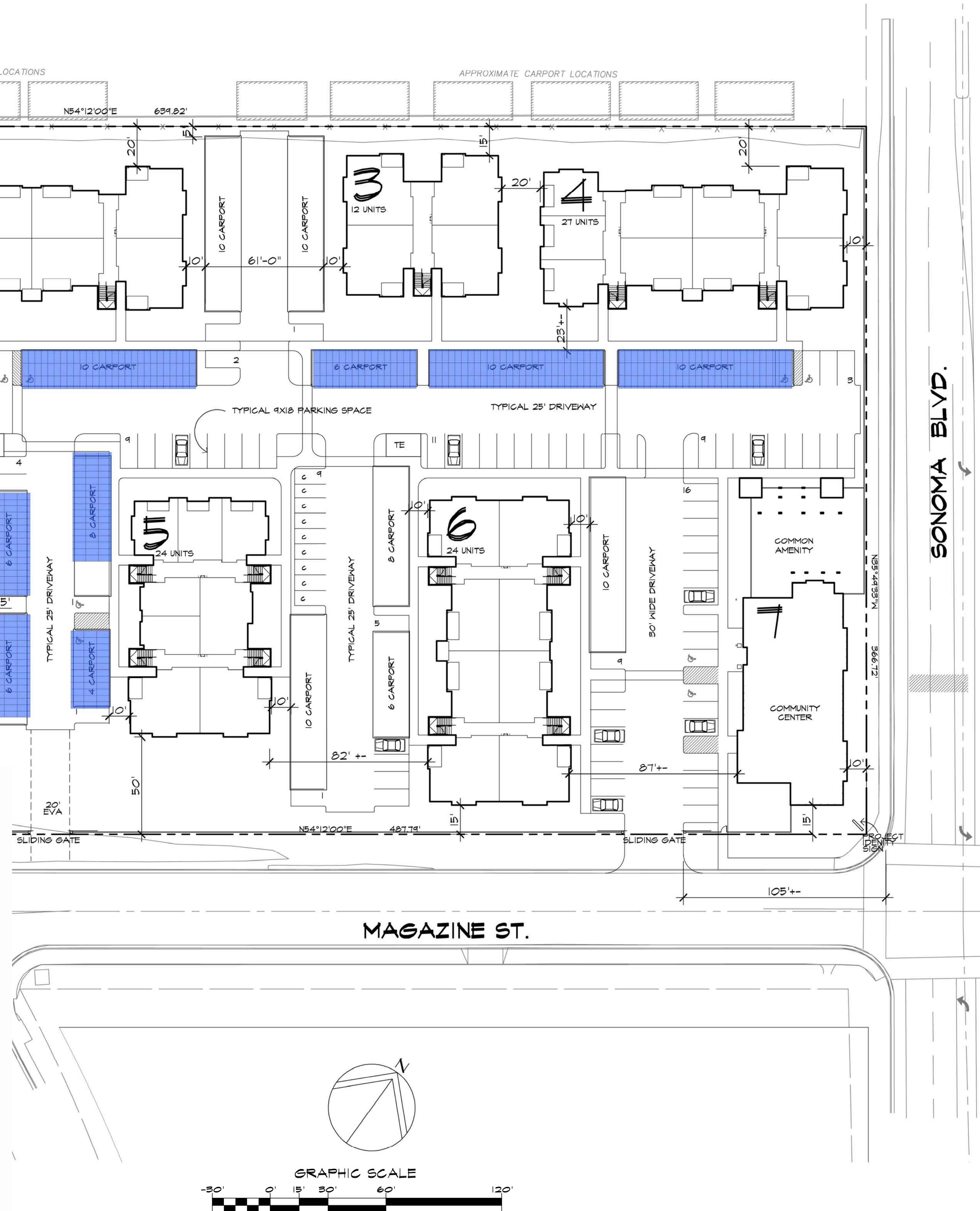
Made in China




 Q CELLS Solar Energy GmbH
 Hainstraße 10, 42699 Solingen, Germany
 Tel: +49 2125 90 1000 Fax: +49 2125 90 1001 E-Mail: sales.qc@qcells.com Web: www.qcells.com

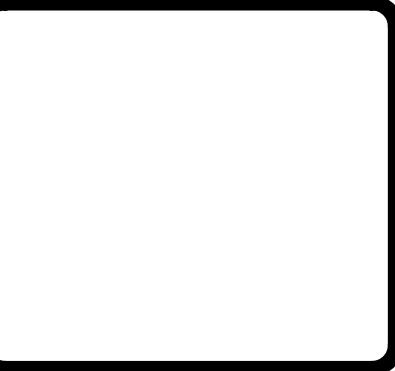
Engineered in Germany

Q CELLS



revisions	by

HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

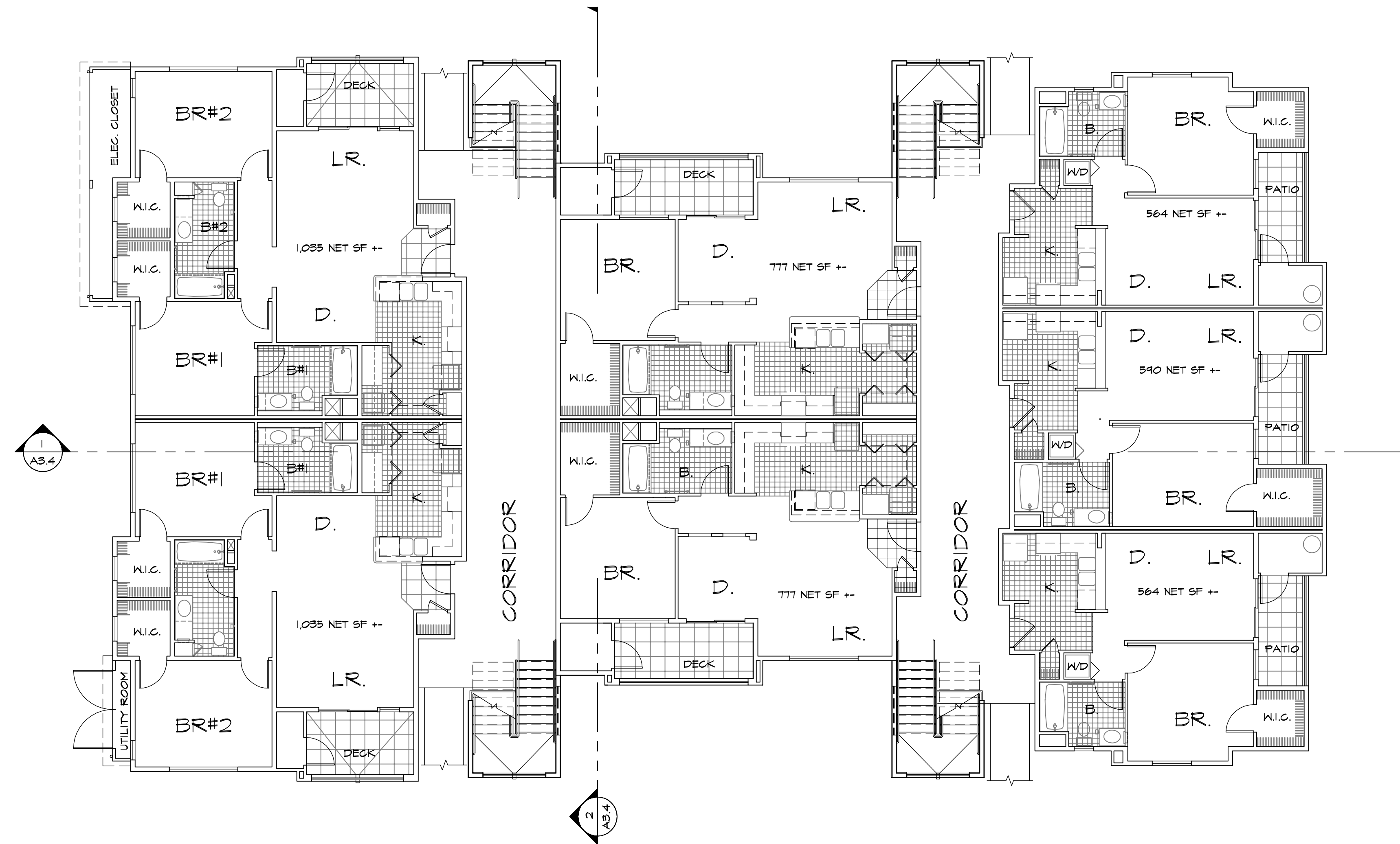


OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
SOLAR
SITE PLAN

drawn
RH
checked
RH
date
11/1/2020
scale
AS NOTED
job no.
1205
sheet

A-2.2



BUILDING AREAS					
BUILDING	FLOORS	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL S.F.
BLDG 1	3	7,802 S.F.	7,353 S.F.	7,353 S.F.	22,508 S.F.

BUILDING 1 - 1ST FLOOR PLAN (2ND & 3RD FLOOR SIM.)

1/8" = 1'-0"

revisions	by

HDO

architects-planners

2950 camino diablo

suite 110

walnut creek, ca

94597

(925) 256-6042



OAKWOOD APARTMENTS

VALLEJO, CALIFORNIA

FOR:

AVENTIS PARTNERS LLC

drawing

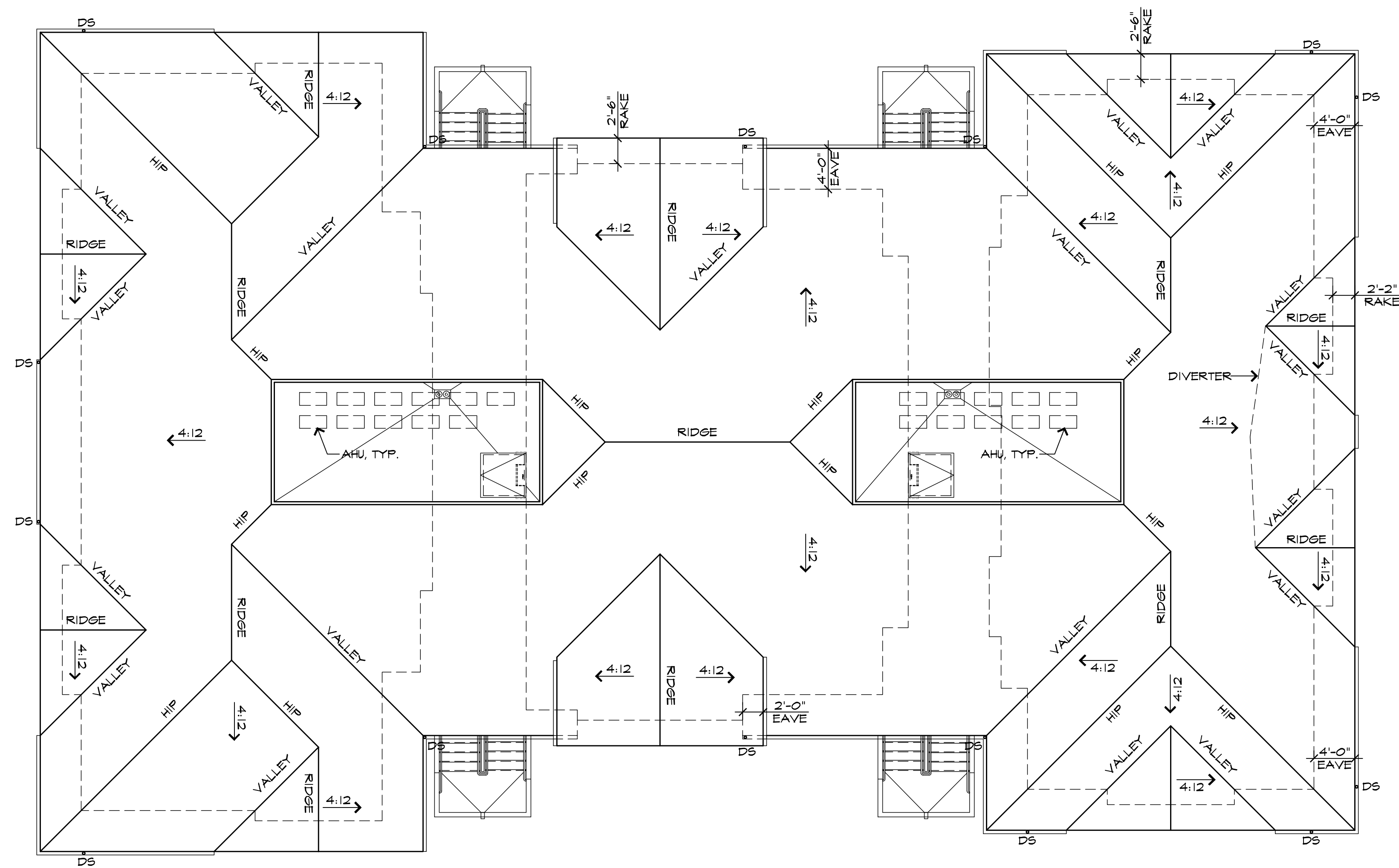
BUILDING 1

FLOOR

PLANS

drawn	MM/RH
checked	RH
date	11/1/2020
scale	1/8" = 1'-0"
job no.	1805
sheet	

A-3.1



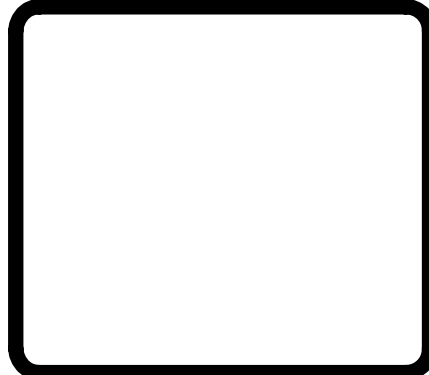
BUILDING I - ROOF PLAN
1/8" = 1'-0"

revisions	by

HDO

architects-planners

2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042



OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
**BUILDING I
ROOF
PLAN**

drawn MM/RH
checked RH
date 11/1/2020
scale 1/8" = 1'-0"
job no. 1805
sheet

A-3.2



BUILDING I - FRONT ELEVATION
1/8" = 1'-0"



BUILDING I - REAR ELEVATION
1/8" = 1'-0"



BUILDING I - RIGHT ELEVATION
1/8" = 1'-0"



BUILDING I - LEFT ELEVATION
1/8" = 1'-0"

revisions	by

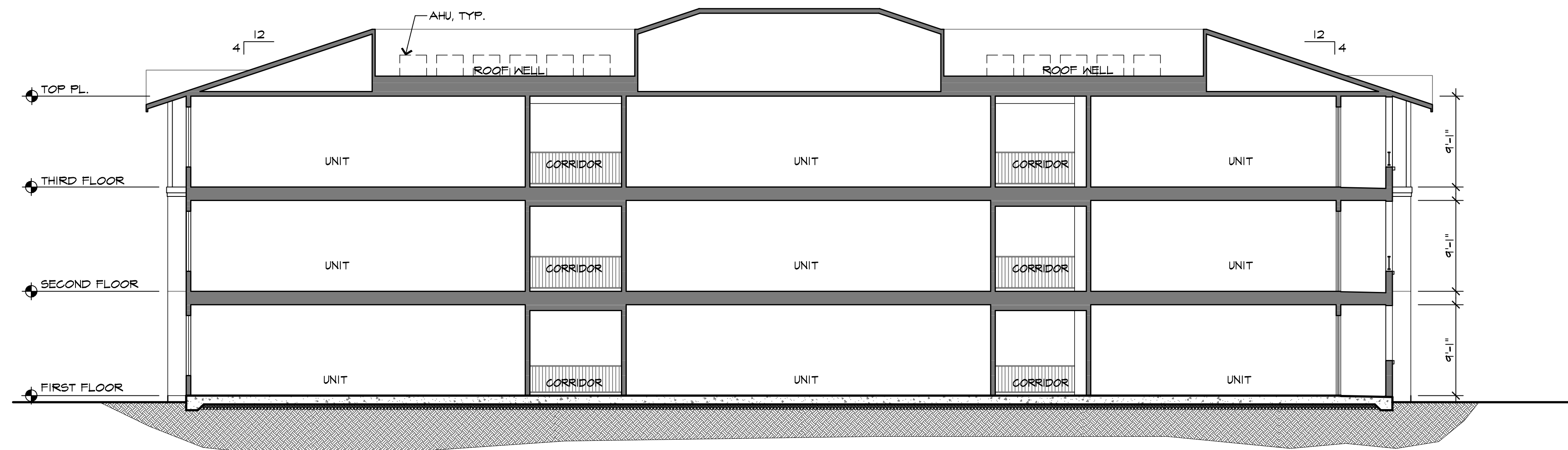
HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042



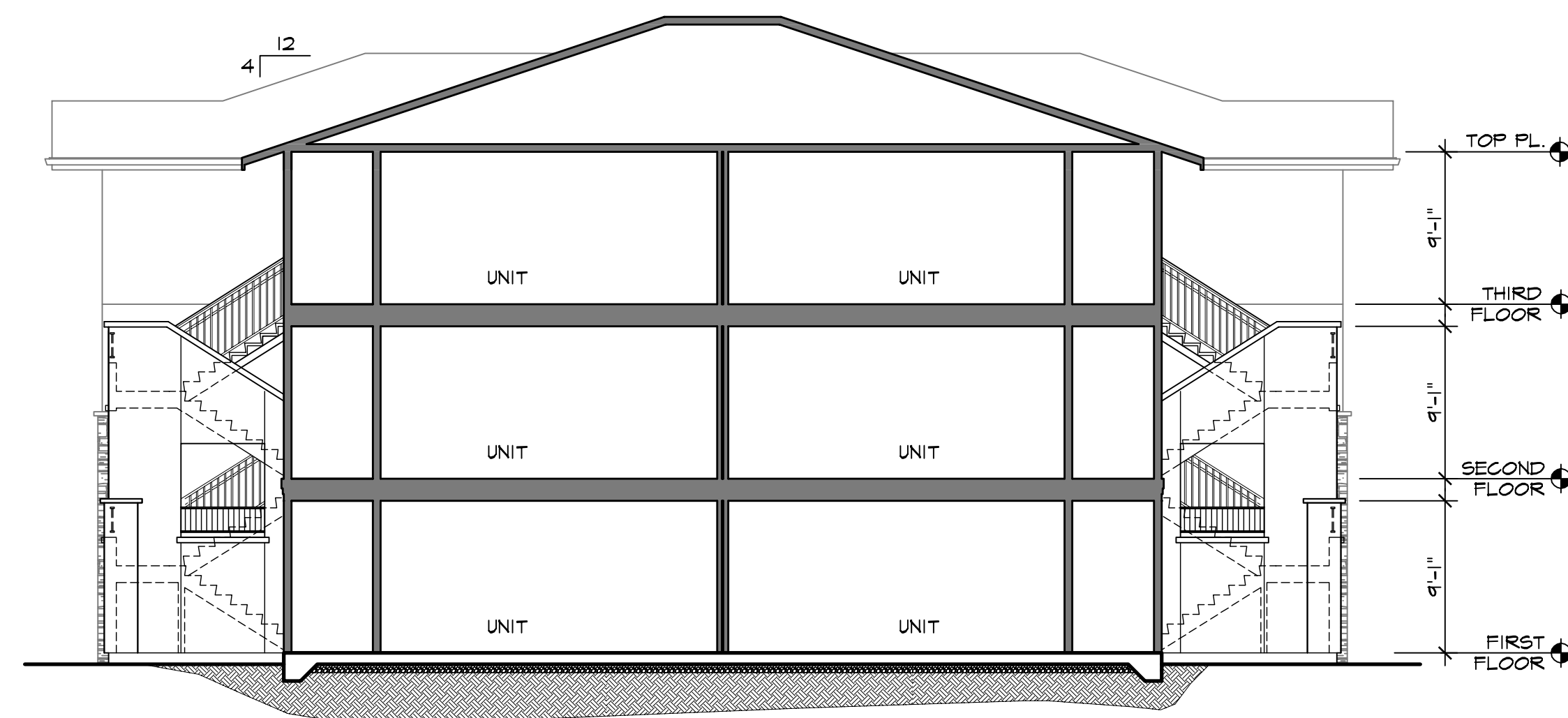
OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawn
BUILDING I
EXTERIOR
ELEVATIONS

drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet



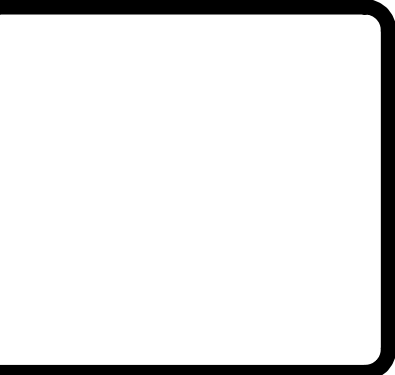
BUILDING I - SECTION 1
1/8" = 1'-0"



BUILDING I - SECTION 2
1/8" = 1'-0"

revisions	by

HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

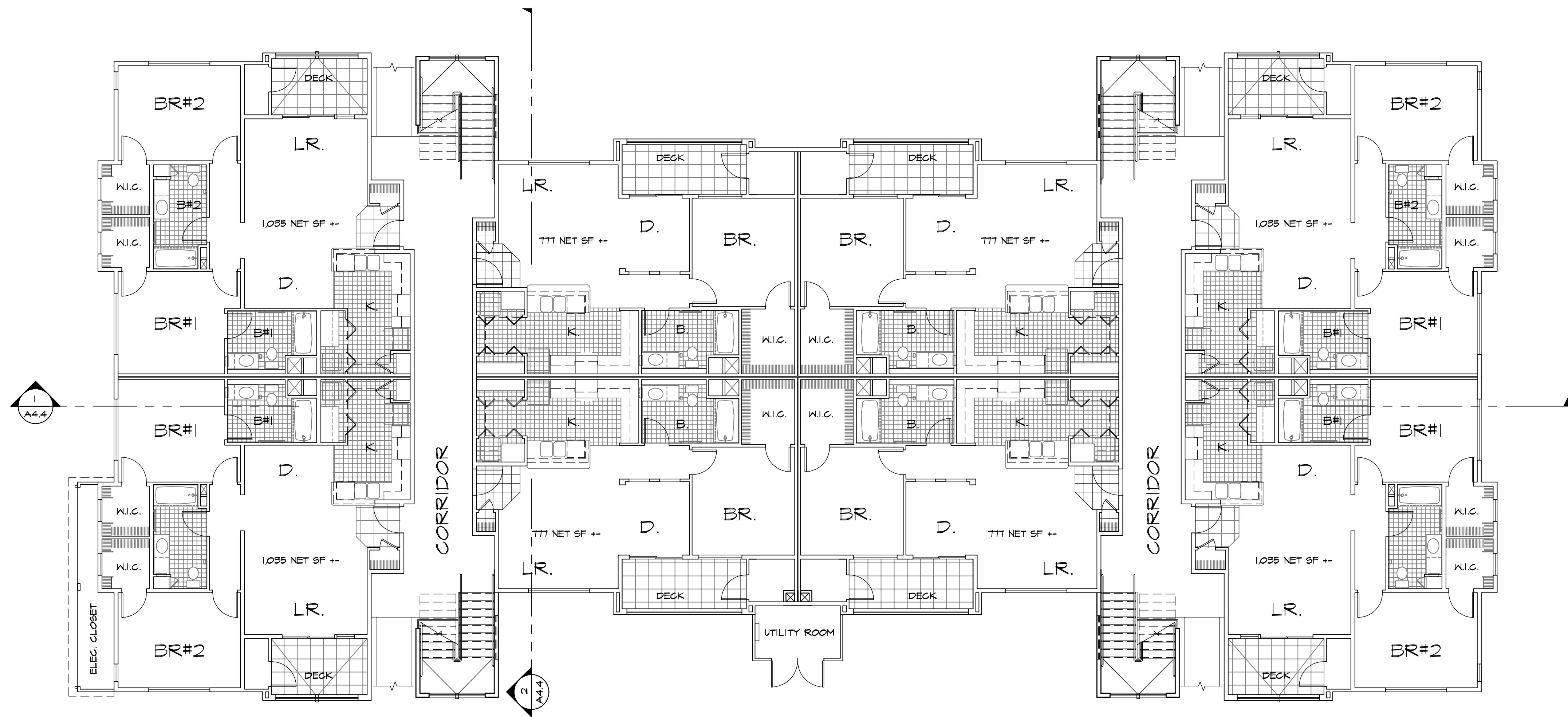


OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNEERS LLC

drawing
**BUILDING I
SECTIONS**

drawn MM/RH
checked RH
date 11/1/2020
scale 1/8" = 1'-0"
job no. 1805
sheet

A-3.4

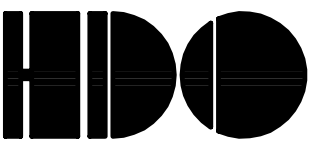


BUILDING AREAS					
BUILDING	FLOORS	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL S.F.
BLDG 2	3	9,866 S.F.	9,351 S.F.	9,351 S.F.	28,568 S.F.

BUILDING 2 - 1ST FLOOR PLAN (2ND & 3RD FLOOR SIM.)

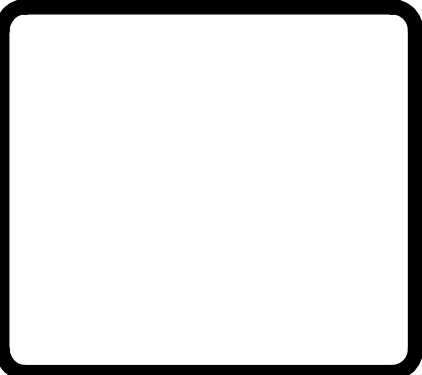
1/8" = 1'-0"

revisions	by



architects-planners

2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042



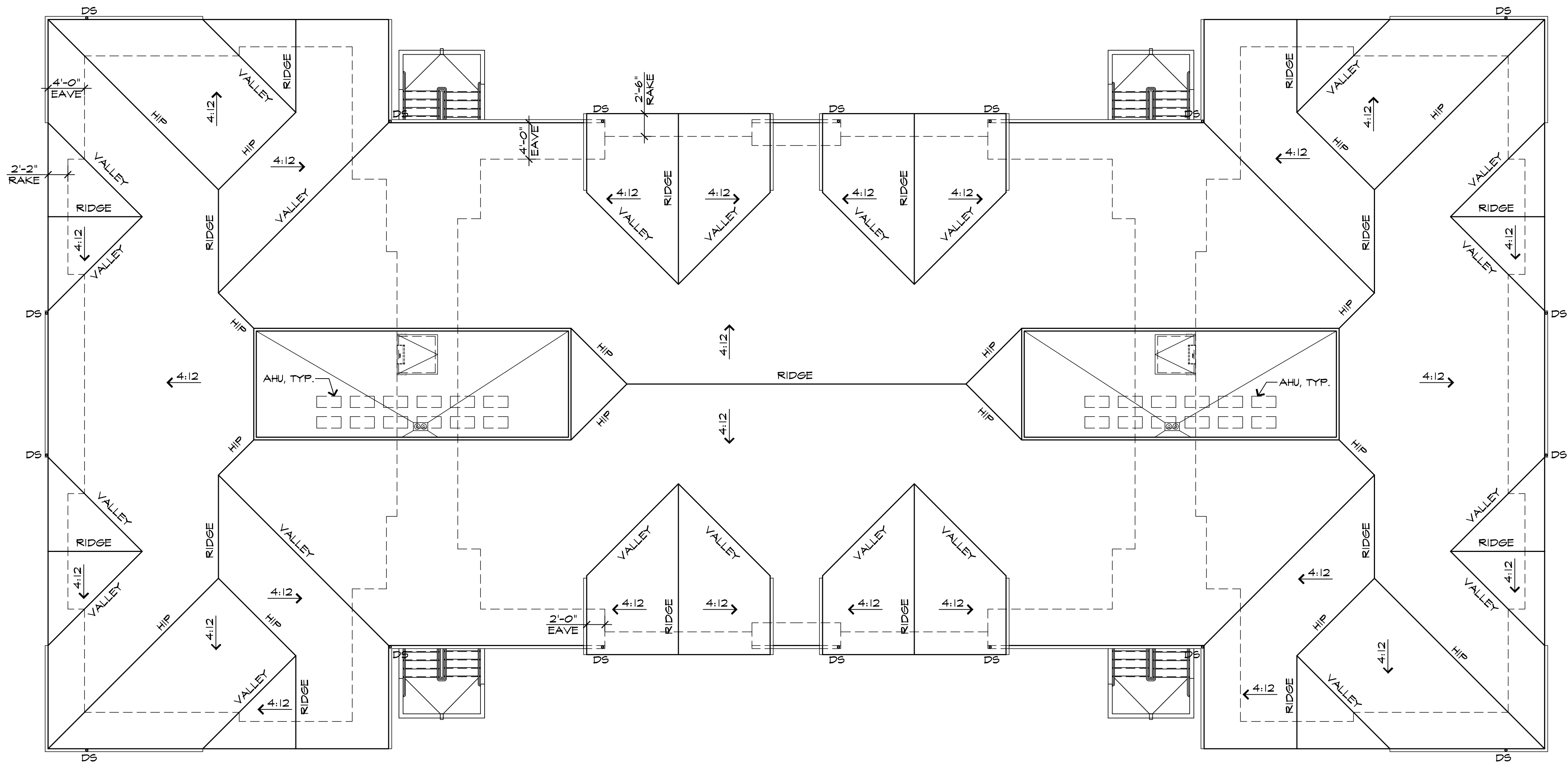
OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing

BUILDING 2
FLOOR
PLANS

drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-4.1



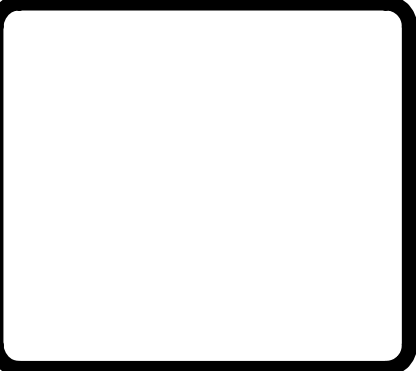
BUILDING 2 - ROOF PLAN
1/8" = 1'-0"

revisions	by

HDO

architects-planners

2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042



OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
**BUILDING 2
ROOF
PLAN**

drawn MM/RH
checked RH
date 11/1/2020
scale 1/8" = 1'-0"
job no. 1805
sheet

A-4.2



BUILDING 2 - FRONT ELEVATION

1/8" = 1'-0"



BUILDING 2 - REAR ELEVATION

1/8" = 1'-0"



BUILDING 2 - LEFT ELEVATION

1/8" = 1'-0"

ELECTRICAL CABINET LOCATION VARIES.
-SEE SITE PLAN



BUILDING 2 - RIGHT ELEVATION

1/8" = 1'-0"

revisions	by

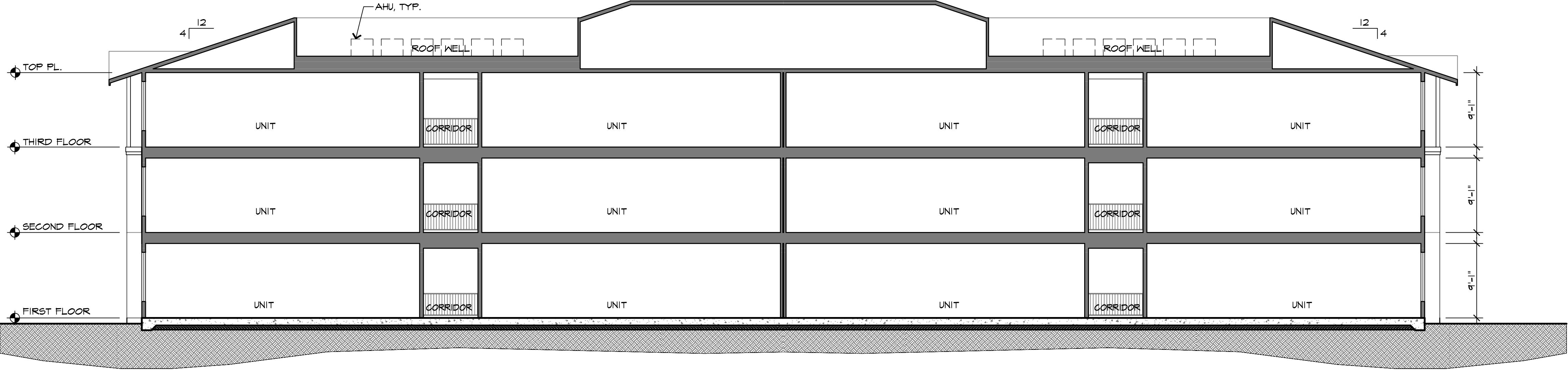
HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
BUILDING 2
EXTERIOR
ELEVATIONS

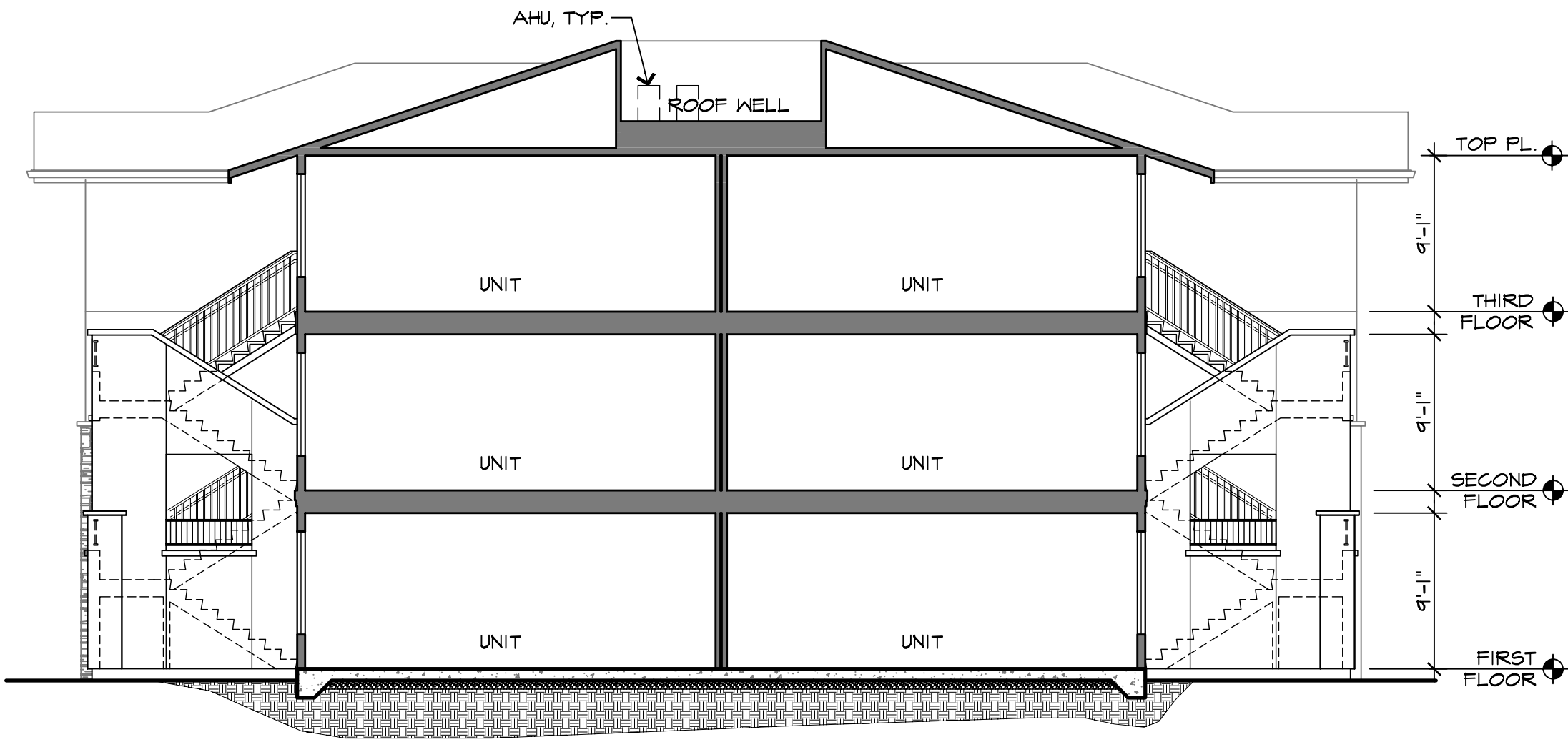
drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-4.3



BUILDING 2 - SECTION 1

1/8" = 1'-0"



BUILDING 2 - SECTION 2

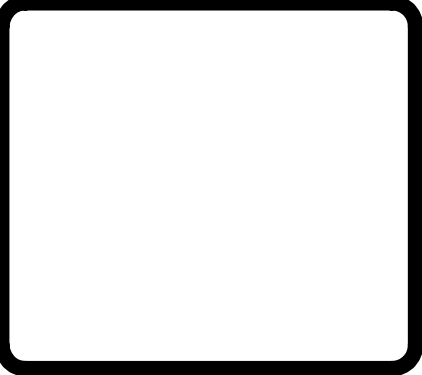
1/8" = 1'-0"

revisions	by

HDO

architects-planners

2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042



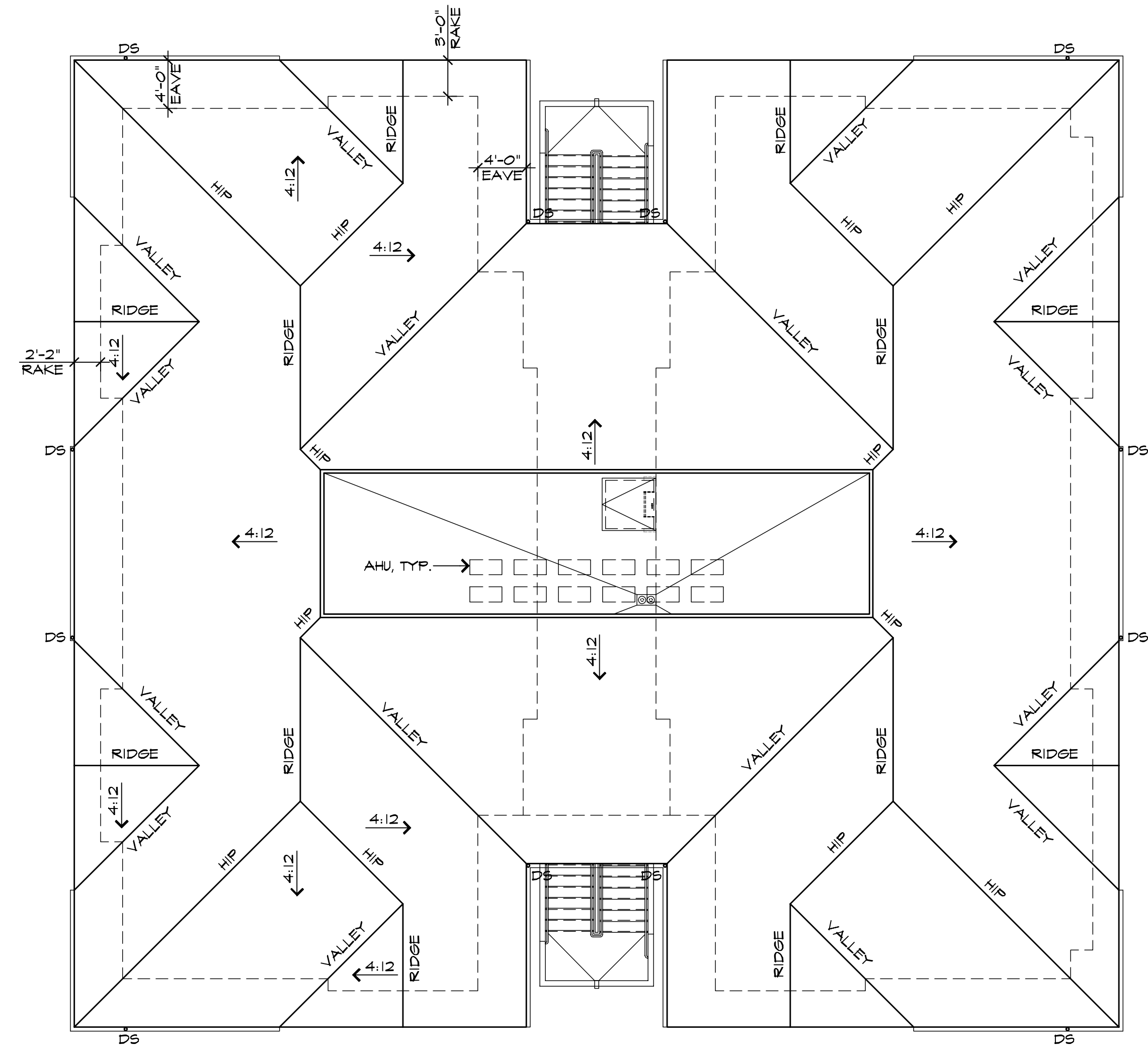
OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNEERS LLC

drawing

**BUILDING 2
SECTIONS**

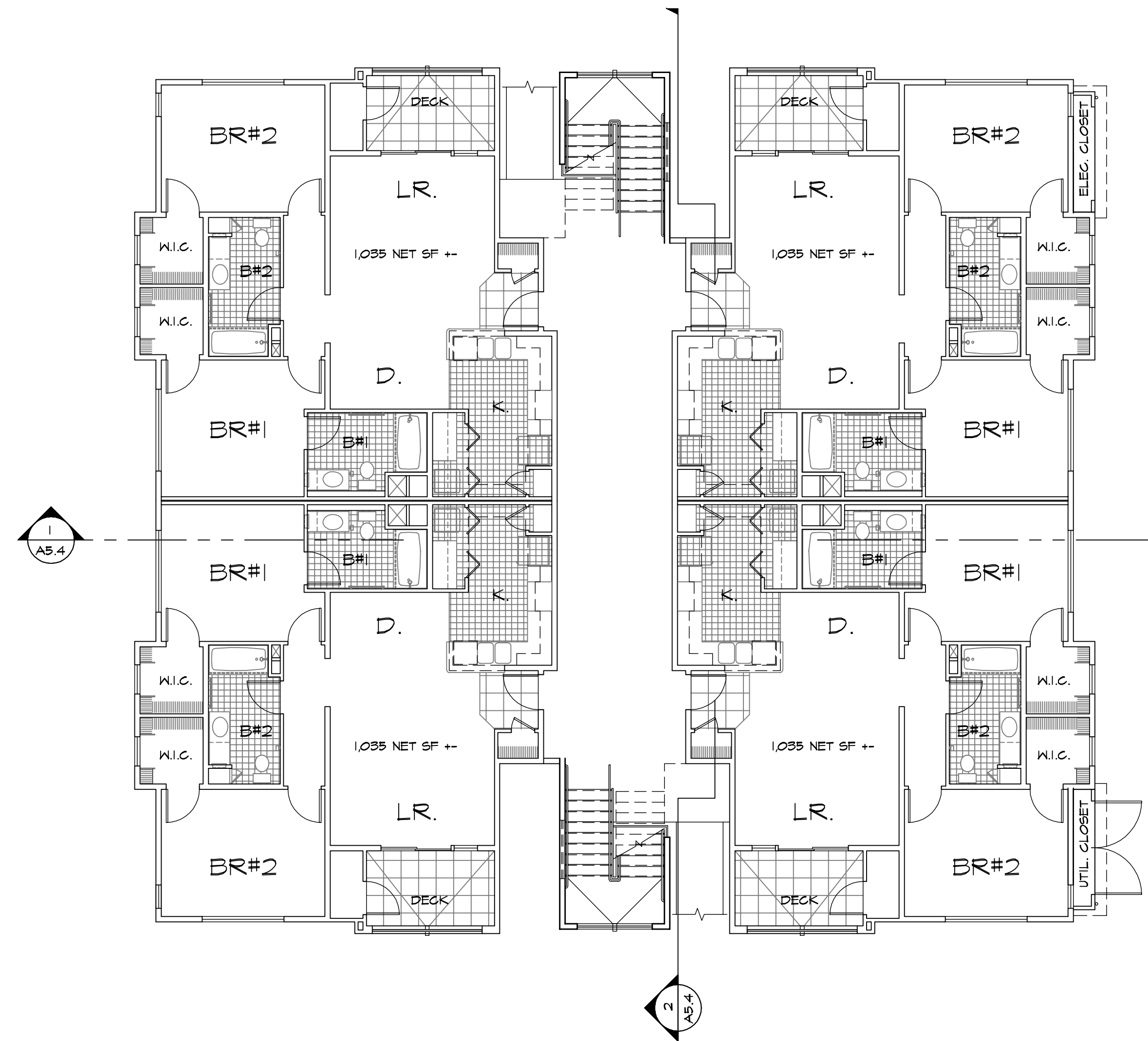
drawn MM/RH
checked RH
date 11/1/2020
scale 1/8" = 1'-0"
job no. 1805
sheet

A-4.4



BUILDING 3 - ROOF PLAN

1/8" = 1'-0"

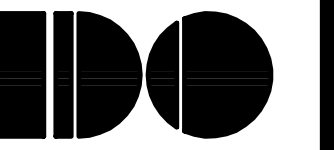


BUILDING AREAS					
BUILDING	FLOORS	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL S.F.
BLDG 3	3	5,535 S.F.	5,268 S.F.	5,268 S.F.	16,071 S.F.

BUILDING 3 - 1ST FLOOR PLAN (2ND & 3RD FLOOR SIM.)

1/8" = 1'-0"

revisions	by



2950 camino diablo
suite 110
walnut creek, ca
94591
(925) 256-6042

OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
BUILDING 3
FLOOR PLAN
ROOF PLAN

drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-5.1

revisions	by



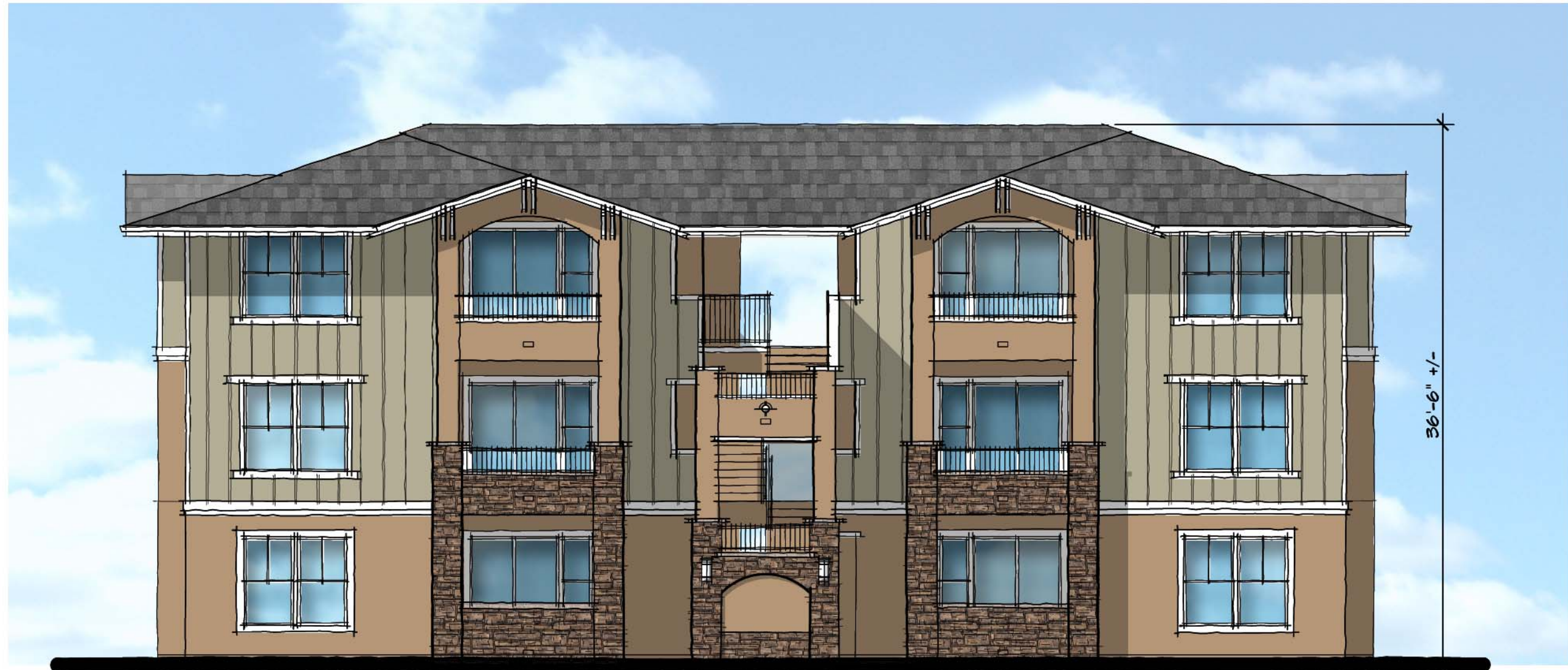
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNEERS LLC

drawing
BUILDING 3
EXTERIOR
ELEVATIONS

drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-5.3



BUILDING 3 - FRONT ELEVATION

1/8" = 1'-0"



BUILDING 3 - LEFT ELEVATION

1/8" = 1'-0"



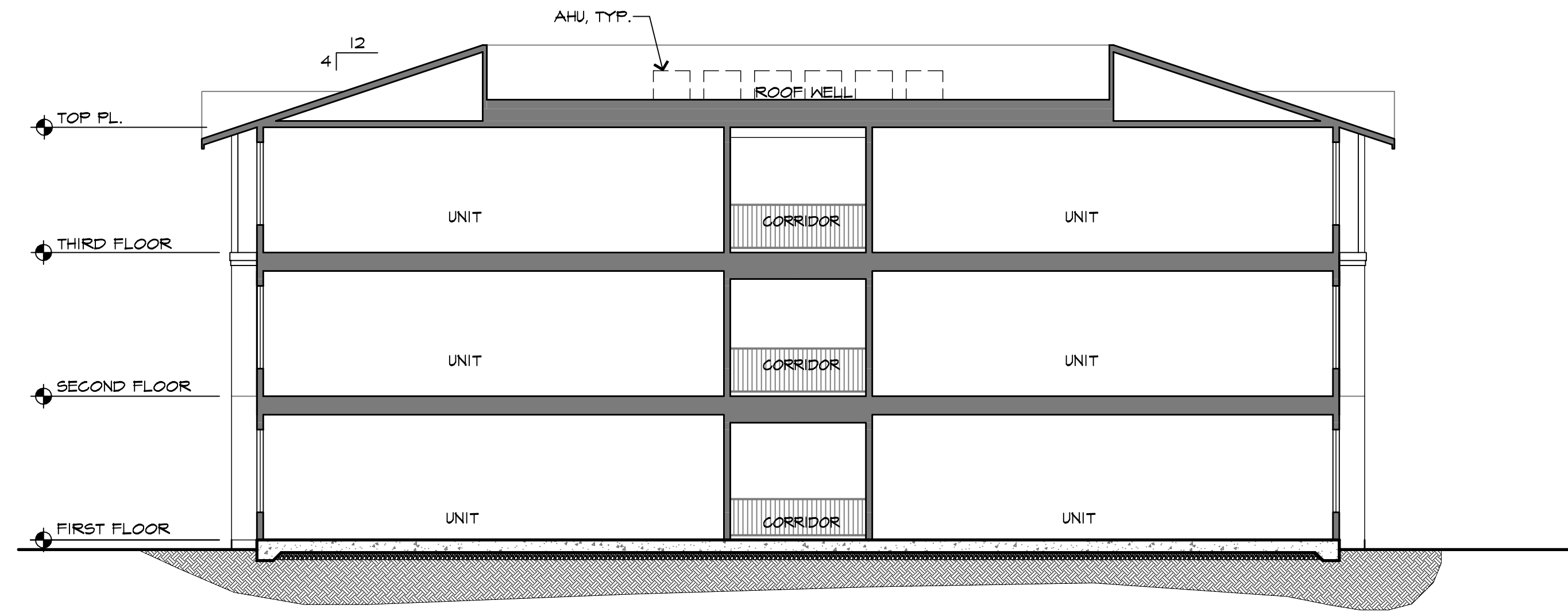
BUILDING 3 - REAR ELEVATION

1/8" = 1'-0"

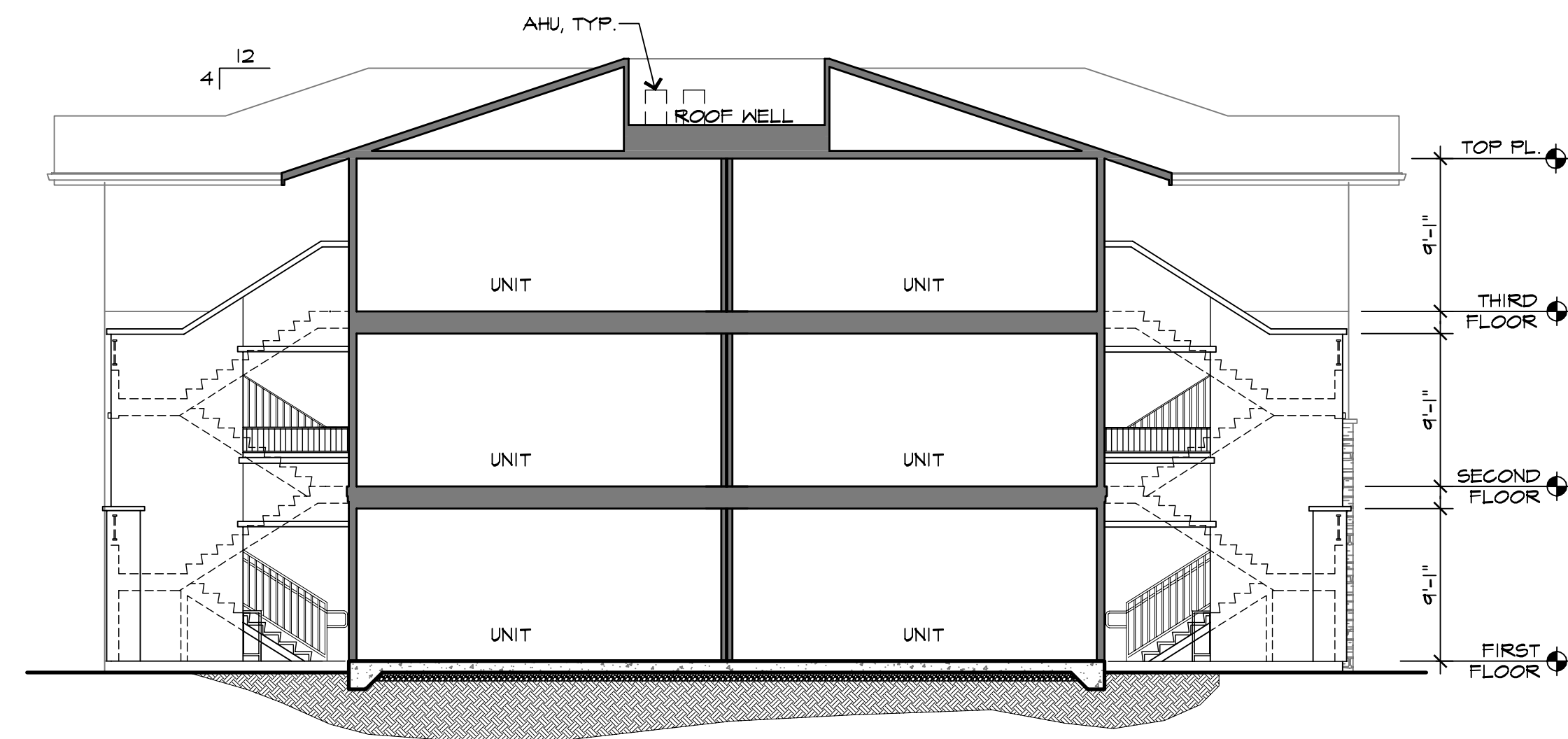


BUILDING 3 - RIGHT ELEVATION

1/8" = 1'-0"



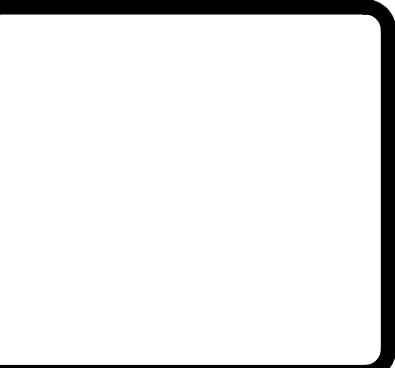
BUILDING 3 - SECTION 1
1/8" = 1'-0"



BUILDING 3 - SECTION 2
1/8" = 1'-0"

revisions	by

HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

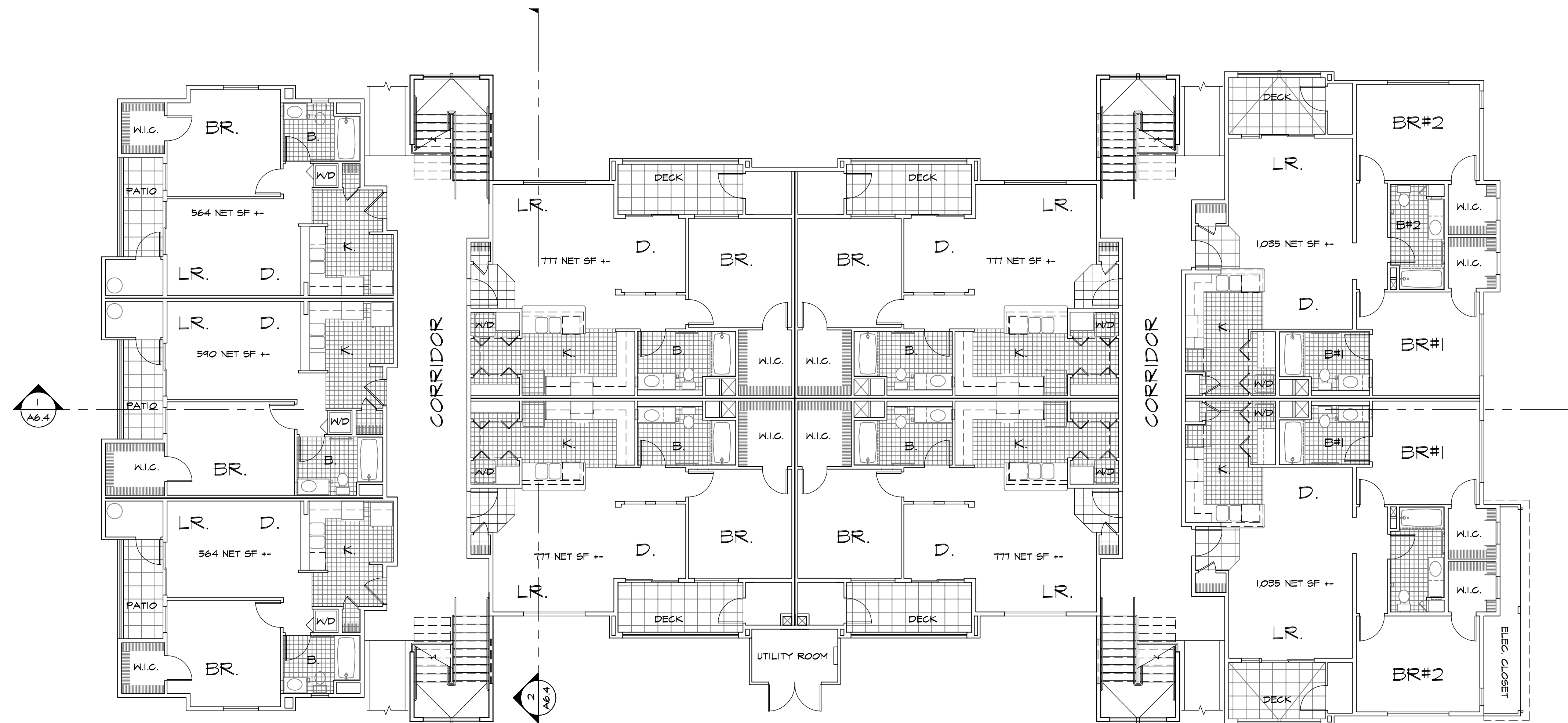


OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNEERS LLC

drawing
**BUILDING 3
SECTIONS**

drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-5.4

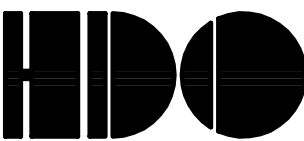


BUILDING AREAS					
BUILDING	FLOORS	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL S.F.
BLDG 4	3	9,612 S.F.	9,146 S.F.	9,146 S.F.	27,964 S.F.

BUILDING 4 - 1ST FLOOR PLAN (2ND & 3RD FLOOR SIM.)

1/8" = 1'-0"

revisions	by



architects-planners

2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042



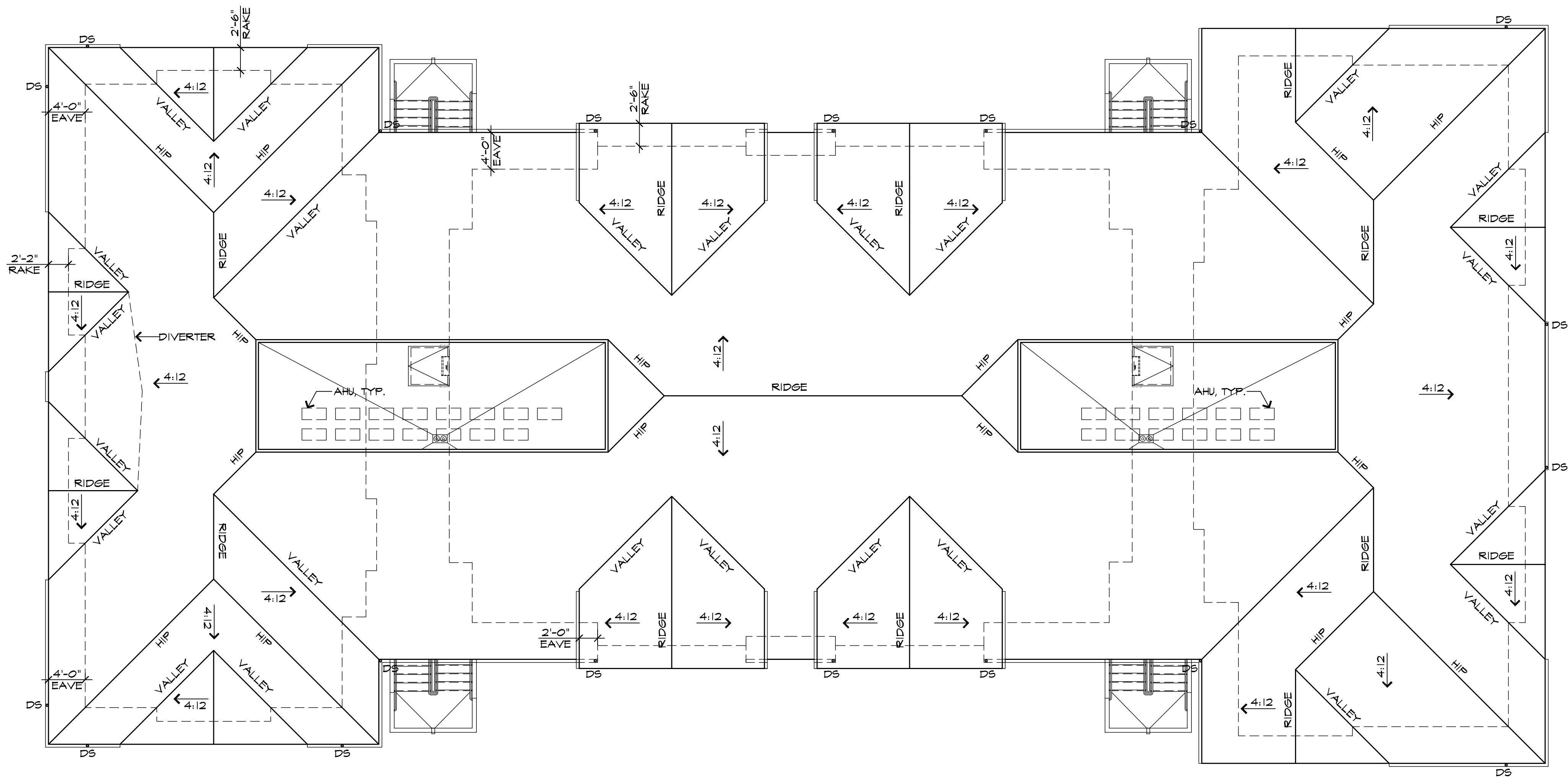
OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing

BUILDING 4
FLOOR
PLANS

drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-6.1



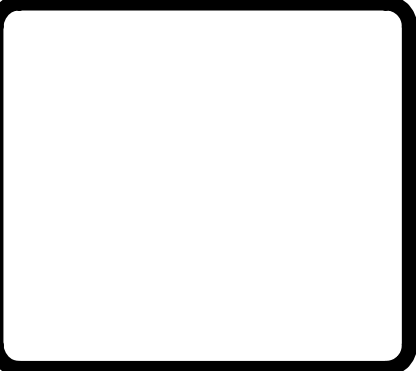
BUILDING 4 - ROOF PLAN
1/8" = 1'-0"

revisions	by

HDO

architects-planners

2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042



OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing

BUILDING 4
ROOF
PLAN

drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-6.2



BUILDING 4 - FRONT ELEVATION

1/8" = 1'-0"



BUILDING 4 - REAR ELEVATION

1/8" = 1'-0"



ELECTRICAL CABINET LOCATION VARIES.
-SEE SITE PLAN

BUILDING 4 - RIGHT ELEVATION

1/8" = 1'-0"



BUILDING 4 - LEFT ELEVATION

1/8" = 1'-0"

revisions	by



architects-planners

2950 camino diablo

suite 110

walnut creek, ca

94597

(925) 256-6042

OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing

BUILDING 4
EXTERIOR
ELEVATIONS

drawn

MM/RH

checked

RH

date

11/1/2020

scale

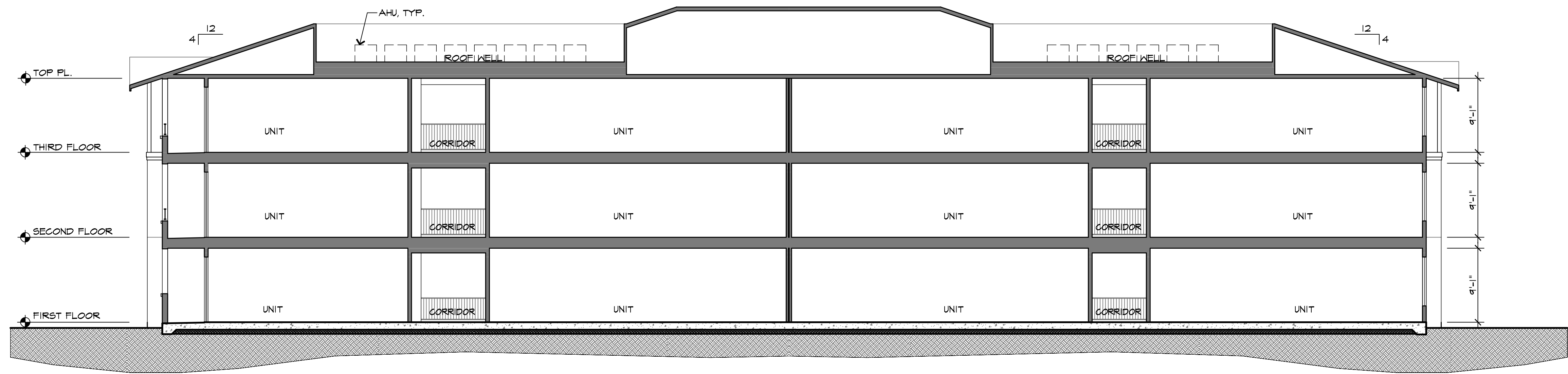
1/8" = 1'-0"

job no.

1805

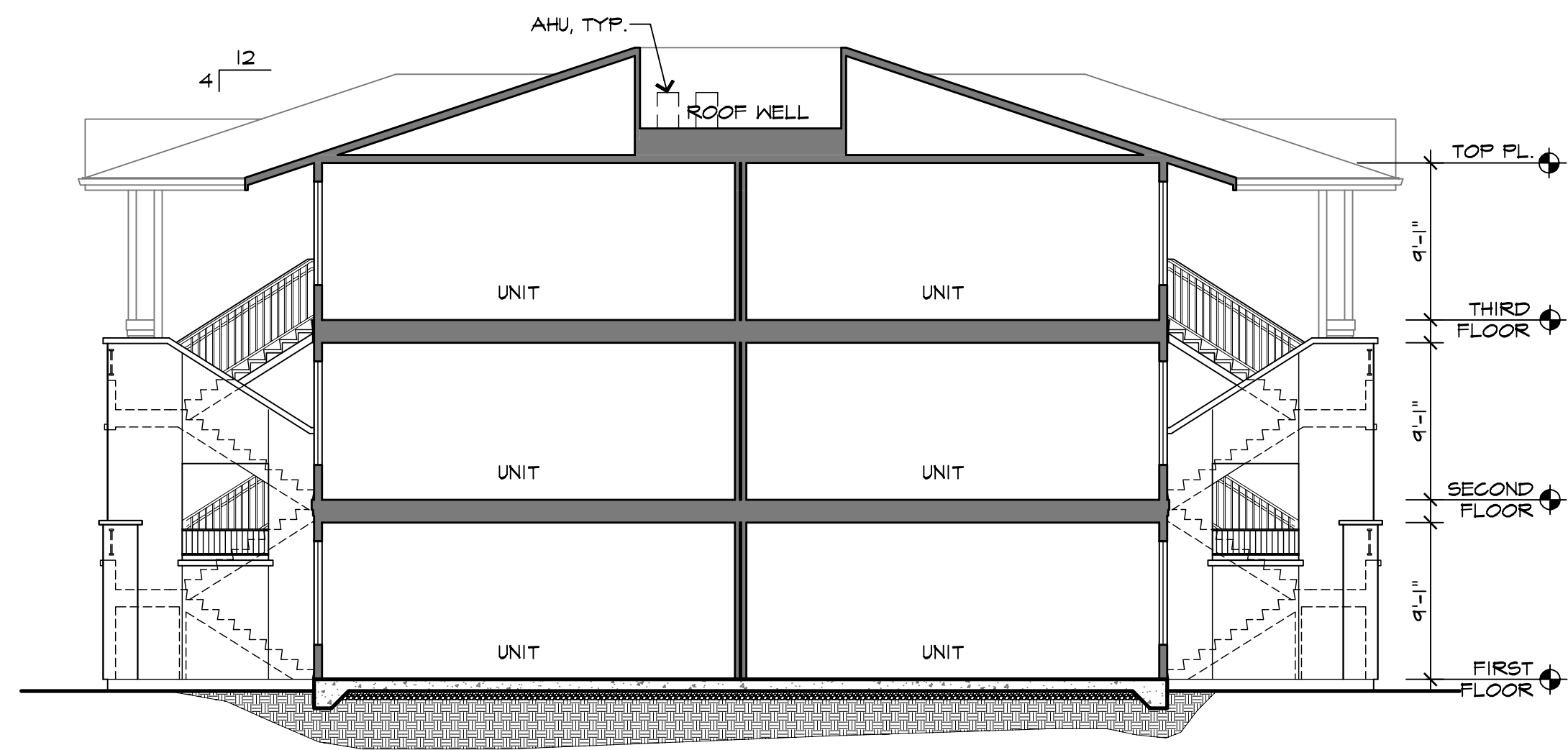
sheet

A-6.3



BUILDING 4 - SECTION 1

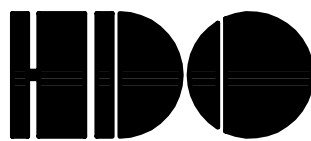
1/8" = 1'-0"



BUILDING 4 - SECTION 2

1/8" = 1'-0"

revisions	by



architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

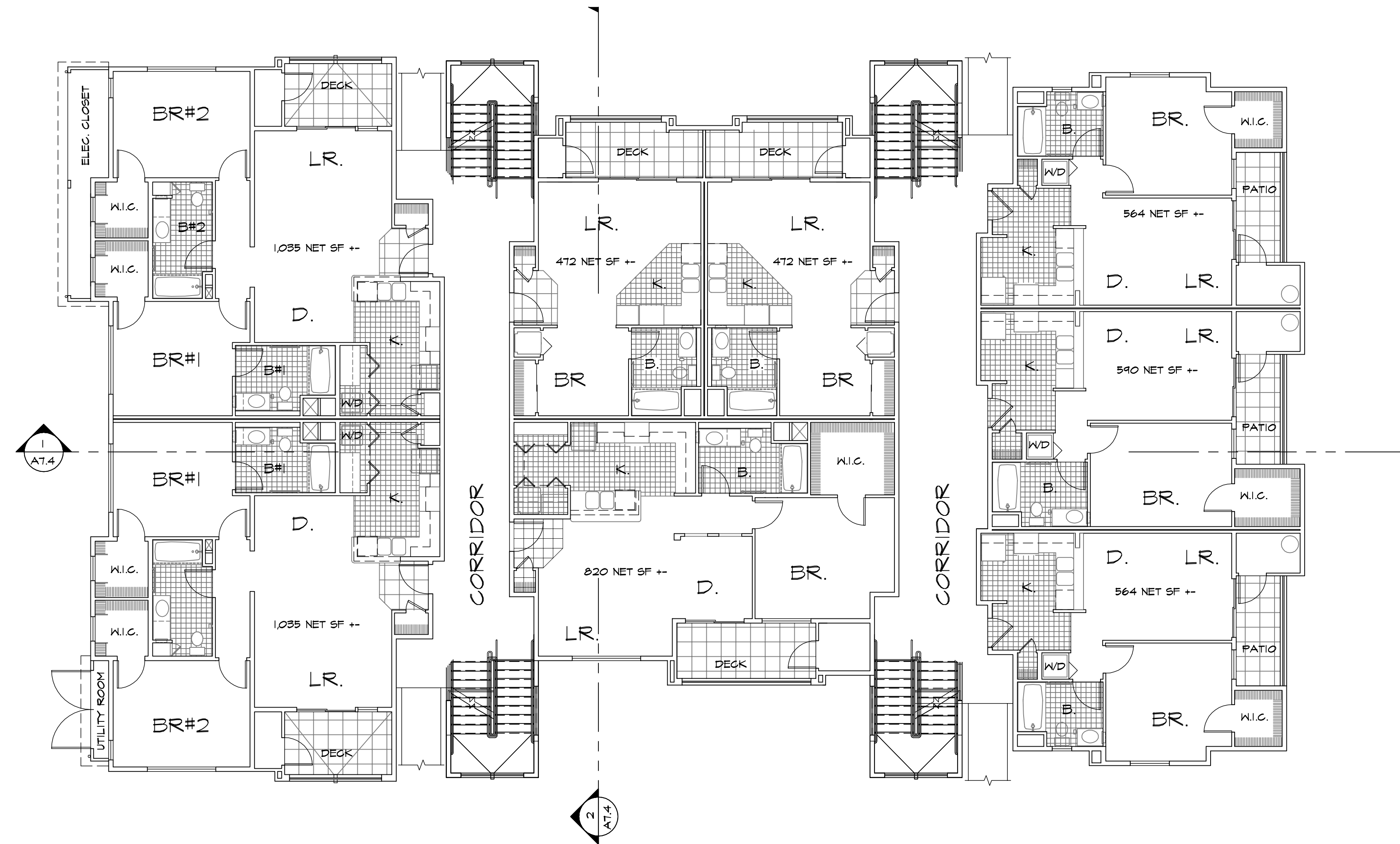


OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNEERS LLC

drawing
**BUILDING 4
SECTIONS**

drawn MM/RH
checked RH
date 11/1/2020
scale 1/8" = 1'-0"
job no. 1805
sheet

A-6.4



BUILDING AREAS					
BUILDING	FLOORS	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL S.F.
BLDG 5	3	7,451 S.F.	7,511 S.F.	7,511 S.F.	22,474 S.F.

BUILDING 5 - 1ST FLOOR PLAN (2ND & 3RD FLOOR SIM.)

1/8" = 1'-0"

revisions	by

HDO

architects-planners

2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042



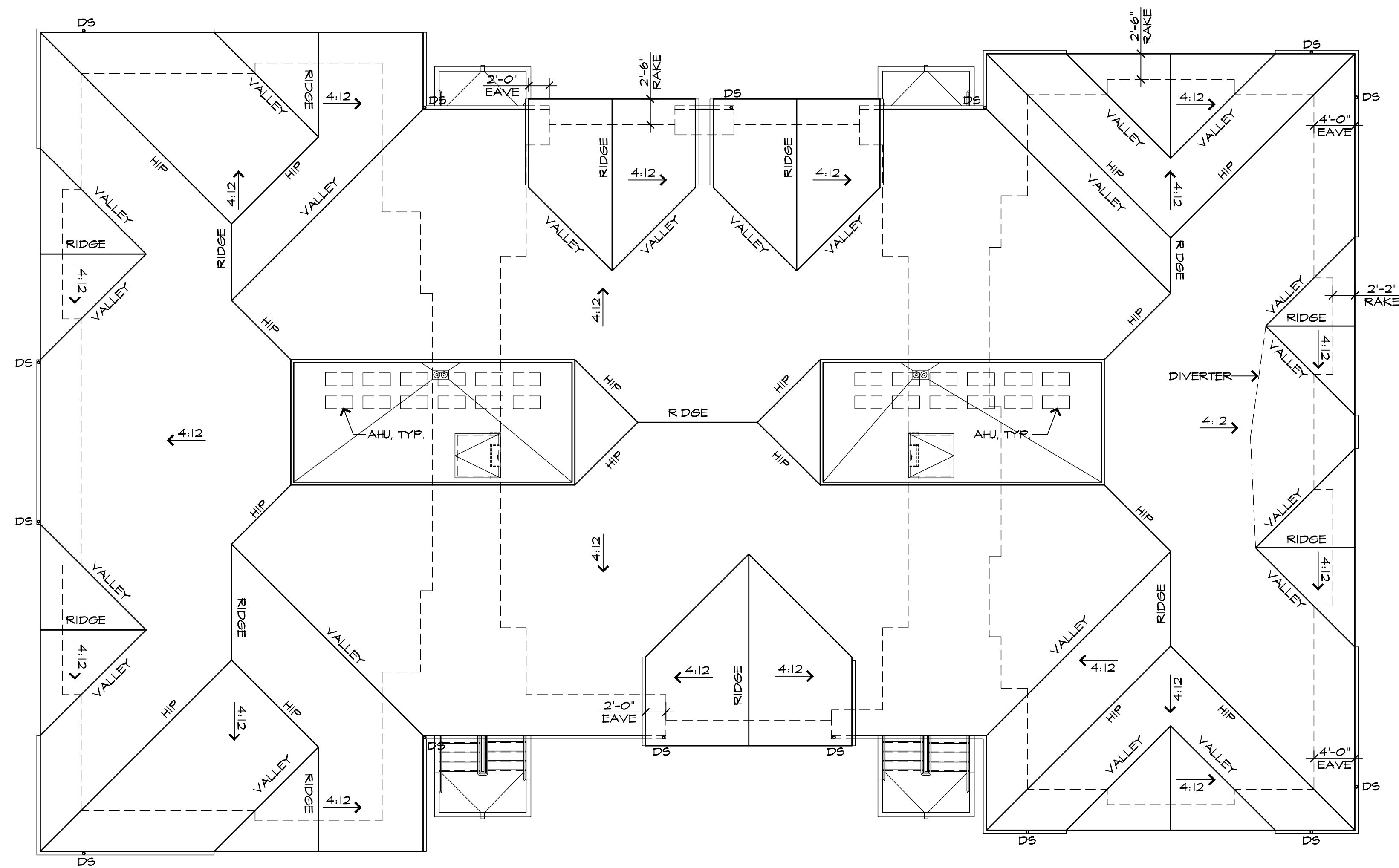
OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing

BUILDING 5
FLOOR
PLANS

drawn MM/RH
checked RH
date 11/1/2020
scale 1/8" = 1'-0"
job no. 1805
sheet

A-7.1



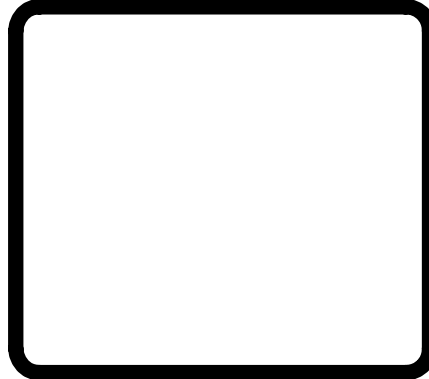
BUILDING 5 - ROOF PLAN
1/8" = 1'-0"

revisions	by

HDO

architects-planners

2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042



OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
**BUILDING 5
ROOF
PLAN**

drawn MM/RH
checked RH
date 11/1/2020
scale 1/8" = 1'-0"
job no. 1805
sheet

A-7.2



BUILDING 5 - FRONT ELEVATION

1/8" = 1'-0"



BUILDING 5 - REAR ELEVATION

1/8" = 1'-0"



BUILDING 5 - RIGHT ELEVATION

1/8" = 1'-0"



BUILDING 5 - LEFT ELEVATION

1/8" = 1'-0"

revisions	by

HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

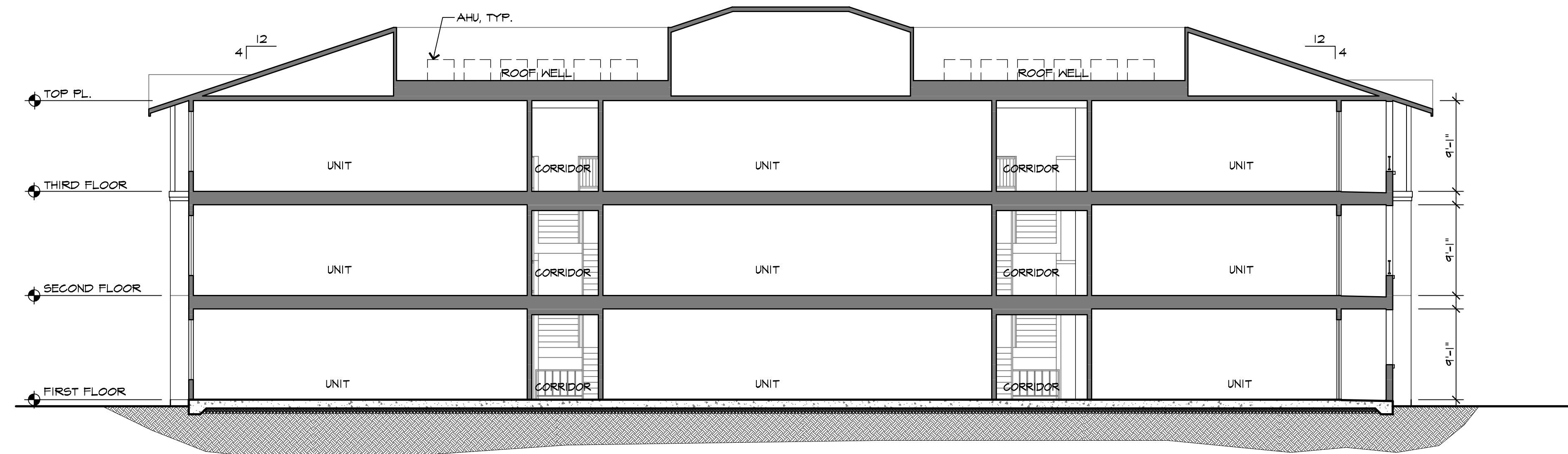


OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

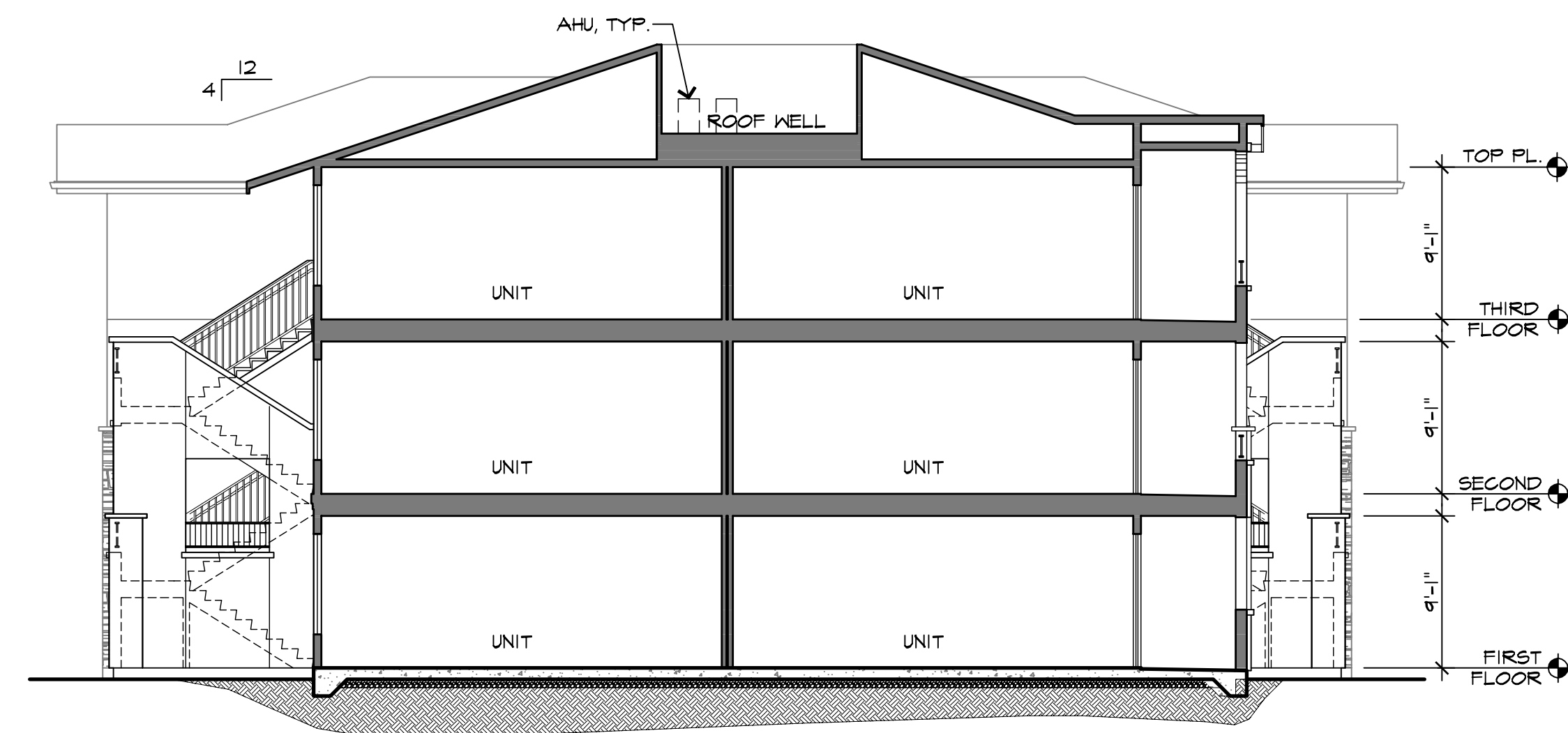
drawing
BUILDING 5
EXTERIOR
ELEVATIONS

drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-7.3



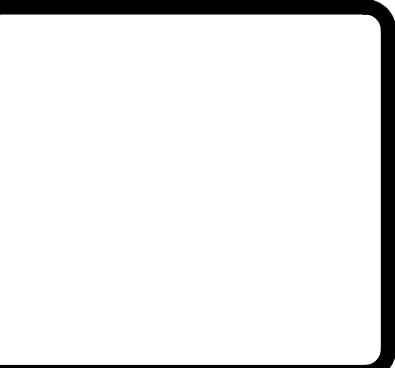
BUILDING 5 - SECTION 1
1/8" = 1'-0"



BUILDING 5 - SECTION 2
1/8" = 1'-0"

revisions	by

HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

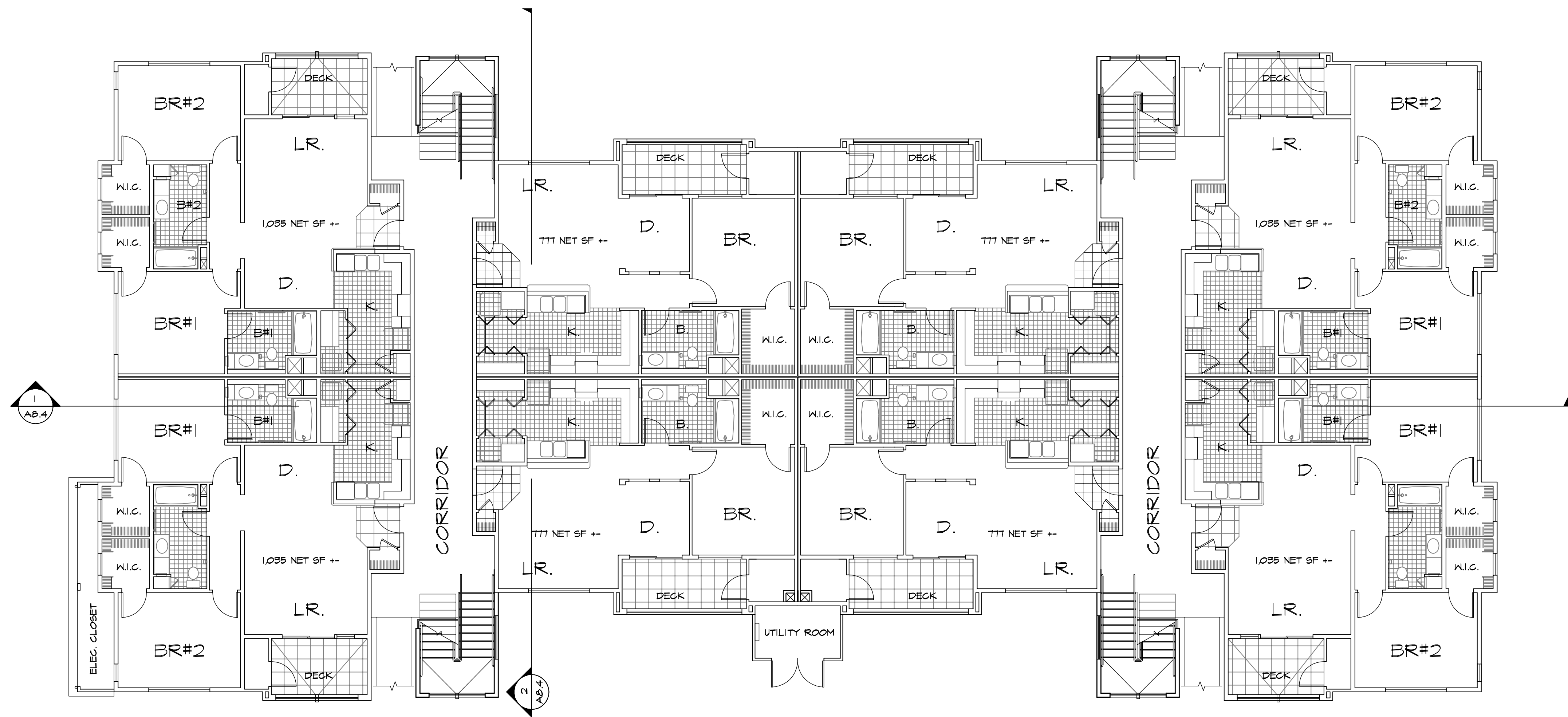


OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNEERS LLC

drawing
**BUILDING 5
SECTIONS**

drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-7.4

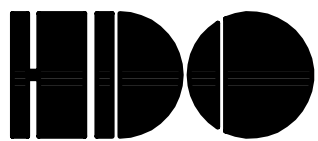


BUILDING AREAS					
BUILDING	FLOORS	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL S.F.
BLDG 6	3	9,866 S.F.	9,351 S.F.	9,351 S.F.	28,568 S.F.

BUILDING 6 - 1ST FLOOR PLAN (2ND & 3RD FLOOR SIM.)

1/8" = 1'-0"

revisions	by



architects-planners

2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042



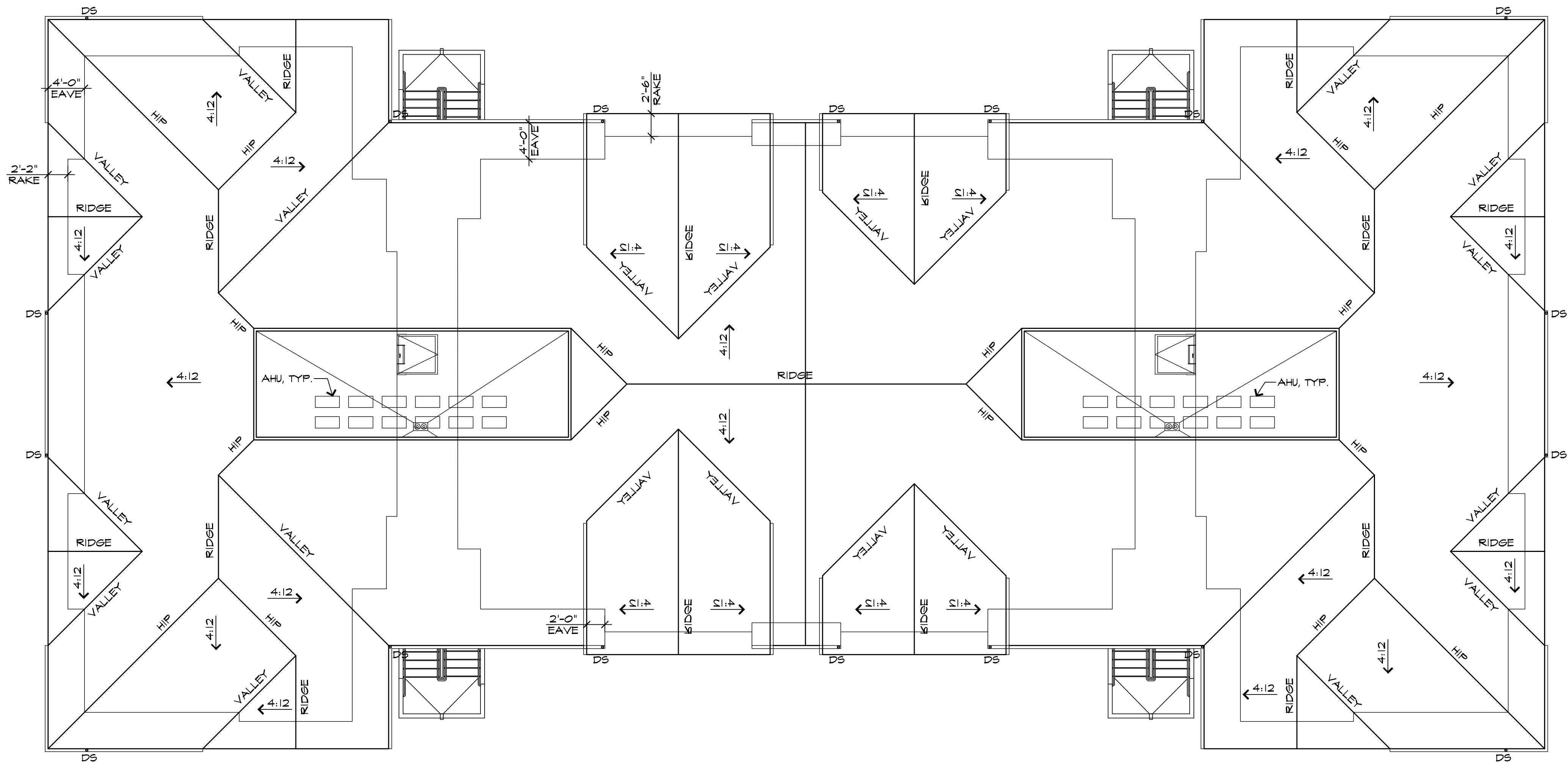
OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing

BUILDING 6
FLOOR
PLANS

drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-8.1



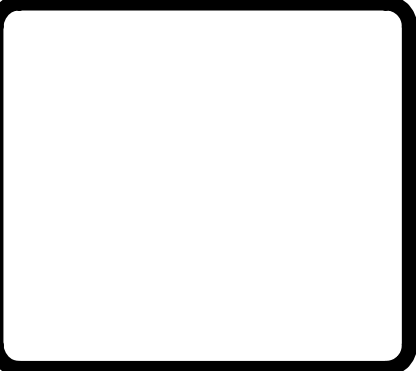
BUILDING 6 - ROOF PLAN
1/8" = 1'-0"

revisions	by

HDO

architects-planners

2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042



OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
BUILDING 6
ROOF
PLAN

drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-8.2



BUILDING 6 - REAR ELEVATION

1/8" = 1'-0"



BUILDING 6 - FRONT ELEVATION

1/8" = 1'-0"



BUILDING 6 - RIGHT ELEVATION

1/8" = 1'-0"



BUILDING 6 - LEFT ELEVATION

1/8" = 1'-0"

ELECTRICAL CABINET LOCATION VARIES.
-SEE SITE PLAN

revisions	by

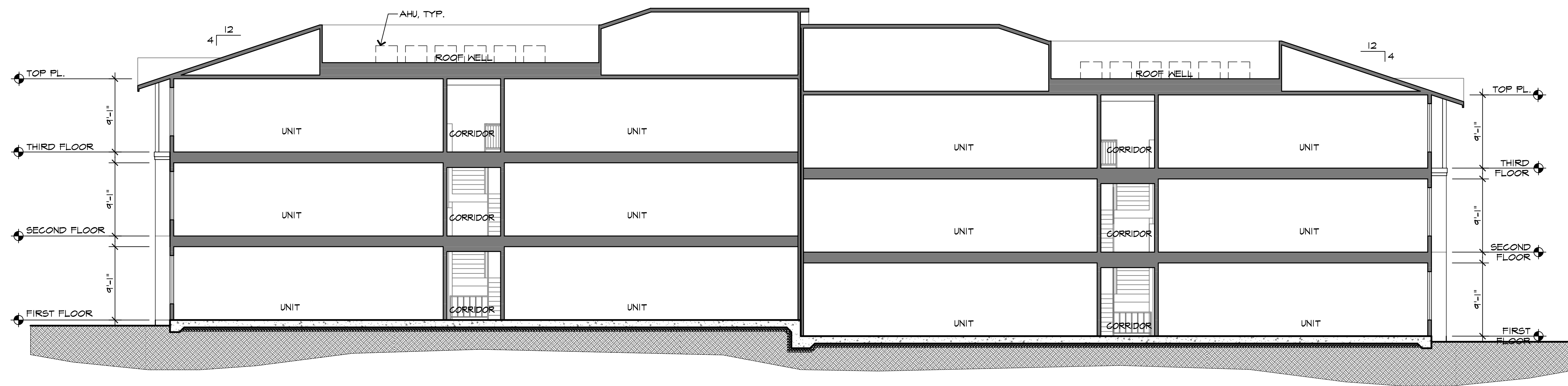
HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
BUILDING 6
EXTERIOR
ELEVATIONS

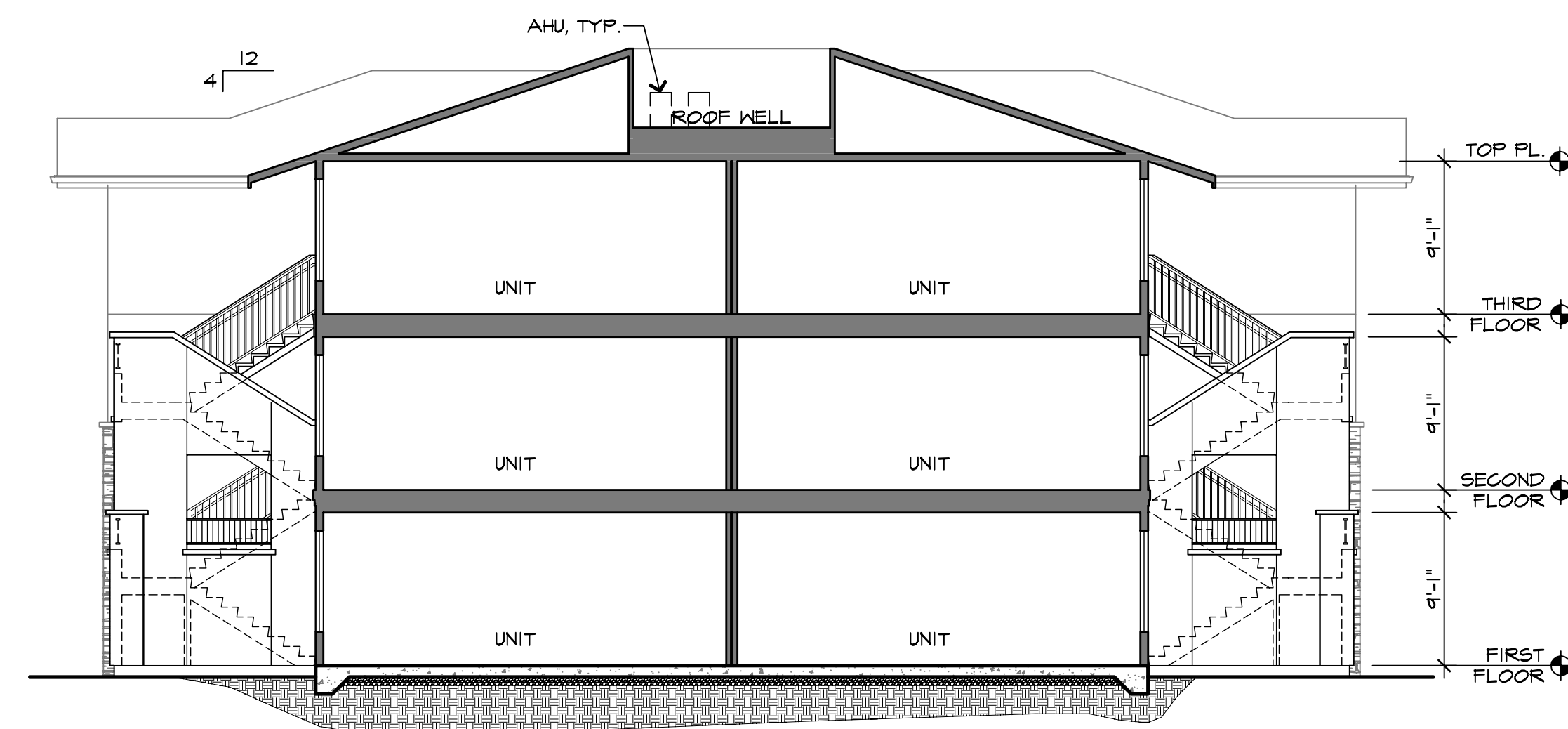
drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-8.3



BUILDING 6 - SECTION 1

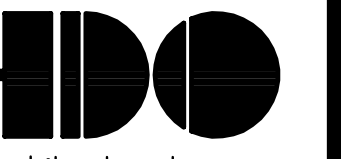
1/8" = 1'-0"



BUILDING 6 - SECTION 2

1/8" = 1'-0"

revisions	by



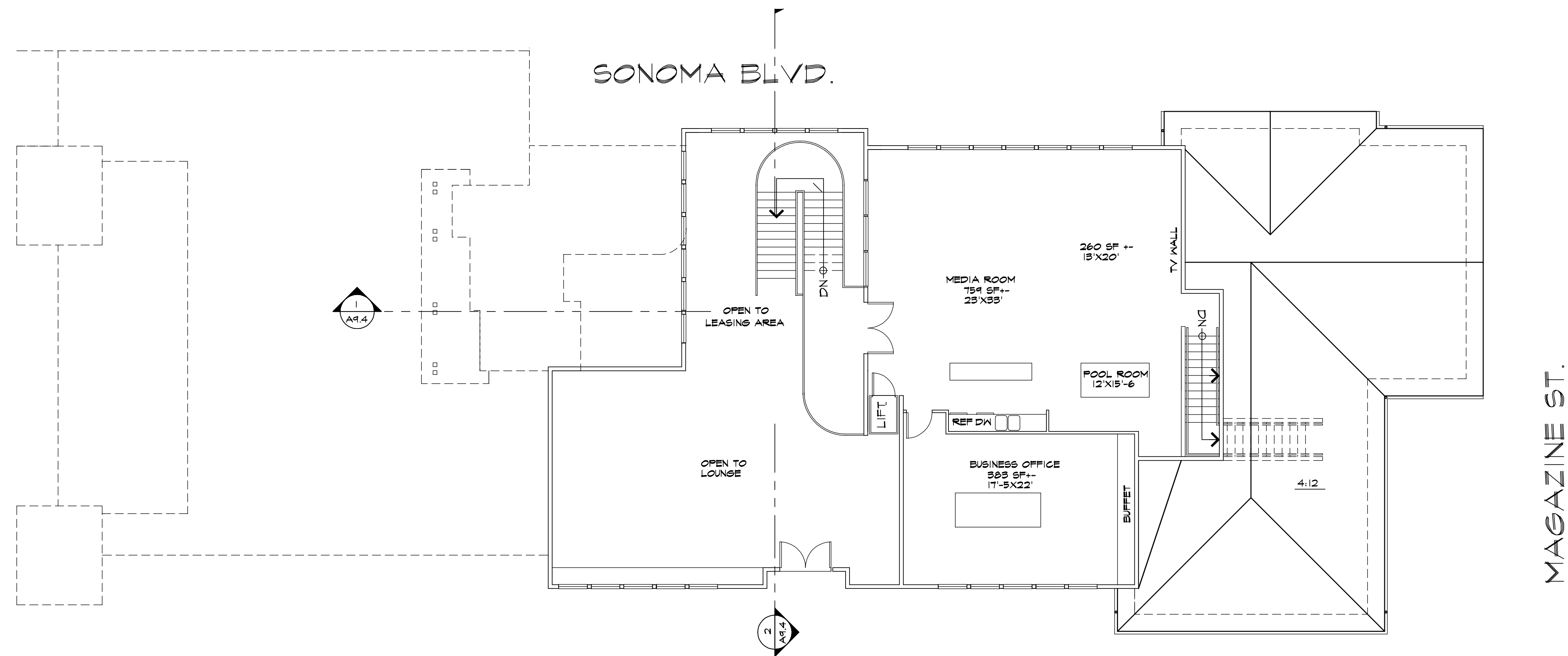
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
**BUILDING 6
SECTIONS**

drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

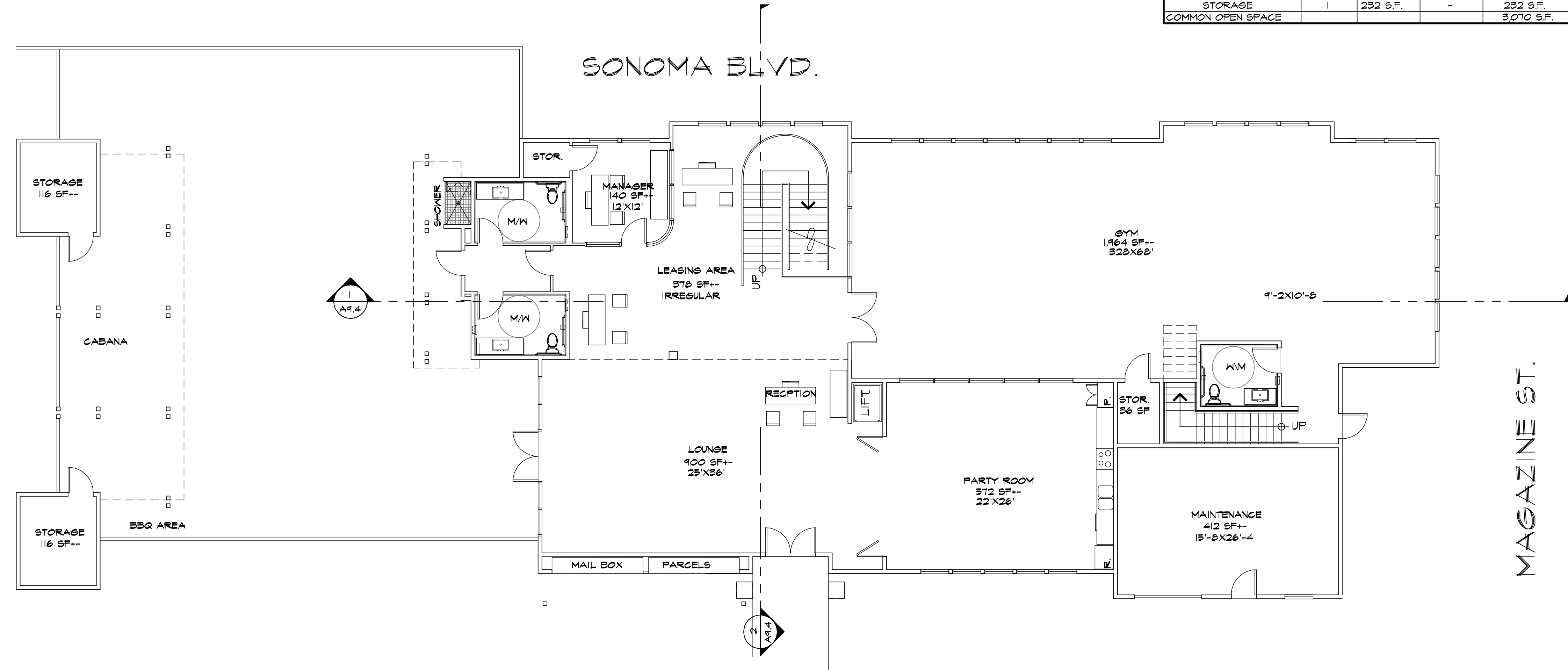
A-8.4



COMMUNITY CENTER - LEVEL 2 PLAN

1/8" = 1'-0"

BUILDING AREAS				
BUILDING	FLOORS	LEVEL 1	LEVEL 2	TOTAL S.F.
COMMUNITY CENTER	2	5,628 S.F.	1,493 S.F.	7,121 S.F.
STORAGE	1	232 S.F.	-	232 S.F.
COMMON OPEN SPACE				3,070 S.F.



COMMUNITY CENTER - LEVEL 1 PLAN

1/8" = 1'-0"

revisions	by

HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
**COMMUNITY
CENTER
FLOOR
PLANS**

drawn
RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-9.1



COMMUNITY CENTER - FRONT (WEST) ELEVATION
1/8" = 1'-0"



COMMUNITY CENTER - SONOMA ST. (EAST) ELEVATION
1/8" = 1'-0"



COMMUNITY CENTER - (NORTH) ELEVATION
1/8" = 1'-0"



COMMUNITY CENTER - MAGAZINE ST. (SOUTH) ELEVATION
1/8" = 1'-0"

revisions	by

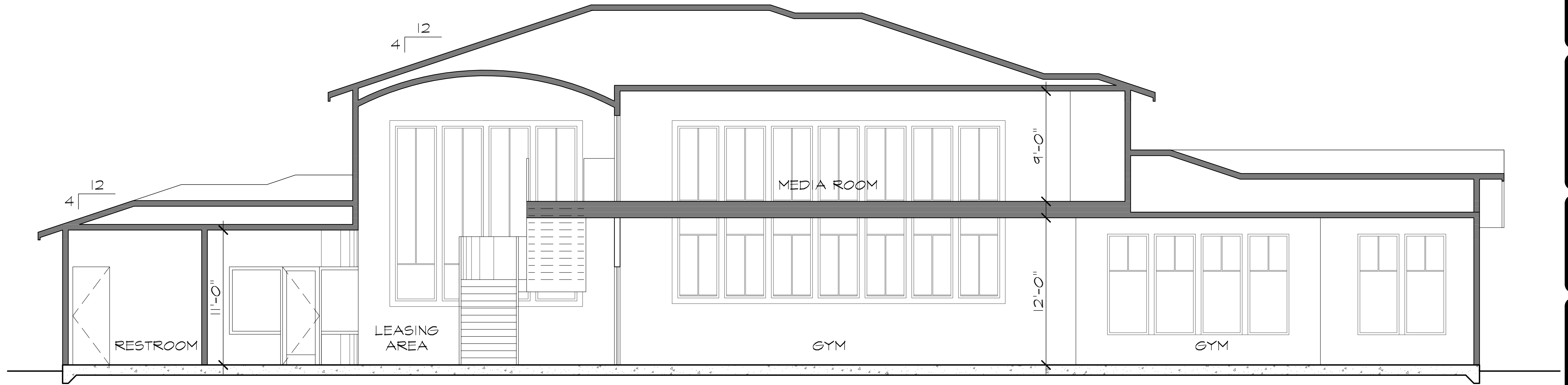
HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
**COMMUNITY
CENTER
ELEVATIONS**

drawn
RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-9.3



COMMUNITY CENTER - SECTION 1

1/4" = 1'-0"



COMMUNITY CENTER - SECTION 2

1/4" = 1'-0"

revisions	by

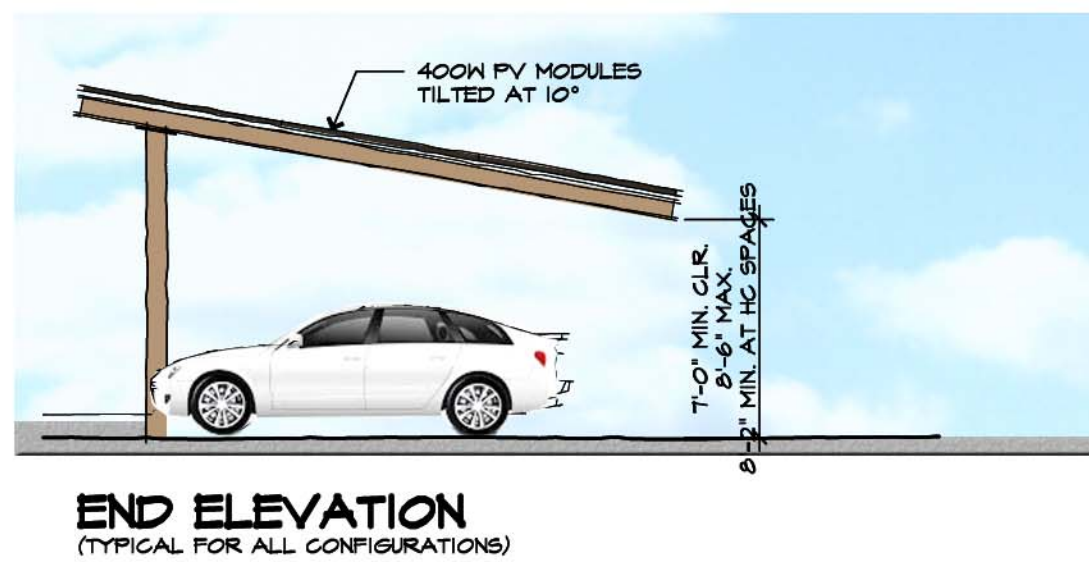
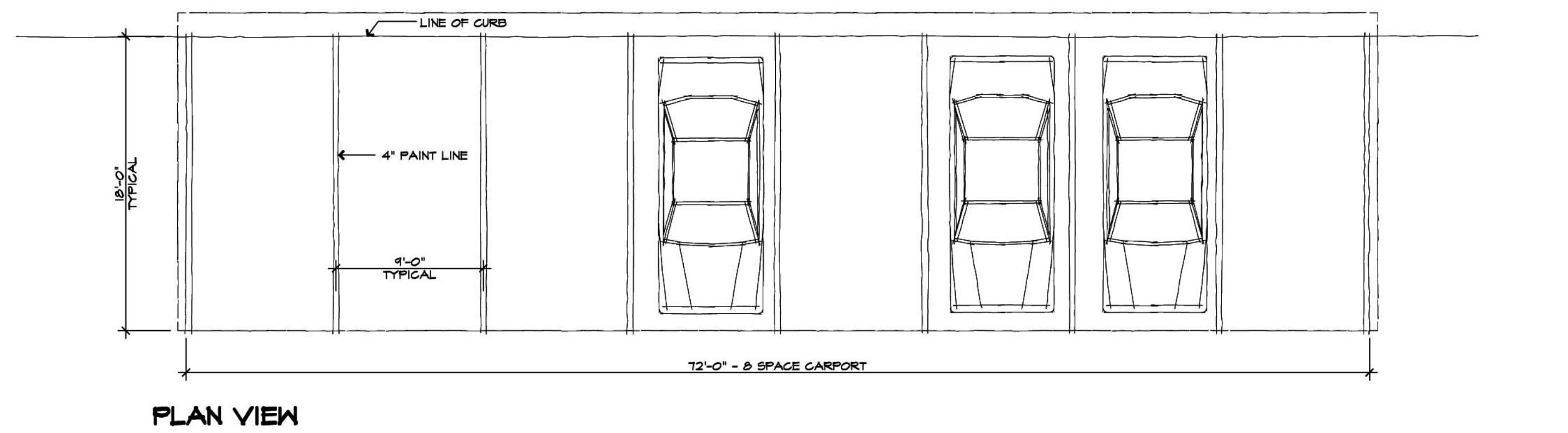
HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNEERS LLC

drawing
**COMMUNITY
CENTER
SECTIONS**

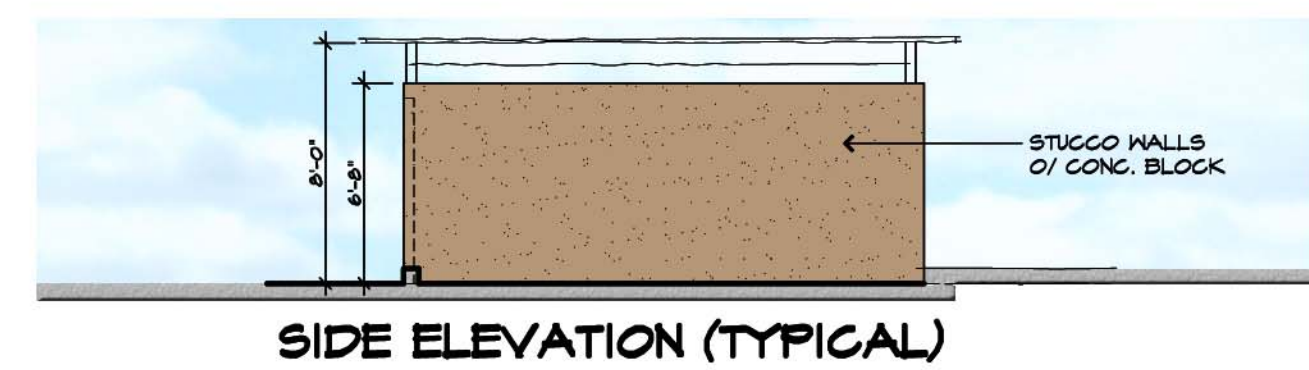
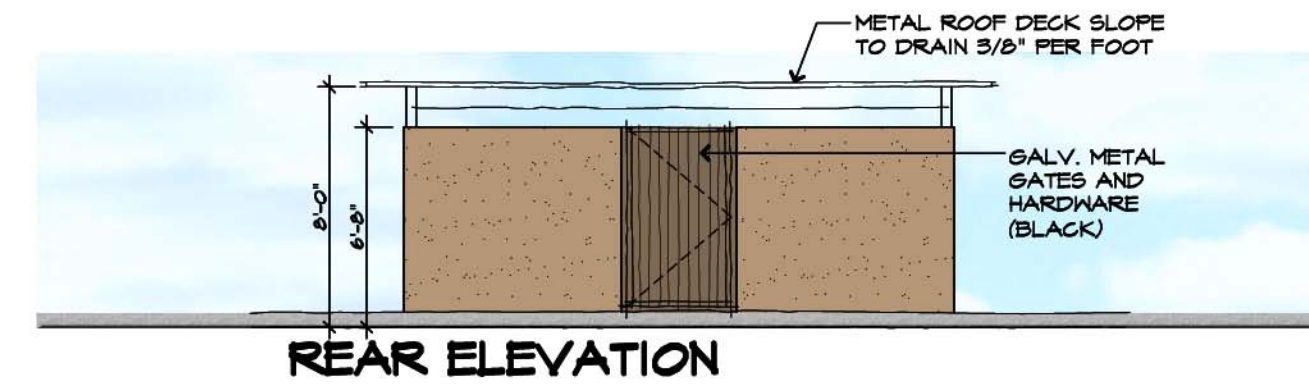
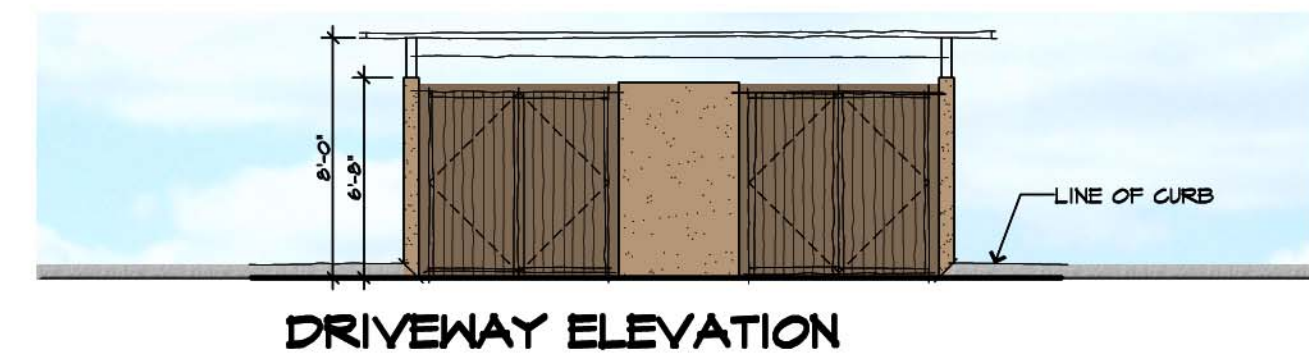
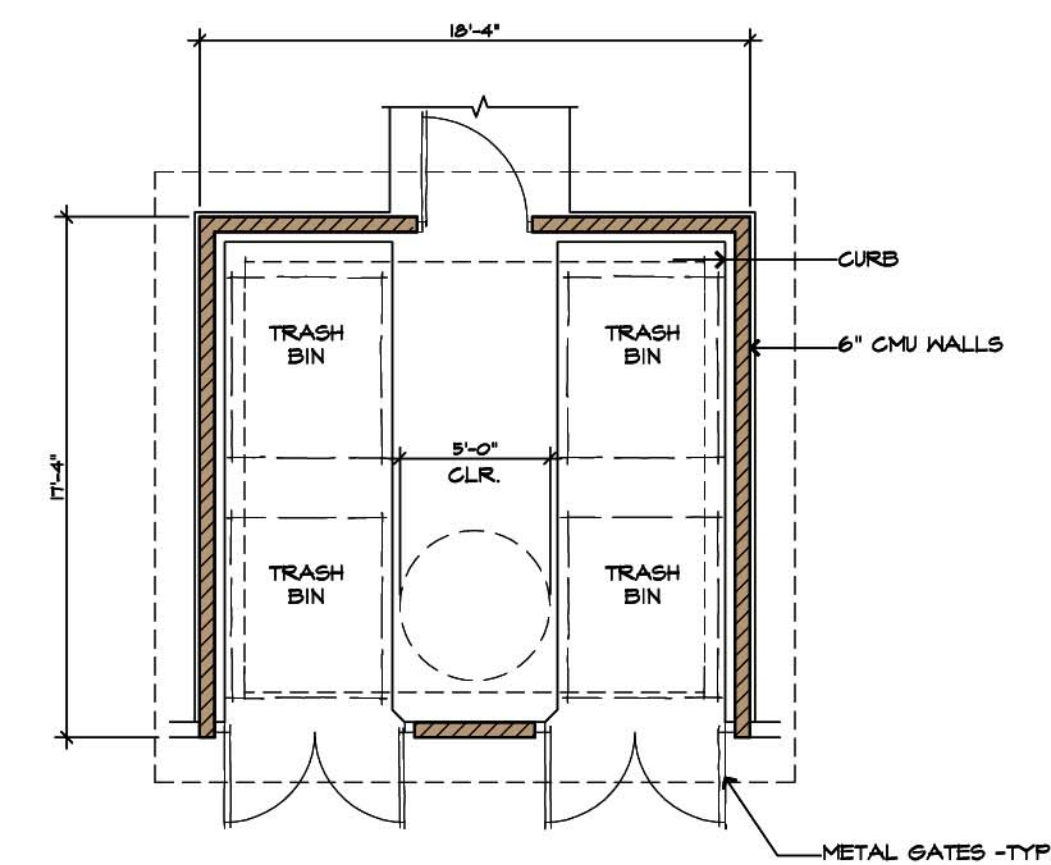
drawn
RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-9.4



TYPICAL METAL ROOF CARPORTS (8-CAR SHOWN)

1/4" = 1'-0"



TRASH ENCLOSURE

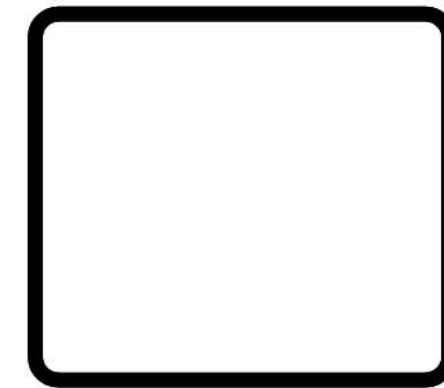
1/4" = 1'-0"

revisions	by



architects-planners

2450 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042



OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
ANCILLARY
STRUCTURES

drawn RH
checked RH
date 11/1/2020
scale 1/4" = 1'-0"
job no. 1205
sheet

A-10.1

revisions	by



architects-planners
 2450 camino diablo
 suite 110
 walnut creek, ca
 94597
 (925) 256-6042

OAKWOOD APARTMENTS
 VALLEJO, CALIFORNIA
 FOR:
 AVENTIS PARTNERS LLC

drawing
 SITE
 ELEVATION

drawn
 MM/RH
 checked
 RH
 date
 11/1/2020
 scale
 NO SCALE
 job no.
 1805
 sheet

A-11.1

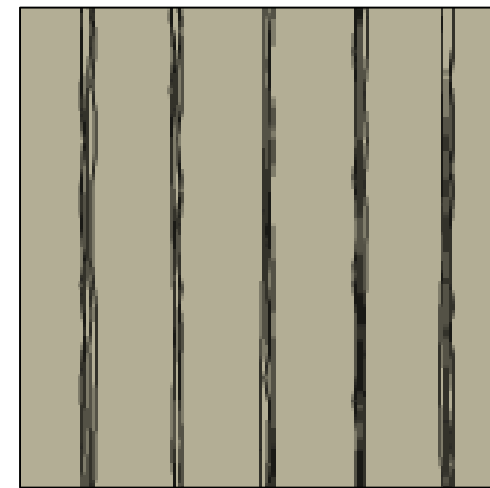


SITE ELEVATION ALONG SONOMA BOULEVARD
 NOT TO SCALE

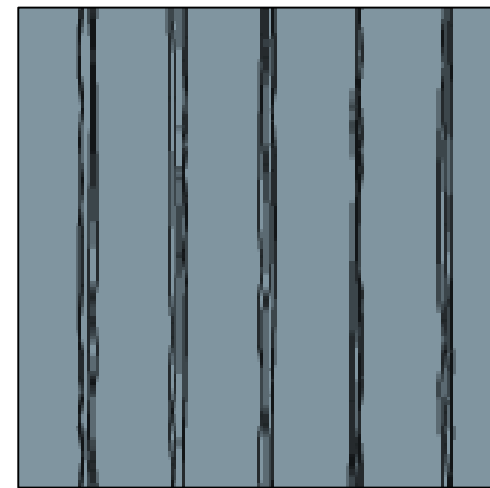
COLORS & MATERIALS

NO SCALE

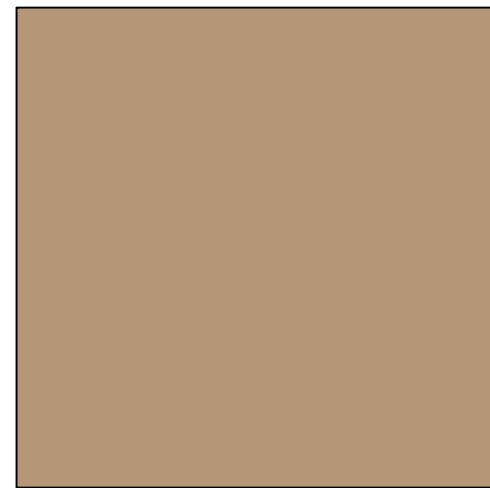
1 SIDING 1
SW 2860
SAGE



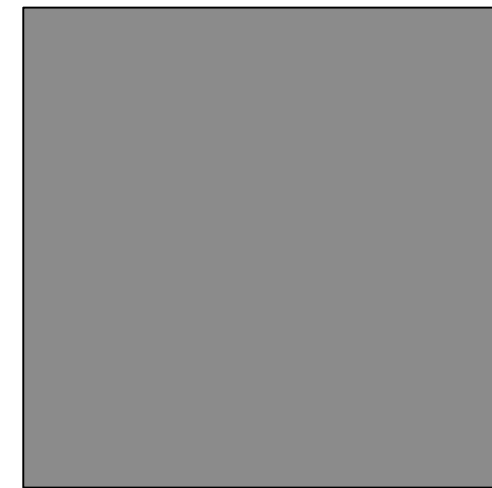
2 SIDING 2
SW 7603
POOLHOUSE



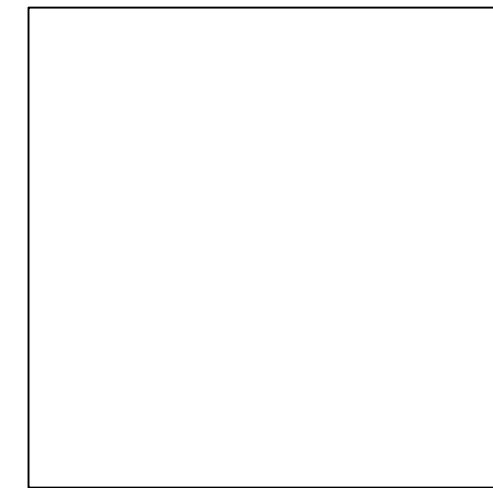
3 STUCCO 1
SW 9097
SOFT FAWN



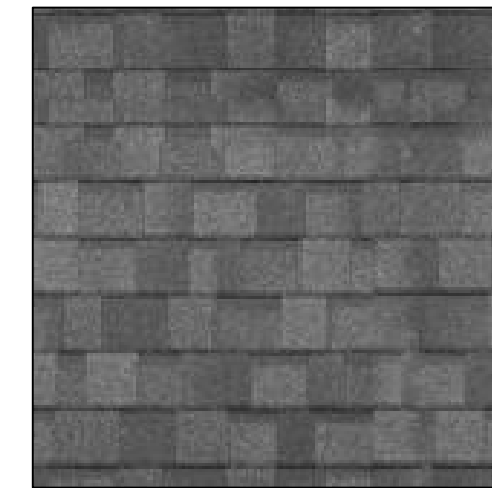
4 STUCCO 2
SW 7670
GRAY SHINGLE



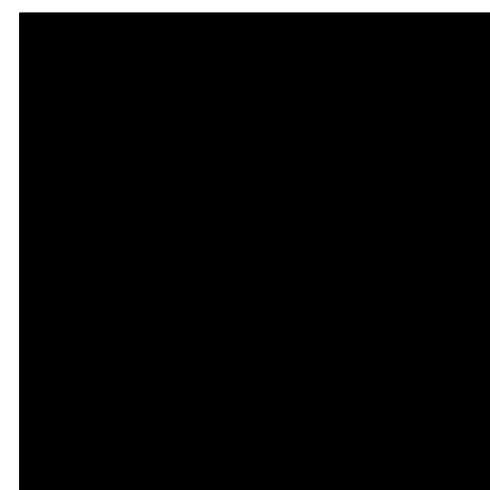
5 TRIM & WINDOW
FRAME
WHITE



6 ROOF SHINGLE
LANDMARK
WEATHERED WOOD



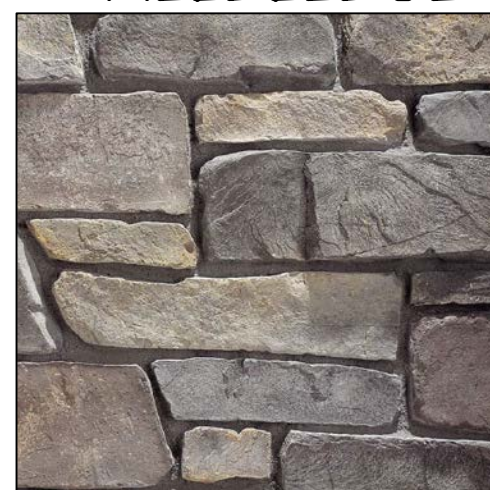
7 METAL RAIL
BLACK



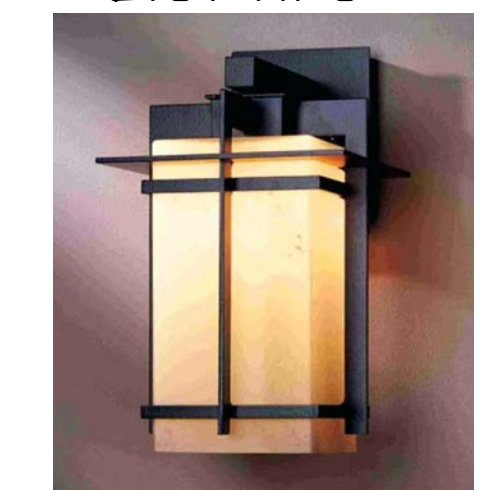
8 ROCK 1
ELDORADO STONE
FIELDLEDGE VENETO



9 ROCK 2
ELDORADO STONE
FIELDLEDGE ANDANTE



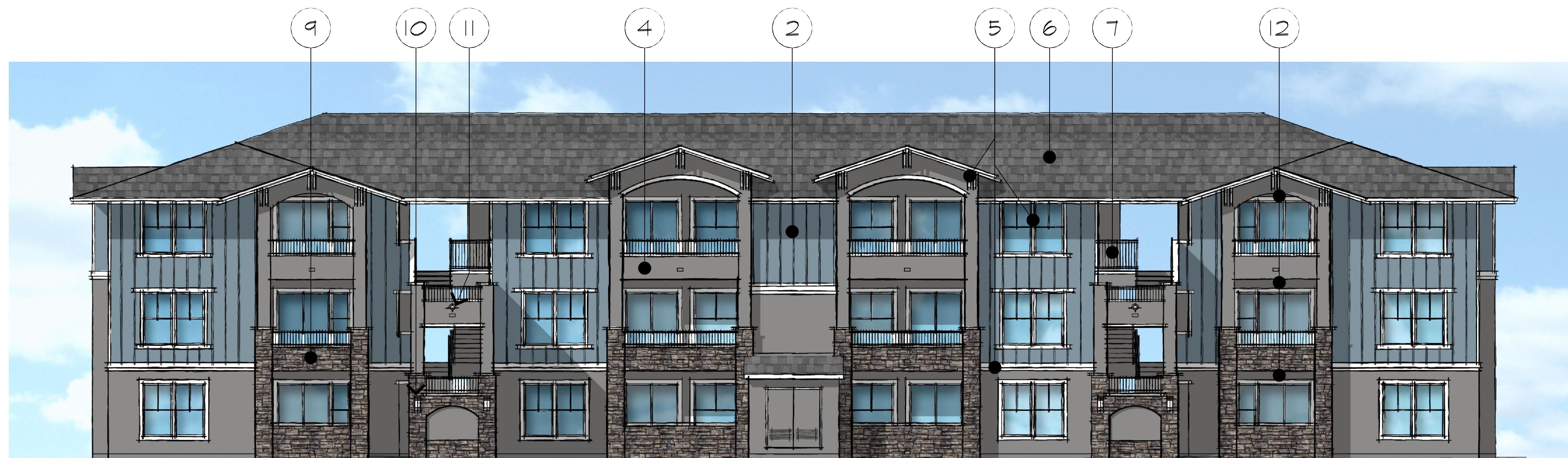
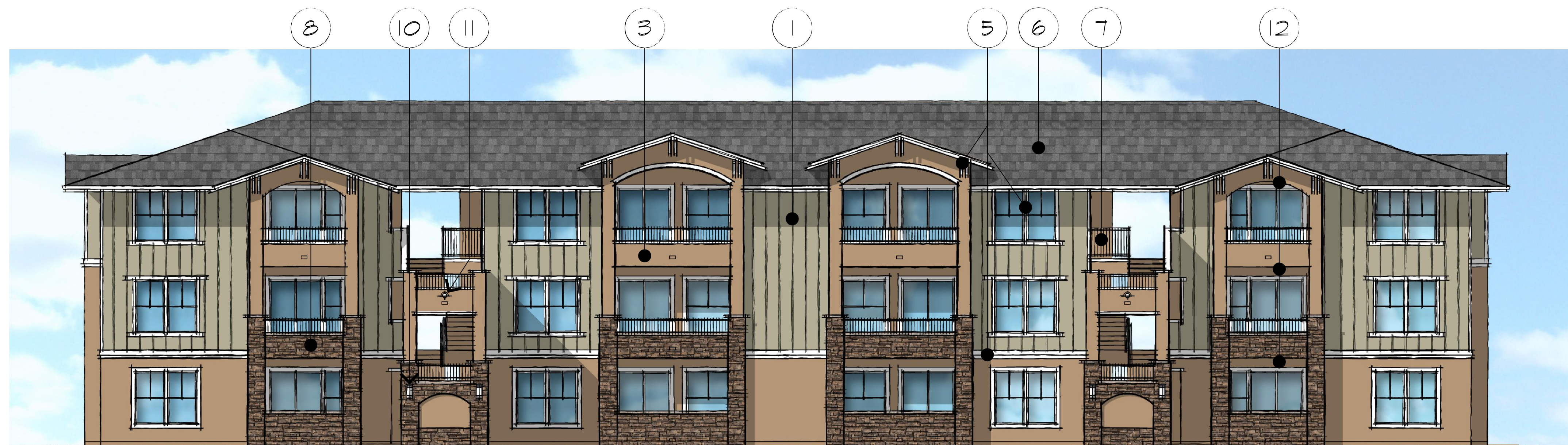
10 LIGHTING
DECORATIVE ENTRY
LIGHTING



11 LIGHTING
OUTDOOR SCONCE



12 LIGHTING
RECESSED
CEILING LIGHT



revisions	by

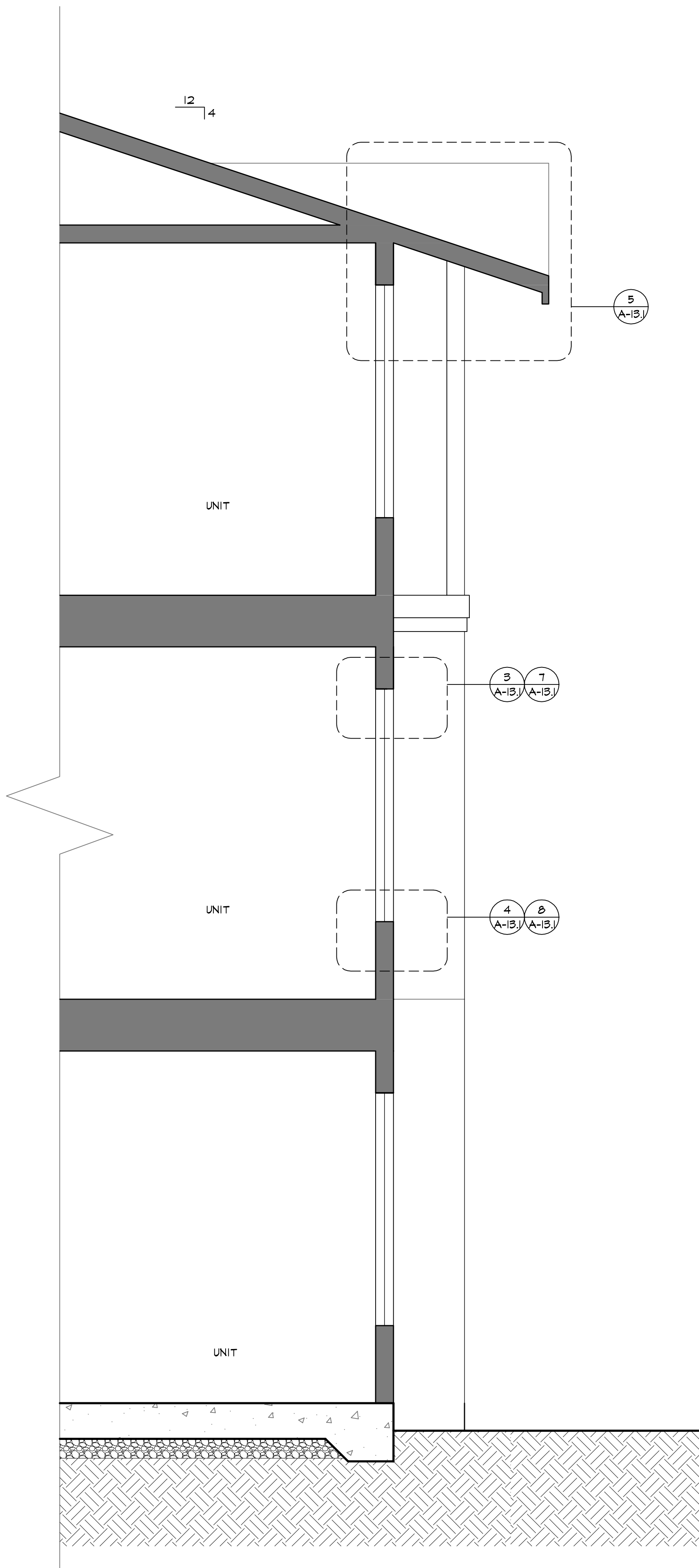
HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
COLORS AND
MATERIALS

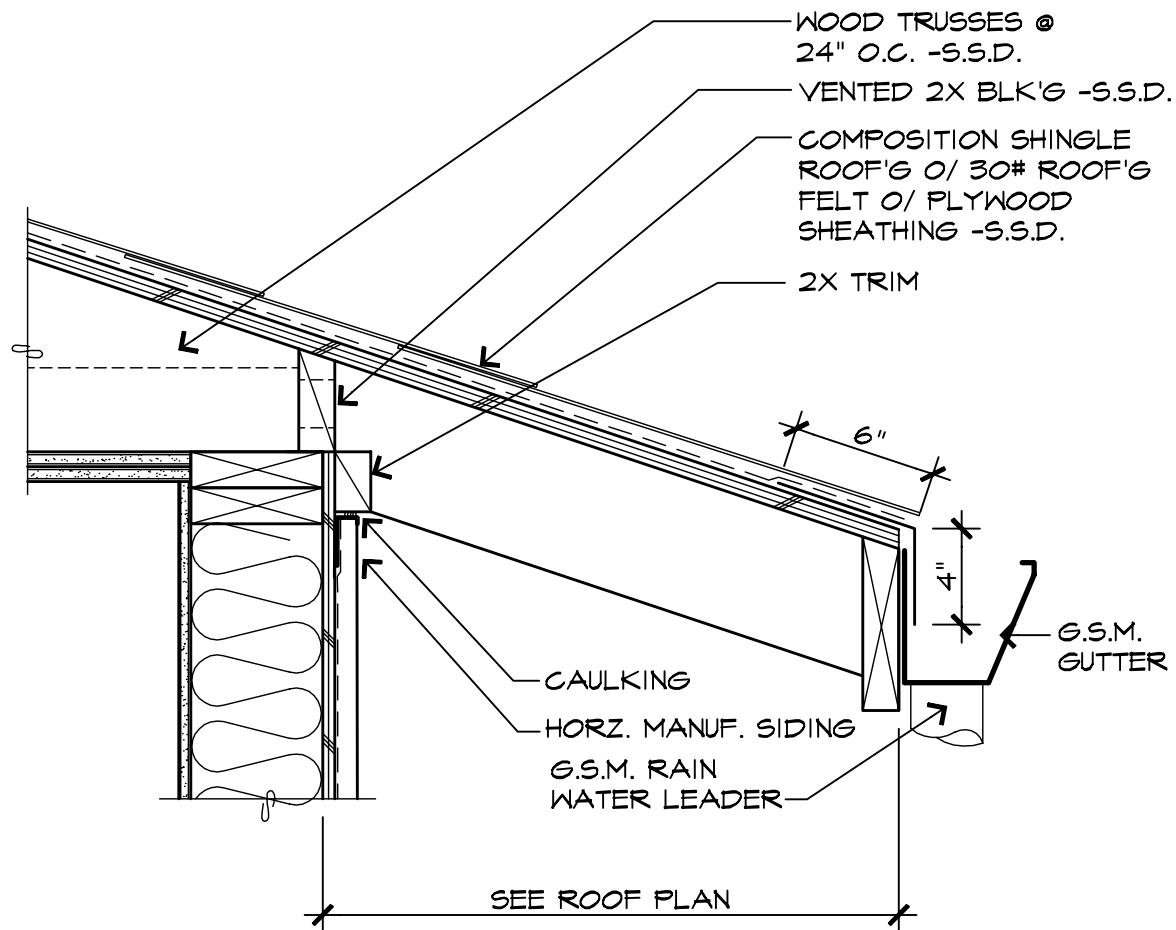
drawn
RH
checked
RH
date
11/1/2020
scale
AS NOTED
job no.
1205
sheet

A-12.1



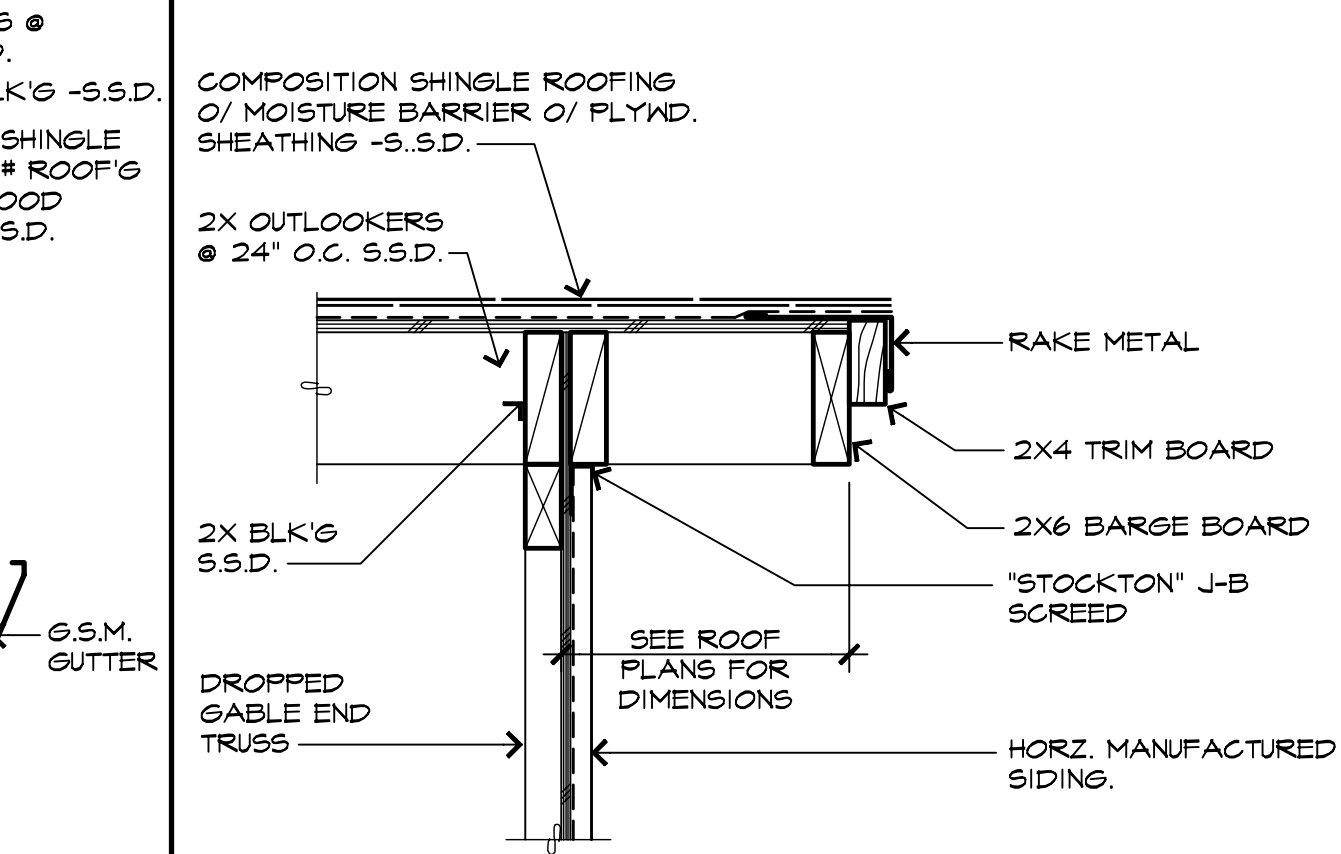
TYPICAL WALL SECTION

1/2" = 1'-0"



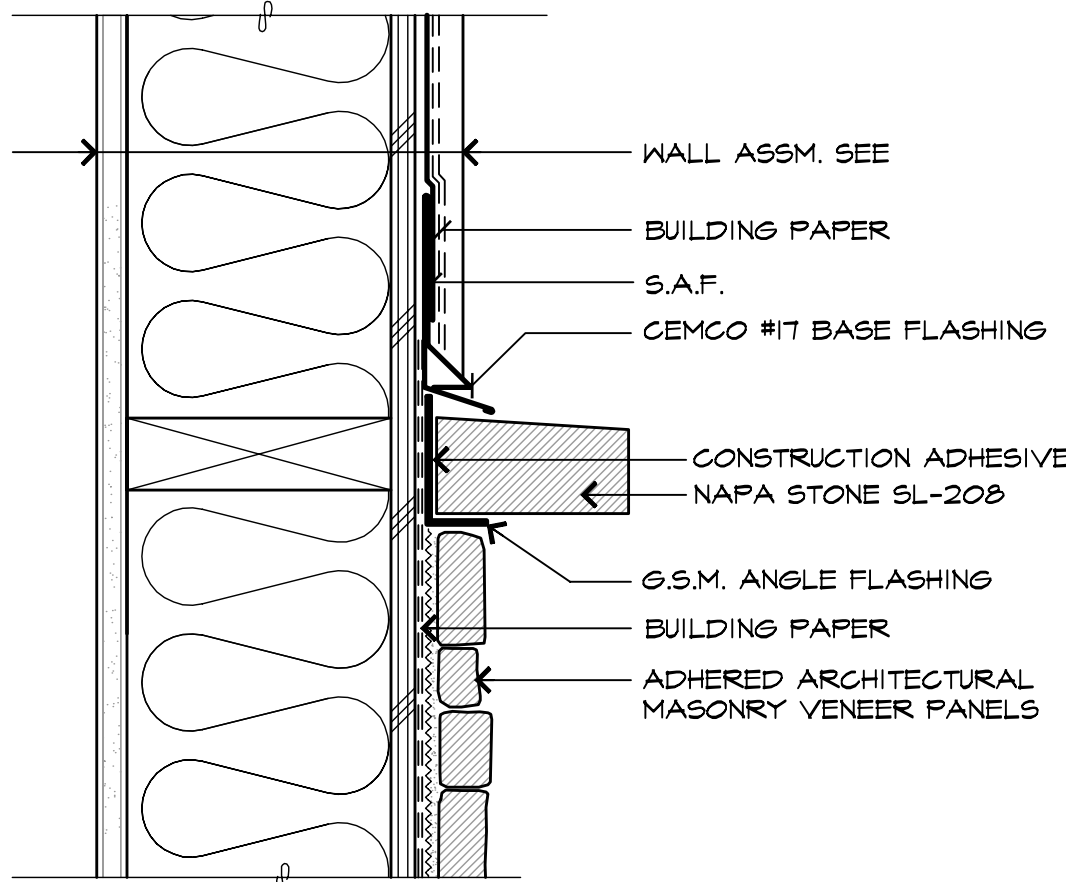
5 TYPICAL EAVE

1 1/2" = 1'-0"



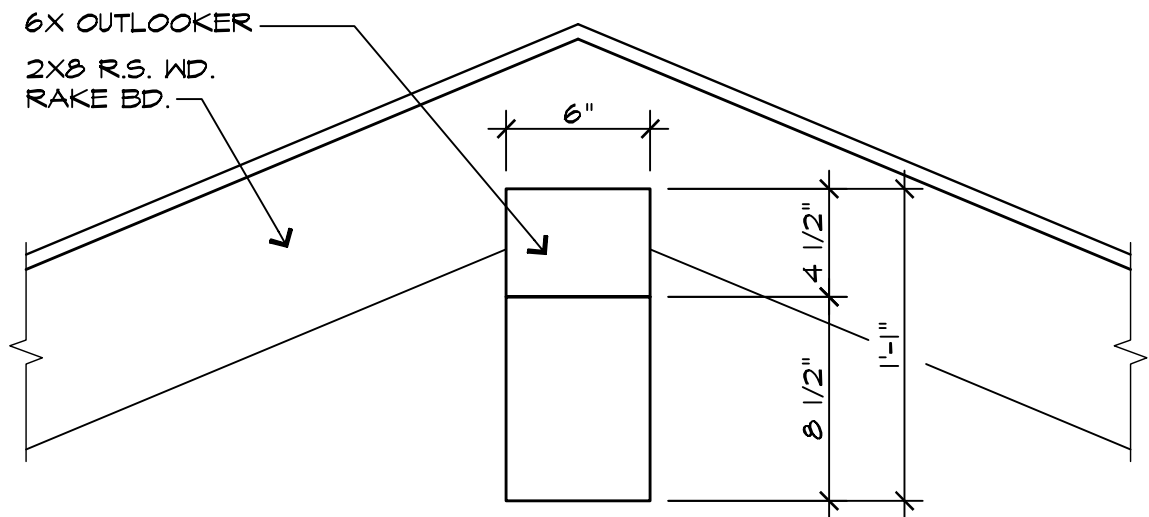
1 TYPICAL ROOF RAKE

1 1/2" = 1'-0"



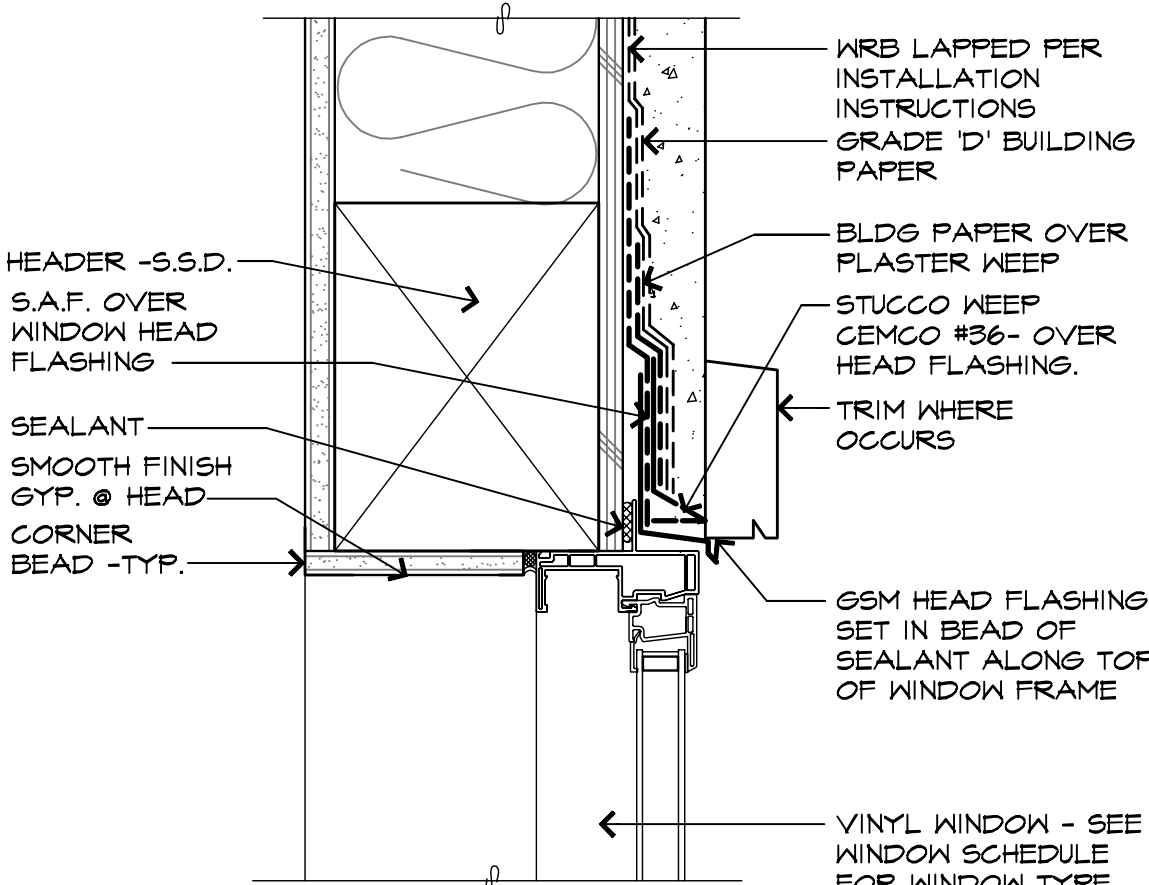
6 WAINSCOT DETAIL

3" = 1'-0"



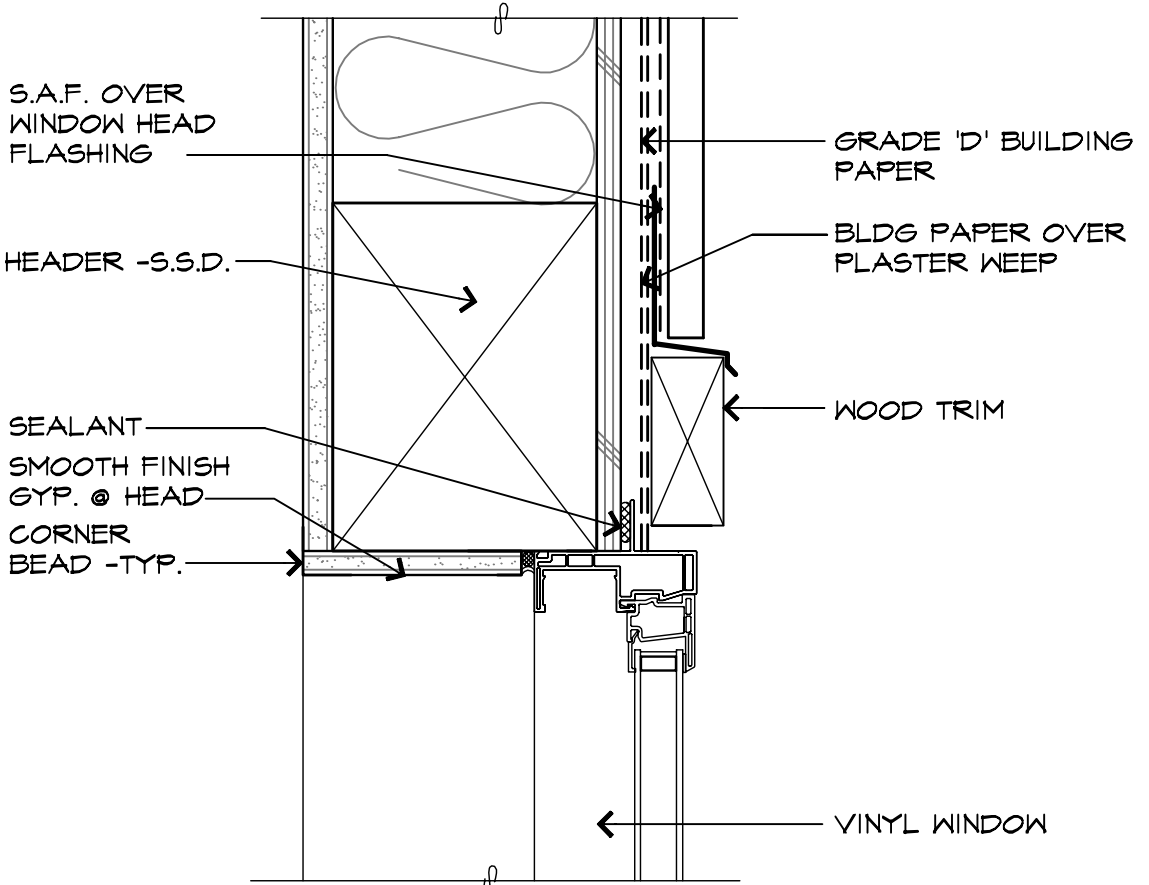
2 GABLE END

1 1/2" = 1'-0"



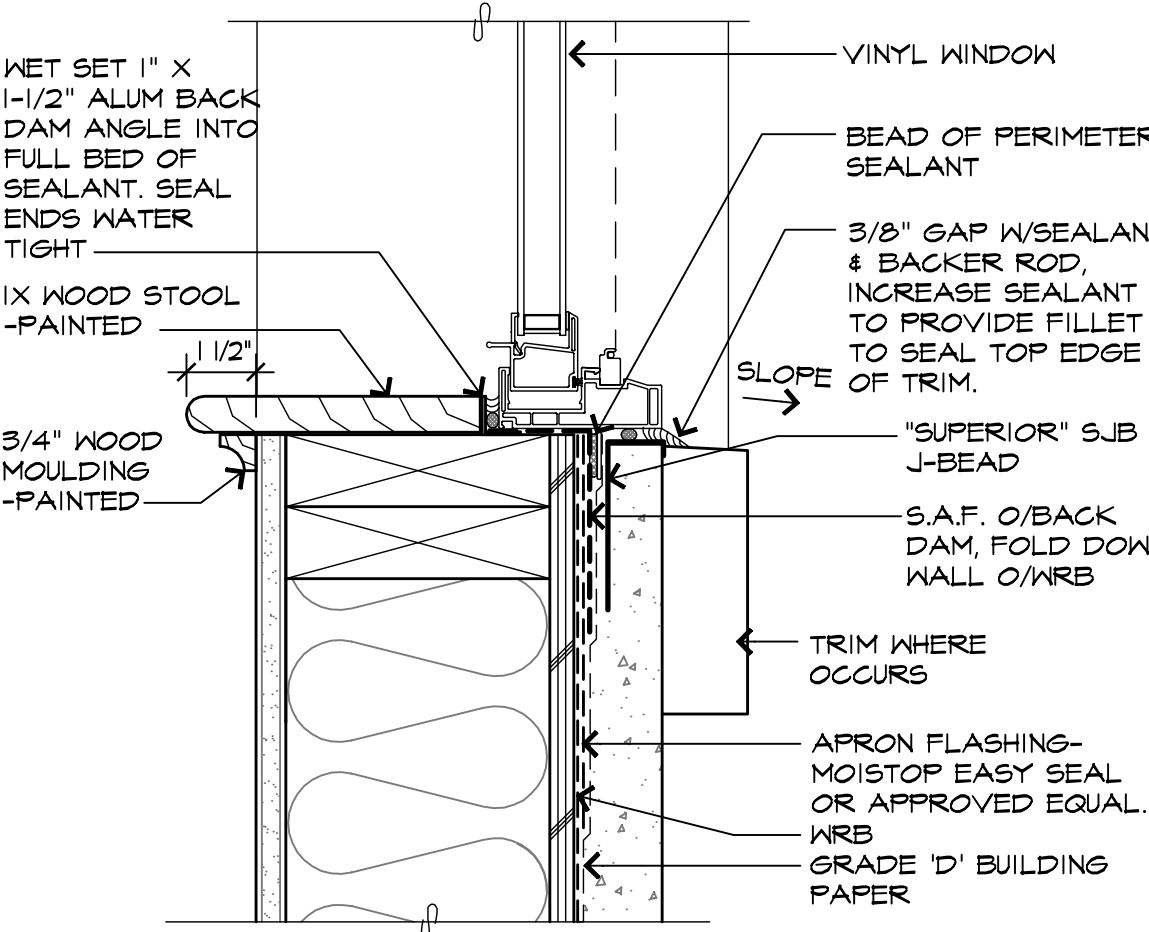
7 WINDOW HEAD @ CEM. PLAST.

3" = 1'-0"



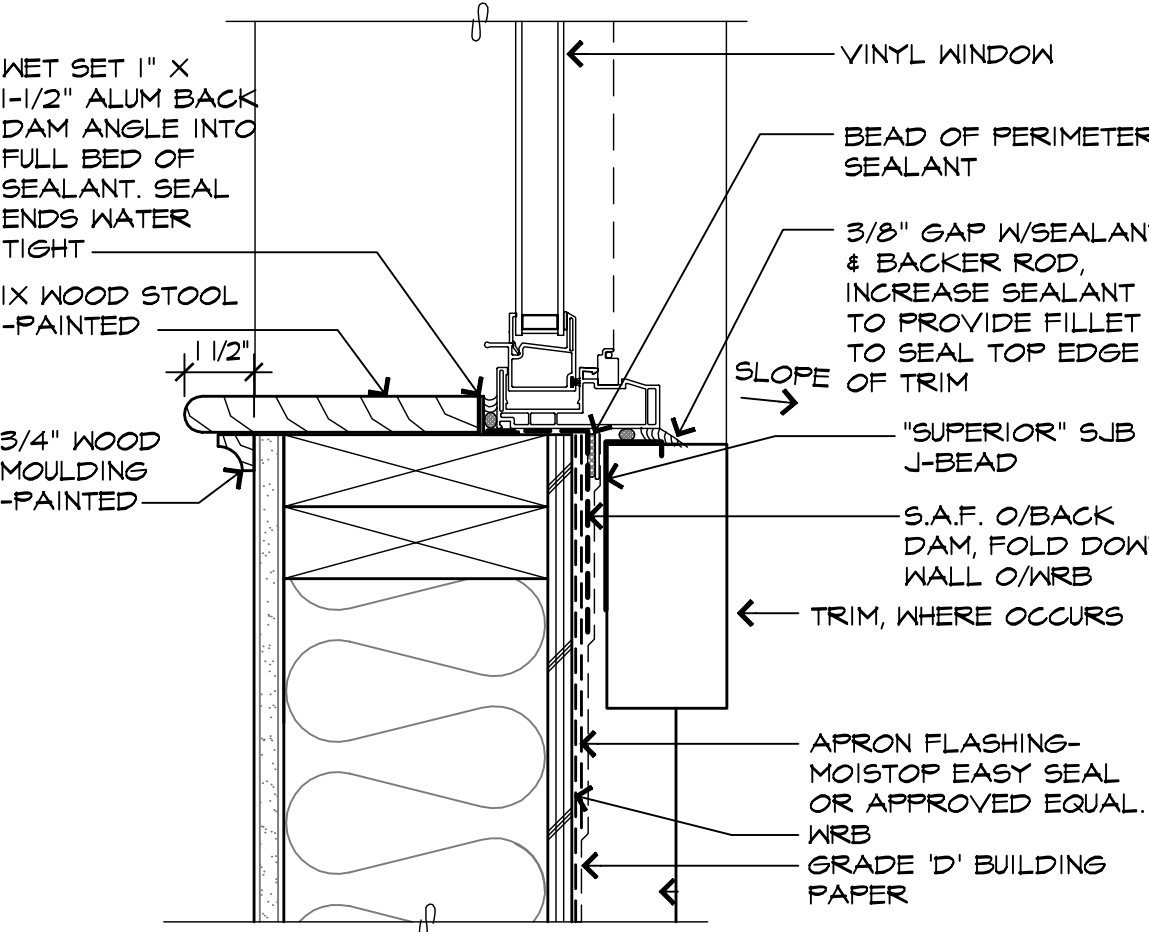
3 WINDOW HEAD @ SIDING

3" = 1'-0"



8 WINDOW SILL @ CEM. PLASTER

3" = 1'-0"



4 WINDOW SILL @ SIDING

3" = 1'-0"

revisions	by

HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

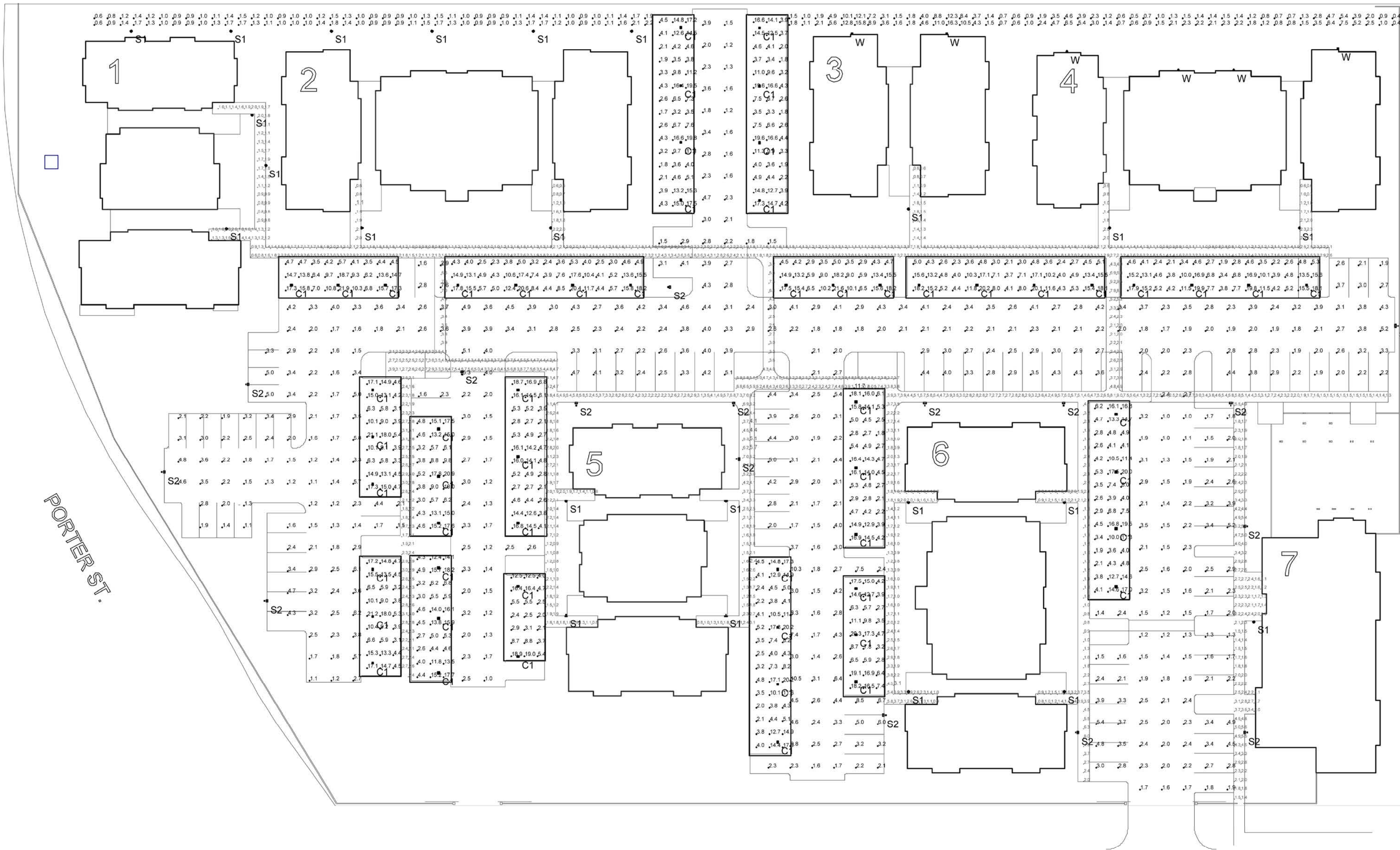
	by

OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing
DETAILS

drawn
MM/RH
checked
RH
date
11/1/2020
scale
1/8" = 1'-0"
job no.
1805
sheet

A-13.1



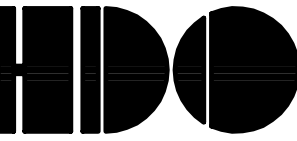
Schedule									
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Lumens Per Lamp	Light Loss Factor	Wattage
	C1	57	Lithonia Lighting	CNY LED P2 40K MVOLT	CNY LED Canopy P2=6,600lm	LED	6601	0.9	51.86
	S1	23	Lithonia Lighting	DSXWPM LED 10C 530 40K T4M MVOLT	DSXWPM LED WITH (1) 10 LED LIGHT ENGINES, TYPE T4M OPTIC, 4000K, @ 530mA.	LED	2115	0.9	19.1
	S2	16	Lithonia Lighting	DSX0 LED P5 40K T4M MVOLT	DSX0 LED P5 40K T4M MVOLT	LED	11433	0.9	89
	W	6	Lithonia Lighting	WDGE2 LED P5 40K 80CRI VF	WDGE2 LED WITH P5 - PERFORMANCE PACKAGE, 4000K, 80CRI, VISUAL COMFORT FORWARD OPTIC	LED	5996	0.9	48.44

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
CARPORTS		8.0 fc	25.8 fc	1.4 fc	18.4:1	5.7:1
DRIVE / PARKING	+	2.8 fc	10.3 fc	1.0 fc	10.3:1	2.8:1
PATHWAYS	+	2.3 fc	16.6 fc	0.3 fc	55.3:1	7.7:1
WALKWAYS	+	2.6 fc	13.0 fc	0.5 fc	26.0:1	5.2:1

Plan View
Scale = 1/32" = 1ft

Luminaire Locations	
Label	MH
C1	9.00
S1	12.00
S2	16.00
W	12.00

revisions	by



architects-planners

2950 camino diablo
suite 110
walnut creek, ca
94591
(925) 256-6042



OAKWOOD APARTMENTS
VALLEJO, CALIFORNIA
FOR:
AVENTIS PARTNERS LLC

drawing

PHOTO-METRIC PLAN

drawn
RH
checked
RH
date
11/1/2020
scale
AS NOTED
job no.
1805
sheet

 One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
© 2013 2020 Acuity Brands Lighting, Inc. All rights reserved.

Drawing

If existing iron poles, specify the SESS™-drilling pattern per the table below.

BWDBS	Single unit	BWBDS	2 at 18"
<i>Example:</i> SSJ 21 4C; BWBDS 110X40			

[illegible]

© 2019-2020 Acuity Brands Lighting, Inc. All rights reserved.

Performance Data

Lumen Output

Lumen output from photometric test performed in accordance with IESNA LM-79-24 Data is considered a best representation of the configuration shown, with the tolerances allowed by Lighting Facts. Actual performance may differ as a result of ambient measurement and application. A color warranty of 90 CRI with 10% color accuracy between D50 Illuminant and 2 degree observer is provided for all configurations shown.

LCS	Soc. Temp. (°F)	Soc. Temp. (°C)	Soc. Temp. (°F)	Soc. Temp. (°C)	45°				90°				Type				
					lm	lm/ft²	lm/ft²	lm/ft²	lm	lm/ft²	lm/ft²	lm/ft²					
24W	105	24.2	1.0	1.0	118	3.264	0.0	0.0	118	3.647	0.1	0.2	127	3.777	1.0	1.0	F4
	105	24.2	1.0	1.0	118	3.264	0.0	0.0	118	3.647	0.0	0.1	121	3.465	1.0	1.0	F5
	105	24.2	1.0	1.0	118	3.264	0.0	0.0	118	3.647	0.0	0.1	126	3.713	1.0	1.0	F6
	105	24.2	1.0	1.0	118	3.264	0.0	0.0	118	3.647	0.0	0.1	124	3.589	1.0	1.0	F7
	105	24.2	1.0	1.0	118	3.264	0.0	0.0	118	3.647	0.0	0.1	124	3.589	1.0	1.0	F8
	105	24.2	1.0	1.0	118	3.264	0.0	0.0	118	3.647	0.0	0.1	124	3.589	1.0	1.0	F9
	105	24.2	1.0	1.0	118	3.264	0.0	0.0	118	3.647	0.0	0.1	124	3.589	1.0	1.0	F10
	105	24.2	1.0	1.0	118	3.264	0.0	0.0	118	3.647	0.0	0.1	124	3.589	1.0	1.0	F11
	105	24.2	1.0	1.0	118	3.264	0.0	0.0	118	3.647	0.0	0.1	124	3.589	1.0	1.0	F12
	105	24.2	1.0	1.0	118	3.264	0.0	0.0	118	3.647	0.0	0.1	124	3.589	1.0	1.0	F13
	105	24.2	1.0	1.0	118	3.264	0.0	0.0	118	3.647	0.0	0.1	124	3.589	1.0	1.0	F14
	105	24.2	1.0	1.0	118	3.264	0.0	0.0	118	3.647	0.0	0.1	124	3.589	1.0	1.0	F15
36W	105	24.2	1.0	1.0	136	3.956	0.0	0.0	136	4.276	0.1	0.1	138	3.956	1.0	1.0	F16
	105	24.2	1.0	1.0	136	3.956	0.0	0.0	136	4.276	0.0	0.1	138	3.956	1.0	1.0	F17
	105	24.2	1.0	1.0	136	3.956	0.0	0.0	136	4.276	0.0	0.1	138	3.956	1.0	1.0	F18
	105	24.2	1.0	1.0	136	3.956	0.0	0.0	136	4.276	0.0	0.1	138	3.956	1.0	1.0	F19
	105	24.2	1.0	1.0	136	3.956	0.0	0.0	136	4.276	0.0	0.1	138	3.956	1.0	1.0	F20
	105	24.2	1.0	1.0	136	3.956	0.0	0.0	136	4.276	0.0	0.1	138	3.956	1.0	1.0	F21
	105	24.2	1.0	1.0	136	3.956	0.0	0.0	136	4.276	0.0	0.1	138	3.956	1.0	1.0	F22
	105	24.2	1.0	1.0	136	3.956	0.0	0.0	136	4.276	0.0	0.1	138	3.956	1.0	1.0	F23
	105	24.2	1.0	1.0	136	3.956	0.0	0.0	136	4.276	0.0	0.1	138	3.956	1.0	1.0	F24
48C	105	24.2	1.0	1.0	154	4.608	0.0	0.0	154	4.944	0.1	0.1	156	4.608	1.0	1.0	F25
	105	24.2	1.0	1.0	154	4.608	0.0	0.0	154	4.944	0.0	0.1	156	4.608	1.0	1.0	F26
	105	24.2	1.0	1.0	154	4.608	0.0	0.0	154	4.944	0.0	0.1	156	4.608	1.0	1.0	F27
	105	24.2	1.0	1.0	154	4.608	0.0	0.0	154	4.944	0.0	0.1	156	4.608	1.0	1.0	F28
	105	24.2	1.0	1.0	154	4.608	0.0	0.0	154	4.944	0.0	0.1	156	4.608	1.0	1.0	F29
	105	24.2	1.0	1.0	154	4.608	0.0	0.0	154	4.944	0.0	0.1	156	4.608	1.0	1.0	F30
	105	24.2	1.0	1.0	154	4.608	0.0	0.0	154	4.944	0.0	0.1	156	4.608	1.0	1.0	F31
	105	24.2	1.0	1.0	154	4.608	0.0	0.0	154	4.944	0.0	0.1	156	4.608	1.0	1.0	F32
	105	24.2	1.0	1.0	154	4.608	0.0	0.0	154	4.944	0.0	0.1	156	4.608	1.0	1.0	F33
60C (21D)	105	24.2	1.0	1.0	172	5.160	0.0	0.0	172	5.544	0.1	0.1	174	5.160	1.0	1.0	F34
	105	24.2	1.0	1.0	172	5.160	0.0	0.0	172	5.544	0.0	0.1	174	5.160	1.0	1.0	F35
	105	24.2	1.0	1.0	172	5.160	0.0	0.0	172	5.544	0.0	0.1	174	5.160	1.0	1.0	F36
	105	24.2	1.0	1.0	172	5.160	0.0	0.0	172	5.544	0.0	0.1	174	5.160	1.0	1.0	F37
	105	24.2	1.0	1.0	172	5.160	0.0	0.0	172	5.544	0.0	0.1	174	5.160	1.0	1.0	F38
	105	24.2	1.0	1.0	172	5.160	0.0	0.0	172	5.544	0.0	0.1	174	5.160	1.0	1.0	F39
	105	24.2	1.0	1.0	172	5.160	0.0	0.0	172	5.544	0.0	0.1	174	5.160	1.0	1.0	F40
	105	24.2	1.0	1.0	172	5.160	0.0	0.0	172	5.544	0.0	0.1	174	5.160	1.0	1.0	F41
	105	24.2	1.0	1.0	172	5.160	0.0	0.0	172	5.544	0.0	0.1	174	5.160	1.0	1.0	F42
	105	24.2	1.0	1.0	172	5.160	0.0	0.0	172	5.544	0.0	0.1	174	5.160	1.0	1.0	F43
	105	24.2	1.0	1.0	172	5.160	0.0	0.0	172	5.544	0.0	0.1	174	5.160	1.0	1.0	F44
	105	24.2	1.0	1.0	172	5.160	0.0	0.0	172	5.544	0.0	0.1	174	5.160	1.0	1.0	F45
60W	105	24.2	1.0	1.0	190	5.712	0.0	0.0	190	6.156	0.1	0.1	192	5.712	1.0	1.0	F46
	105	24.2	1.0	1.0	190	5.712	0.0	0.0	190	6.156	0.0	0.1	192	5.712	1.0	1.0	F47
	105	24.2	1.0	1.0	190	5.712	0.0	0.0	190	6.156	0.0	0.1	192	5.712	1.0	1.0	F48
	105	24.2	1.0	1.0	190	5.712	0.0	0.0	190	6.156	0.0	0.1	192	5.712	1.0	1.0	F49
	105	24.2	1.0	1.0	190	5.712	0.0	0.0	190	6.156	0.0	0.1	192	5.712	1.0	1.0	F50
	105	24.2	1.0	1.0	190	5.712	0.0	0.0	190	6.156	0.0	0.1	192	5.712	1.0	1.0	F51
	105	24.2	1.0	1.0	190	5.712	0.0	0.0	190	6.156	0.0	0.1	192	5.712	1.0	1.0	F52
	105	24.2	1.0	1.0	190	5.712	0.0	0.0	190	6.156	0.0	0.1	192	5.712	1.0	1.0	F53
	105	24.2	1.0	1.0	190	5.712	0.0	0.0	190	6.156	0.0	0.1	192	5.712	1.0	1.0	F54
	105	24.2	1.0	1.0	190	5.712	0.0	0.0	190	6.156	0.0	0.1	192	5.712	1.0	1.0	F55
	105	24.2	1.0	1.0	190	5.712	0.0	0.0	190	6.156	0.0	0.1	192	5.712	1.0	1.0	F56
	105	24.2	1.0	1.0	190	5.712	0.0	0.0	190	6.156	0.0	0.1	192	5.712	1.0	1.0	F57
74W	105	24.2	1.0	1.0	210	6.216	0.0	0.0	210	6.652	0.1	0.1	212	6.216	1.0	1.0	F58
	105	24.2	1.0	1.0	210	6.216	0.0	0.0	210	6.652	0.0	0.1	212	6.216	1.0	1.0	F59
	105	24.2	1.0	1.0	210	6.216	0.0	0.0	210	6.652	0.0	0.1	212	6.216	1.0	1.0	F60
	105	24.2	1.0	1.0	210	6.216	0.0	0.0	210	6.652	0.0	0.1	212	6.216	1.0	1.0	F61
	105	24.2	1.0	1.0	210	6.216	0.0	0.0	210	6.652	0.0	0.1	212	6.216	1.0	1.0	F62
	105	24.2	1.0	1.0	210	6.216	0.0	0.0	210	6.652	0.0	0.1	212	6.216	1.0	1.0	F63
	105	24.2	1.0	1.0	210	6.216	0.0	0.0	210	6.652	0.0	0.1	212	6.216	1.0	1.0	F64
	105	24.2	1.0	1.0	210	6.216	0.0	0.0	210	6.652	0.0	0.1	212	6.216	1.0	1.0	F65
	105	24.2	1.0	1.0	210	6.216	0.0	0.0	210	6.652	0.0	0.1	212	6.216	1.0	1.0	F66
	105	24.2	1.0	1.0	210	6.216	0.0	0.0	210	6.652	0.0	0.1	212	6.216	1.0	1.0	F67
	105	24.2	1.0	1.0	210	6.216	0.0	0.0	210	6.652	0.0	0.1	212	6.216	1.0	1.0	F68
	105	24.2	1.0	1.0	210	6.216	0.0	0.0	210	6.652	0.0	0.1	212	6.216	1.0	1.0	F69
	105	24.2	1.0	1.0	210	6.216	0.0	0.0	210	6.652	0.0	0.1	212	6.216	1.0	1.0	F70

One Lithonia Way • Corvys, Georgia 30012 • Phone: 1-800-705-SEER (7378) • www.lithonia.com
© 2015-2020 Acuity Brands Lighting, Inc. All rights reserved.

**LITHONIA
LIGHTING**
COMMERCIAL OUTDOOR

DC000PM-LEE
Rev. 01/20/20
Page 3 of 3

Performance Data

Lumen Ambient Temperature (TA) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures below 35°C (95°F) (25-35°F)

Ambient	Lumen Multiplier
0°F	0.75
10°F	0.85
20°F	0.95
25°C	1.00
30°F	0.95
40°F	0.85

Electrical Load

Temp	Power Factor	Dimming	LED (W)					
			120	208	240	277	347	
1K	0.95	0%	324	168	8.31	0.06	0.06	-
		10%	319	163	8.19	0.09	0.08	-
		20%	290	149	8.25	0.14	0.11	-
		100%	1800	419	8.27	0.21	0.26	-
2K	0.95	0%	649	327	8.31	0.02	0.02	-
		10%	639	318	8.31	0.04	0.04	-
		20%	519	258	8.31	0.13	0.14	-
		100%	3409	428	8.27	0.22	0.26	0.27

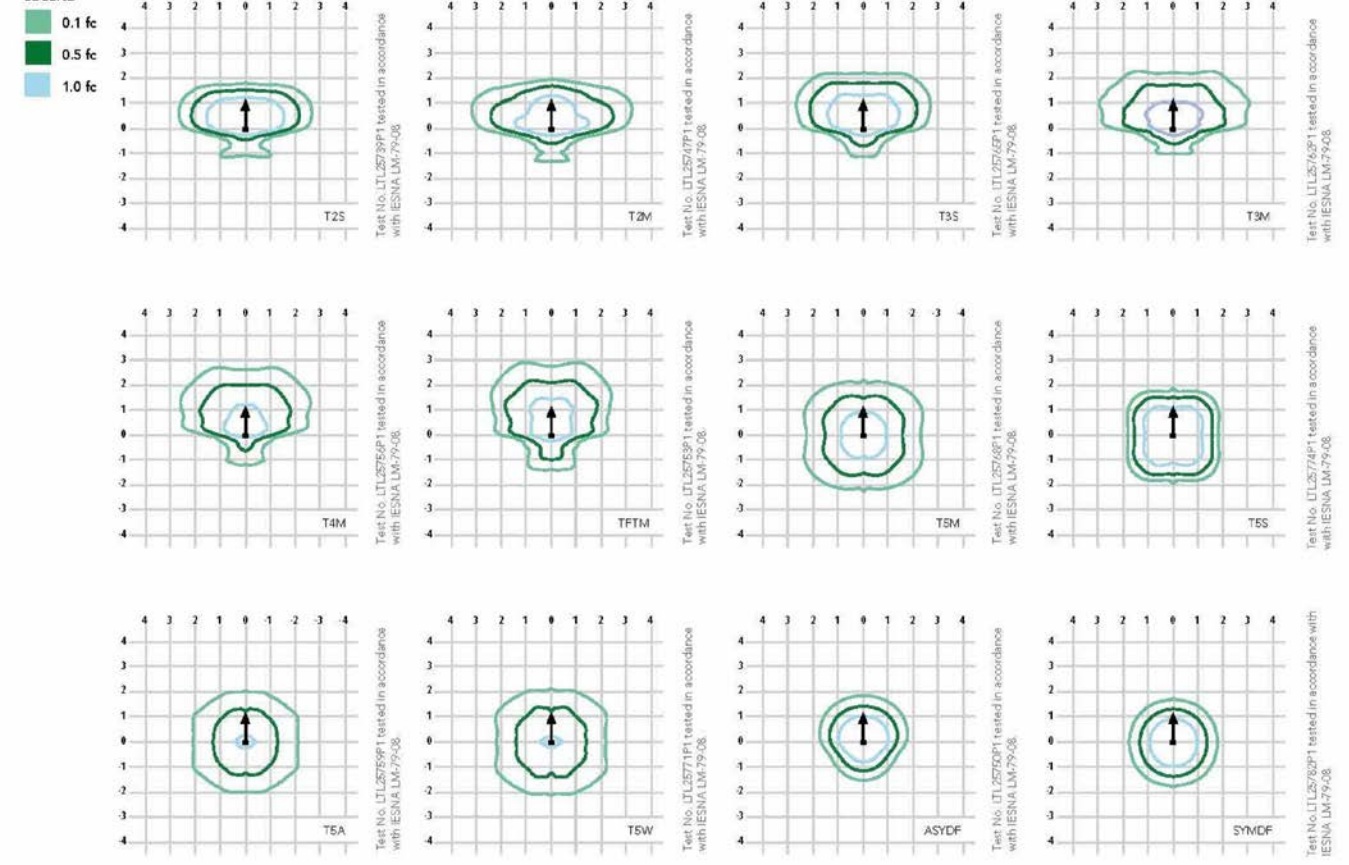
Projected LED Lumen Maintenance

Considers the anticipated performance projections for the **DSOWPM LED 20C 100%** (lumens in 20°C ambient, based on 70,000 hours of LED testing using CRI 80A, LM 80-R08 and projected per IESNA TM-21.15)

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.91	0.88

To calculate L70, use the lumen maintenance factor that corresponds to the desired number of operating hours below for other lumen maintenance values, carrier factor.

Photometric Diagrams To see complete photometric reports or download .ies files for this product, visit [Lithonia Lighting's D-Series Wall Pole Mount homepage](#). Isofootcandle plots for the DSXWPM LED 20C 1000 40K. Distances are in units of mounting height (20').



Options and Accessories

Mounting detail

ASYDF - Asymmetric diffuse (left engine is T3M, right engine is diffused)

HS - House-side shields

BSW - Bird-deterrent spikes

WG - Wire guard

VG - Vandal guard

DDL - Diffused drop lens

Figure 1: CNY LED canopy luminaire

Technical Drawing Dimensions:

- Catalog Number
- Finish
- Size

Photometric Diagrams

CNY LED - Mounting height = 10'

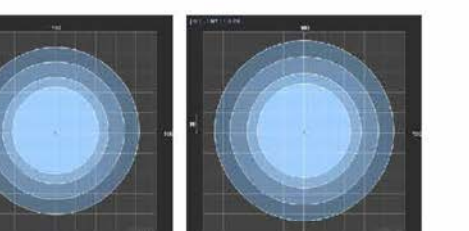
Legend:

- 18 ft
- 62 ft
- 65 ft
- 126 ft

Performance Data

Performance Index*	Lumen	Beam Angle	Beam Diameter
CNY LED P0	1,500	27°	19'
CNY LED P1	4,000	27°	50'
CNY LED P2	6,000	32°	126'

user, Contact [Aviary Tech Support](#).



CHY LED P3

CHY LED P4

CHY LED P5

FEATURES & SPECIFICATIONS INTENDED USE The energy savings, long life and easy-to-install design of the D-Series Pole Mount make it the smart choice for area and task illumination for nearly any facility. CONSTRUCTION Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conduction and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the body to thermally isolate from the light engines for long operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP68). FINISH Exterior parts are protected by a zinc-annealed Super Durable (TIG) thermoplastic powder coat that provides superior resistance to corrosion and weathering. A tightly controlled paint process ensures a minimum 3-year finish for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes. OPTICS Precision-molded polycarbonate acrylic lenses provide multiple photometric distributions tailored specifically to area lighting applications. Light engines are available in 3000K, 4000K or 5000K with 70 mm CRI configurations. ELECTRICAL Light outputs consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (180,000 hours at 25°C). Class 1 electronic drivers have a power factor >0.98, THD <20%, and a minimum AGLV surge rating. The luminaire meets a minimum Category C Low (per ANSI/IEEE C82.41.3).	INSTALLATION Includes universal mounting plate, which utilizes existing drill patterns and allows for quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles. LISTINGS cUL certified to U.S. and Canadian standards. Rated for -40°C minimum ambient. Designlight Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlight.com/dlc to confirm which versions are listed. WARRANTY Five-year limited warranty. Complete warranty terms located at: www.austriadrive.com/support/customer-service/policies-and-conditions Note: Actual performance may differ as a result of end-use environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.
--	--

Ordering Information			
CNVLED			
Series	Performance Package	Color Temperature ¹	
		40K	50K
CNVLED	P0	3,500 lumens ²	4000K
	P1	4,500 lumens	5000K
	P2	6,000 lumens	
	P4	14,000 lumens	

Line Art		ORD LED P3				ORD LED P4			
		11.000	NAW	128		11.000	NAW	128	

One Lithonia Way • Conyers, Georgia 30012 • Phone: 770-932-2200
© 2017 2020 Acuity Brands Lighting, Inc. All rights reserved.

www.lithonia.com

ONLYED
Rev. 02/19/20

 **LITHONIA
LIGHTING.**

One Lithonia Way • Conyers, Georgia 30012 • Phone
© 2017-2020 Acuity Brands Lighting, Inc. All rights reserved.

revisions	by

HDO
architects-planners
2950 camino diablo
suite 110
walnut creek, ca
94597
(925) 256-6042

**APARTMENTS
CALIFORNIA
DR:
RTTNEERS LLC**

**OAKWOOD
VALLEJO, CALIF.
FEBRUARY 1961
AVENTIS PAPER**

drawing

EXTERIOR
LIGHTING
FIXTURES

drawn
RH
checked
RH
date
11/1/2020

scale
AS NOTED
job no.
1805
sheet
A-14.2

LEGEND:

PROPOSED	EXISTING
BOUNDARY LINE	
PARCEL LINE	
EASEMENT LINE	
FENCE	
WATER LINE PIPE	
FIRE SERVICE PIPE	
DOMESTIC WATER PIPE	
SANITARY SEWER PIPE	
STORM DRAIN PIPE	
DRAINAGE INLET	
CLEANOUT	
MANHOLE	
UTILITY BOX AS NOTED	
STREET LIGHT	
UTILITY POLE	
FIRE HYDRANT	
FIRE DEPARTMENT ASSEMBLY	
WATER VALVE	
WATER METER	
BACKFLOW PREVENTER	
TRAFFIC SIGN	
VERTICAL CURB	
CURB AND GUTTER	
VALLEY GUTTER	
ELEVATION CONTOUR	
GRADE BREAK	
GRADING DAYLITE LINE	
RETAINING WALL	
UNDER SIDEWALK DRAIN	
SPOT ELEVATION	
FLOW LINE ELEVATION	
FINISH GRADE ELEVATION	
TOP OF CURB ELEVATION	
TOP OF WALL ELEVATION	
BOTTOM OF WALL ELEVATION	
PAVEMENT ELEVATION	
CONCRETE WALK	
NEW ASPHALT PAVING	
BIO-RETENTION PLANTER	

CONSTRUCTION NOTES:

- REMOVE CURB, GUTTER & SIDEWALK AND CONSTRUCT RETURNED DRIVEWAY WITH VALLEY GUTTER.
- MATCH EXISTING GRADE AT BACK OF WALK OR ALONG PROPERTY FENCE AS SHOWN.
- RETAINING WALL SYMBOL INSIDE BUILDING LINE DENOTES EXTENDED FOOTING REQUIRED.
- AT LOW POINTS SHOWN PROVIDE THROUGH CURB AND SIDEWALK DRAINAGE OPENING TO BIO-RETENTION AREA.
- CONSTRUCT BIO-RETENTION BASIN PER SECTION ON SHEET C.2. A 1.0' HIGH EMBANKMENT IS REQUIRED ALONG REAR OF BASIN TO CONTAIN DRAINAGE AS SHOWN.
- CONSTRUCT BIO-RETENTION BASIN PER SECTION ON SHEET C.2.
- PROPOSED FIRE HYDRANT WITH TAP TO PROPOSED CITY MAIN.
- PROPOSED IRRIGATION SERVICE.
- PROPOSED FIRE SERVICE LOOP FROM STREET MAIN WITH DOUBLE CHECK DETECTOR CHECK VALVE ASSEMBLY PER CITY STANDARDS.
- CONNECT TO EXISTING SANITARY SEWER LATERAL FOR SITE WIDE SYSTEM.



PRELIMINARY GRADING AND UTILITY PLAN
THE OAKWOOD APARTMENTS
CITY OF VALLEJO, CALIFORNIA

FOR: AVENTIS PARTNERS LLC

SCALE: 1"=30'

DATE: 3-31-2020

CHECKED: R.A.K.

PROJ. MGR.: J.P.

SHEET NO. C1

OF 3 SHEETS

JOB NO. A20015

ROBERT A. KARN & ASSOCIATES, INC.

707 BECK AVENUE 94533
FAIRFIELD, CALIFORNIA
Phone: (707) 435-9999 Fax: (707) 435-9988
e-mail: raker@rakers.com

CIVIL ENGINEERS

© COPYRIGHT 2020 ROBERT A. KARN & ASSOCIATES, INC.

IMP Sizing			
IMP Sizing Factor	Rain Adjustment Factor	Minimum Area of Volume	Proposed Area or Volume
0.040	1.000	415	480

IMP Sizing			
IMP Sizing Factor	Rain Adjustment Factor	Minimum Area of Volume	Proposed Area or Volume
0.040	1.000	525	570

IMP Sizing			
IMP Sizing Factor	Rain Adjustment Factor	Minimum Area of Volume	Proposed Area or Volume
0.040	1.000	248	350

Sizing Factor	ment Factor	Minimum Volume	Area of	Area or Volume
0.040	1.000		130	200

IMP Sizing				
	Rein			

0.040	1.000	834	834
IMP Sizing			
IMP Sizing Factor	Rain Adjustment Factor	Minimum Area of Volume	Proposed Area or Volume

IMP Sizing			
IMP Sizing Factor	Rain Adjustment Factor	Minimum Area of Volume	Proposed Area or Volume
0.040	1.000	195	250

IMP Sizing			
IMP Sizing Factor	Rain Adjustment Factor	Minimum Area of Volume	Proposed Area or Volume
0.040	1.000	498	510

IMP Sizing Factor	Rain Adjustment Factor	Minimum Area of Volume	Proposed Area or Volume
0.040	1.000	279	320

Factor	Factor	Volume	Volume
0.040	1.000	202	230

IMP Sizing			
IMP	Rain		Proposed

IMP Sizing			
IMP Sizing Factor	Rain Adjustment Factor	Minimum Area of Volume	Proposed Area or Volume

IMP Sizing			
IMP Sizing Factor	Rain Adjustment Factor	Minimum Area of Volume	Proposed Area or Volume
0.040	1.000	755	850

IMP Sizing			
IMP Sizing Factor	Rain Adjustment Factor	Minimum Area of Volume	Proposed Area or Volume
0.040	1.000	480	600

DMA Name	Area (sq ft)
Pave-15	4,150
Land-15	2,940
Land-16	310
Land-17	13,540

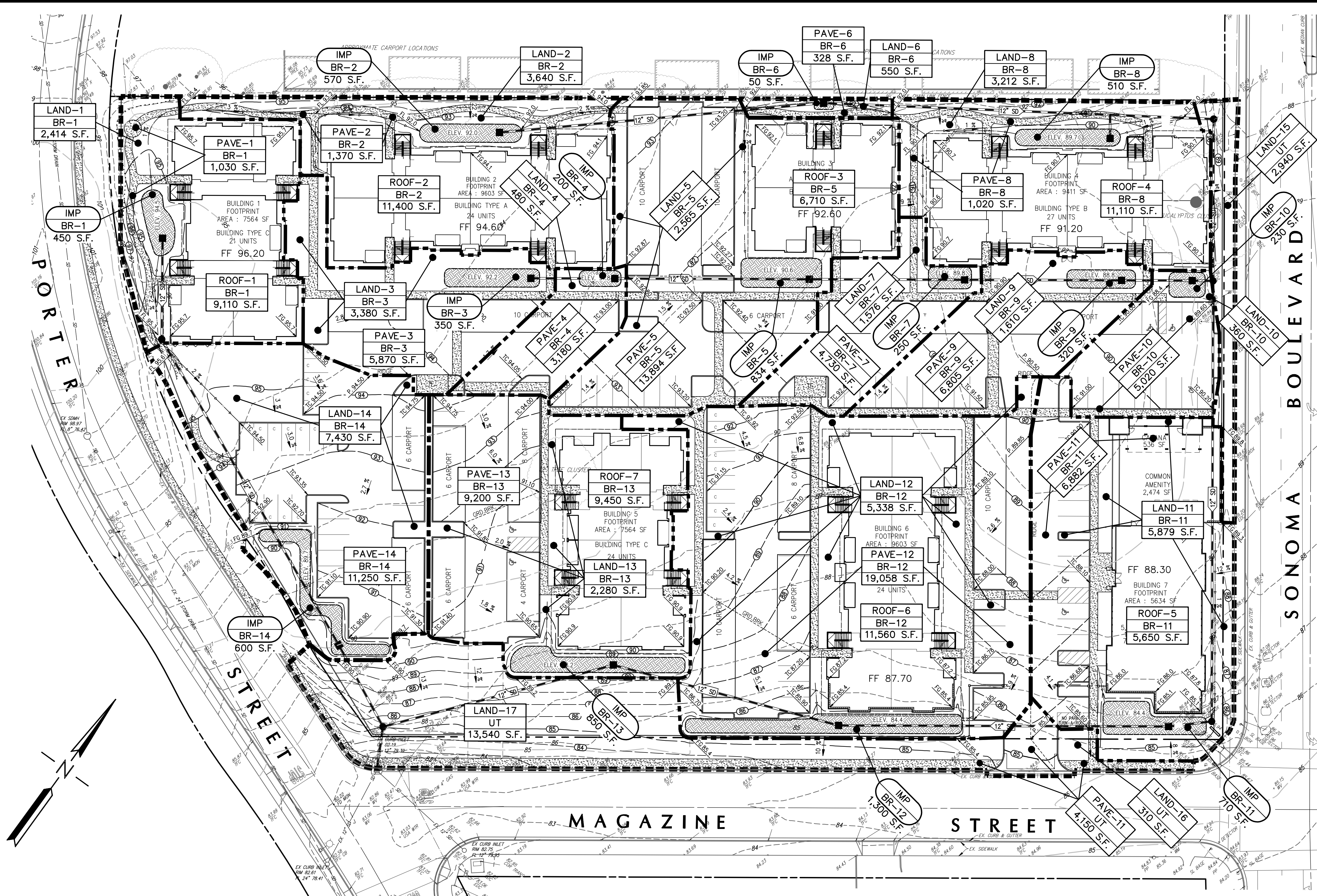


Diagram illustrating the layout and components of a stormwater management facility:

- LIMIT OF IMPROVEMENTS**: Represented by a dashed line.
- DRAINAGE AREA BOUNDARY**: Represented by a solid line.
- BIO-RETENTION TREATMENT AREA**: Represented by a hatched rectangular area.
- DRAINAGE MANAGEMENT AREA (DMA) ID**: A label pointing to a rectangular box containing:
 - PAVE 1
 - BR-1
 - sq.ft.
- TREATMENT DEVICE ID**: A label pointing to a rectangular box containing:
 - BR-1
 - sq.ft.
- BIO-RETENTION (BR)**: A label pointing to a rectangular box containing:
 - BR-1
 - sq.ft.
- UNTREATED (UT)**: A label pointing to a rectangular box containing:
 - UT-1
 - sq.ft.
- INTEGRATED MANAGEMENT PRACTICE (IMP)**: A label pointing to an oval containing:
 - IMP
 - BR-1
 - sq.ft.
- BIO-RETENTION (BR)**: A label pointing to the same oval containing:
 - IMP
 - BR-1
 - sq.ft.

	<u>PROPOSED</u>	<u>EXISTING</u>
BOUNDARY LINE		— — — — —
PARCEL LINE		— — — — —
STORM DRAIN PIPE	— — — — —	— — — — — 50"
DRAINAGE INLET	■	■
VERTICAL CURB	— — — — —	— — — — —
CURB AND GUTTER	— — — — —	— — — — —
VALLEY GUTTER	— — — — —	— — — — —
CONTOUR	— — — — — 87.60	— — — — — 87
GRADE BREAK	— — — — —	— — — — —
SPOT ELEVATION		× 87.55
FLOW LINE ELEVATION	<u>FL 87.55</u>	
FINISH GRADE ELEVATION	<u>FG 87.55</u>	
TOP OF CURB ELEVATION	<u>TC 87.55</u>	× 87.55



RAK ENGINEERS
CIVIL ENGINEERS

ROBERT A. KARN
& ASSOCIATES, INC.

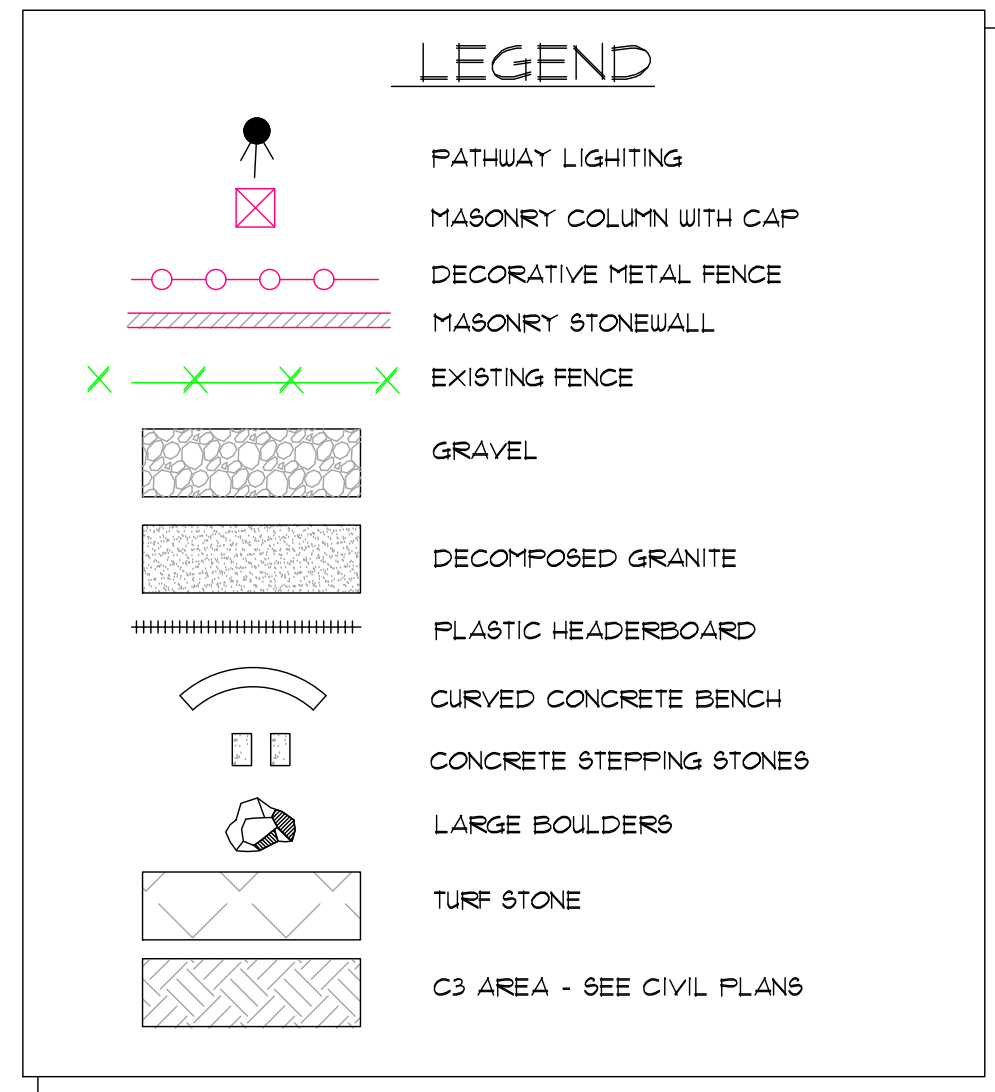
707 BECK AVENUE 94539
FALGOUT, CALIFORNIA
Phone: (707) 435-9999 Fax: (707) 435-9998
e-mail: rakerakengineers.com

© COPYRIGHT 2020 ROBERT A. KARN & ASSOCIATES, INC.

PRELIMINARY STORMWATER CONTROL PLAN
THE OAKWOOD APARTMENTS
CITY OF VALLEJO, CALIFORNIA
FOR: AVENTIS PARTNERS LLC

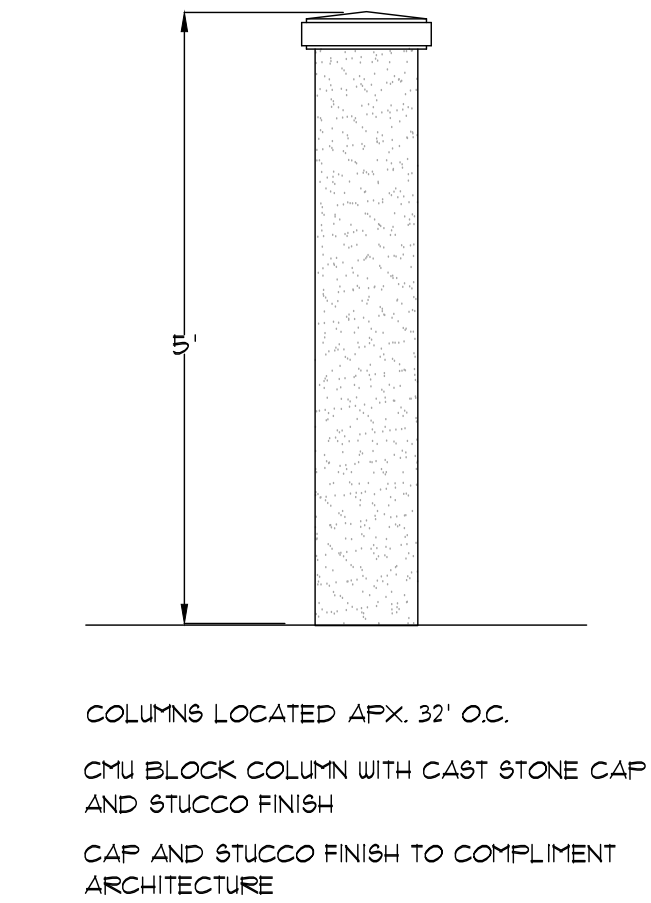
SCALE		BY		DATE	
12-4-2020		DRAWN		12-4-2020	
A.B.L.		CHECKED		A.B.L.	
P.L.L.		PROJ. MGR.		P.L.L.	
SHEET REMISIONS		MK		DATE	
C2		OF		SHEETS	
JOB NO.		3		A20015	

M:\Sonoma Blvd. Vallejo\Concept LP\Sonoma Blvd CLP2.dwg Dec. 07, 2020 -- 11:28am Administrator



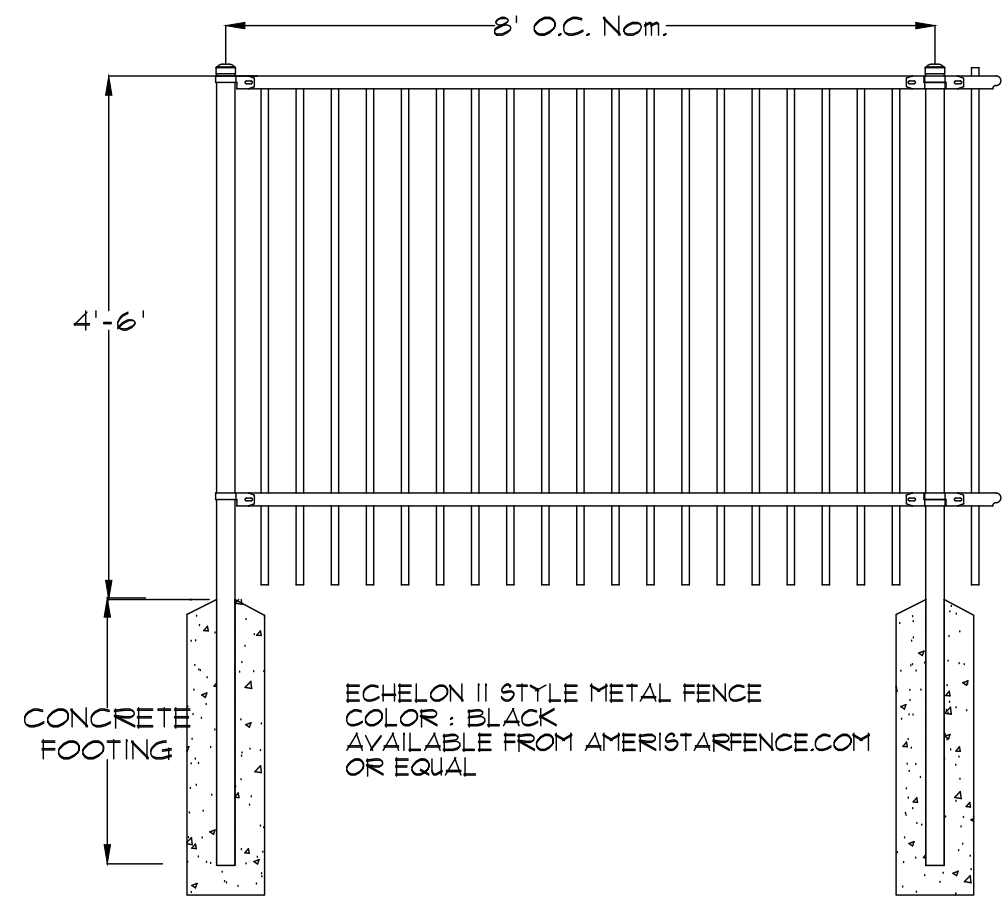
SPACE LIGHT FIXTURES PER MANUFACTURER'S RECOMMENDATIONS

PATHWAY LIGHTING



COLUMNS LOCATED APX. 32' O.C.
CMU BLOCK COLUMN WITH CAST STONE CAP
AND STUCCO FINISH
CAP AND STUCCO FINISH TO COMPLEMENT
ARCHITECTURE

MASONRY COLUMNS



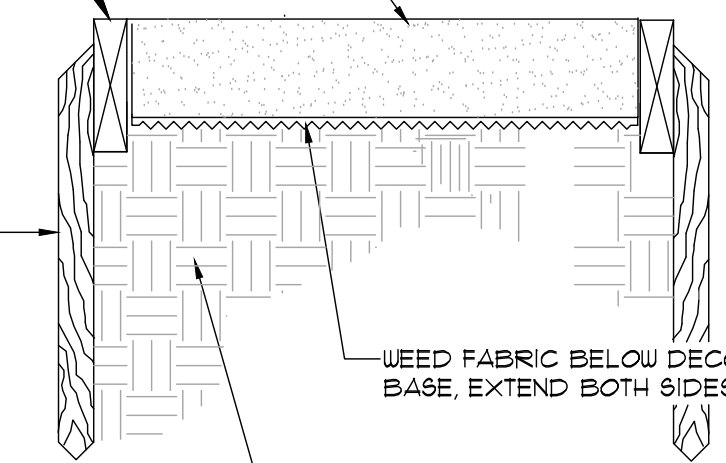
CONCRETE FOOTING
ECHOLON II STYLE METAL FENCE
COLOR: BLACK
AVAILABLE FROM AMERISTARFENCE.COM
OR EQUAL

DECORATIVE METAL FENCE

3" DEPTH DECOMPOSED GRANITE PAVING OVER
WEED GEOTECH FABRIC MIRAFI 500X. SPREAD
AND COMPACT IN 1 1/2" LAYERS. WET AND ROLL.
SLOPE TO DRAIN. MATCH ELEVATION TO CURB
HEIGHT.

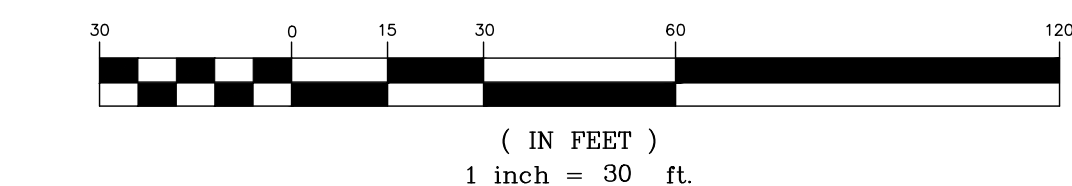
"EPIC PLASTICS" 2x6 RECYCLED PLASTIC
BENDER BOARD OR APPROVED EQUAL.
SPlice JOINTS WITH (1) 12" LENGTH OVERLAPPING
EACH BOARD EQUALLY (ON OUTSIDE OF SPLICE
AT CURVES).

1"x2"x12" EPIC PLASTICS STAKE WITH (2) 1 1/4"
PLATED DECK SCREWS OR APPROVED EQUAL.
SPACE STAKES 4' TO 5' O.C. AT STRAIGHT
SECTIONS. 3' O.C. AT CURVES. PLACE STAKES
ON OUTSIDE OF CURVE. DOUBLE STAKE @ ENDS
OF BOARD.



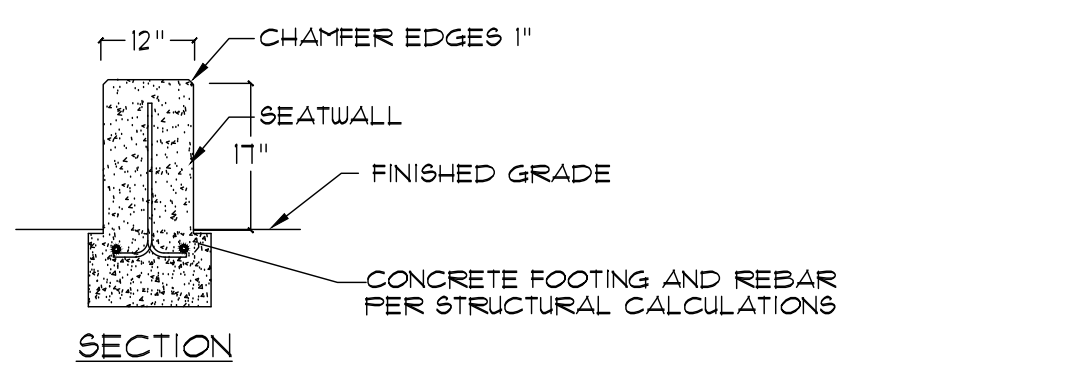
GOLD COLORED DECOMPOSED GRANITE PATH

DECOMPOSED GRANITE DETAIL



IRRIGATION PLANS WILL COMPLY WITH THE CRITERIA OF THE CITY
OF VALLEJO "CHAPTER 16.71 OF THE VALLEJO MUNICIPAL CODE"
WATER EFFICIENT ORDINANCE AND WILL APPLY SUCH CRITERIA
FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN.

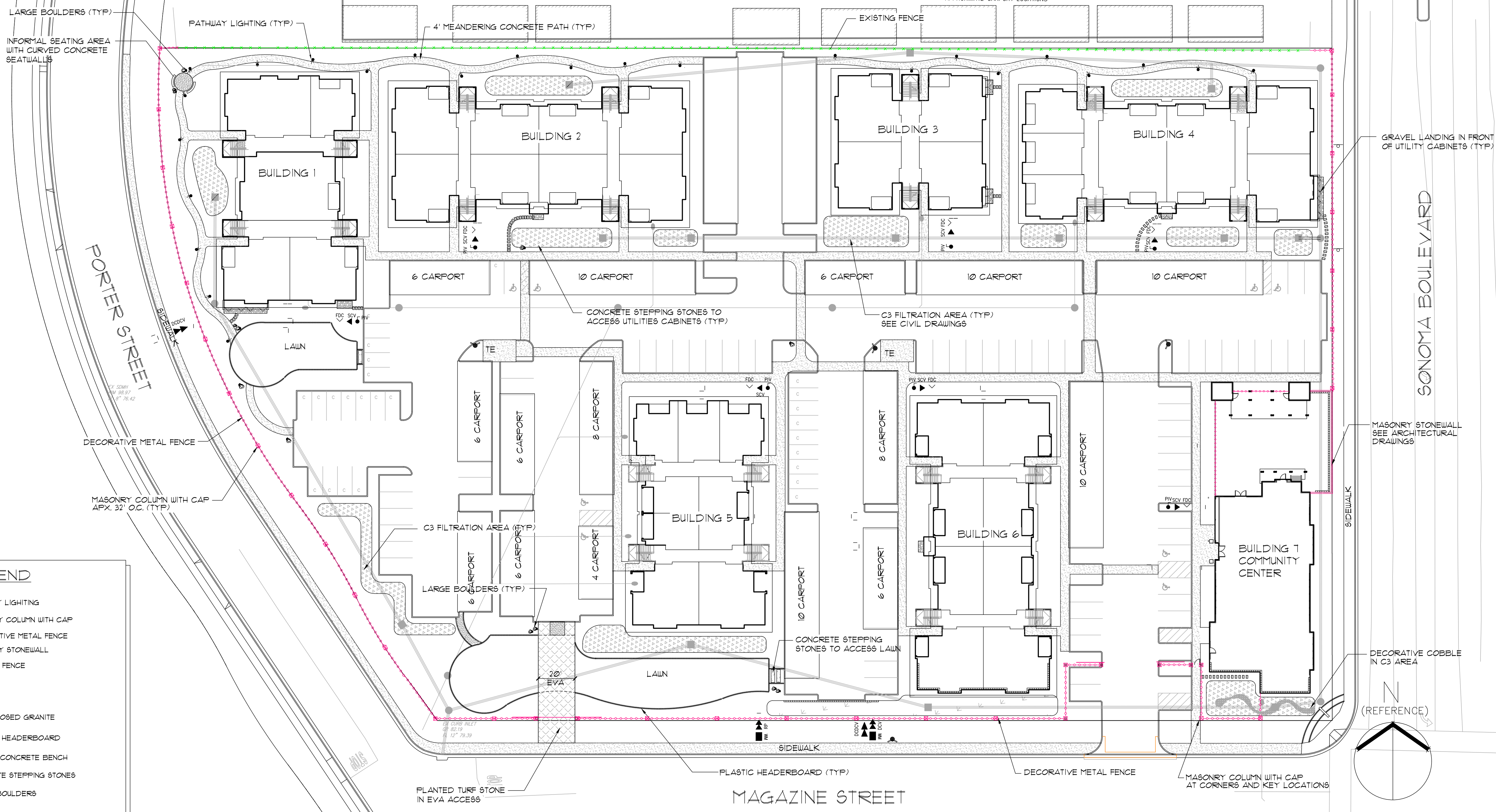
S. Kilian #2359
SIGNATURE LICENSE NO.



FORMED CONCRETE SEATWALL.
SMOOTH FINISH INTEGRAL COLORED CONCRETE
COLOR TO COMPLEMENT BUILDINGS

CURVED SEATWALL DETAIL
NO SCALE

PRELIMINARY LAYOUT PLAN



NOTE
THIS IS AN ORIGINAL UNPUBLISHED DRAWING. IT IS THE PROPERTY OF BORRECO/KILIAN & ASSOCIATES, INC. (BK&A). IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REPRODUCTION OR COPIING, IN WHOLE OR IN PART, WITHOUT THE WRITTEN CONSENT OF BORRECO/KILIAN & ASSOCIATES, INC. IS PROHIBITED.

BORRECO/KILIAN & ASSOCIATES, INC.
LANDSCAPE ARCHITECTS
1241 Pine Street
Marinette, California 94553
Phone: 925/372-5306
Fax: 925/372-5308

OAKWOOD APARTMENTS
VALLEJO, CA

DATE: 12/14/20
DRAWN BY: KCF
THIS PLAN IS: L-1
SHEET NUMBER: L-1
TITLE OF DRAWING: LAYOUT

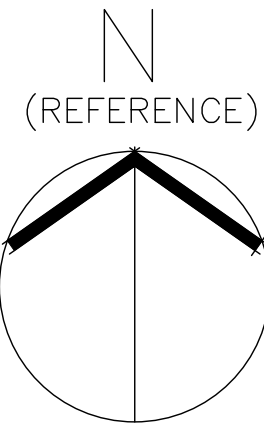
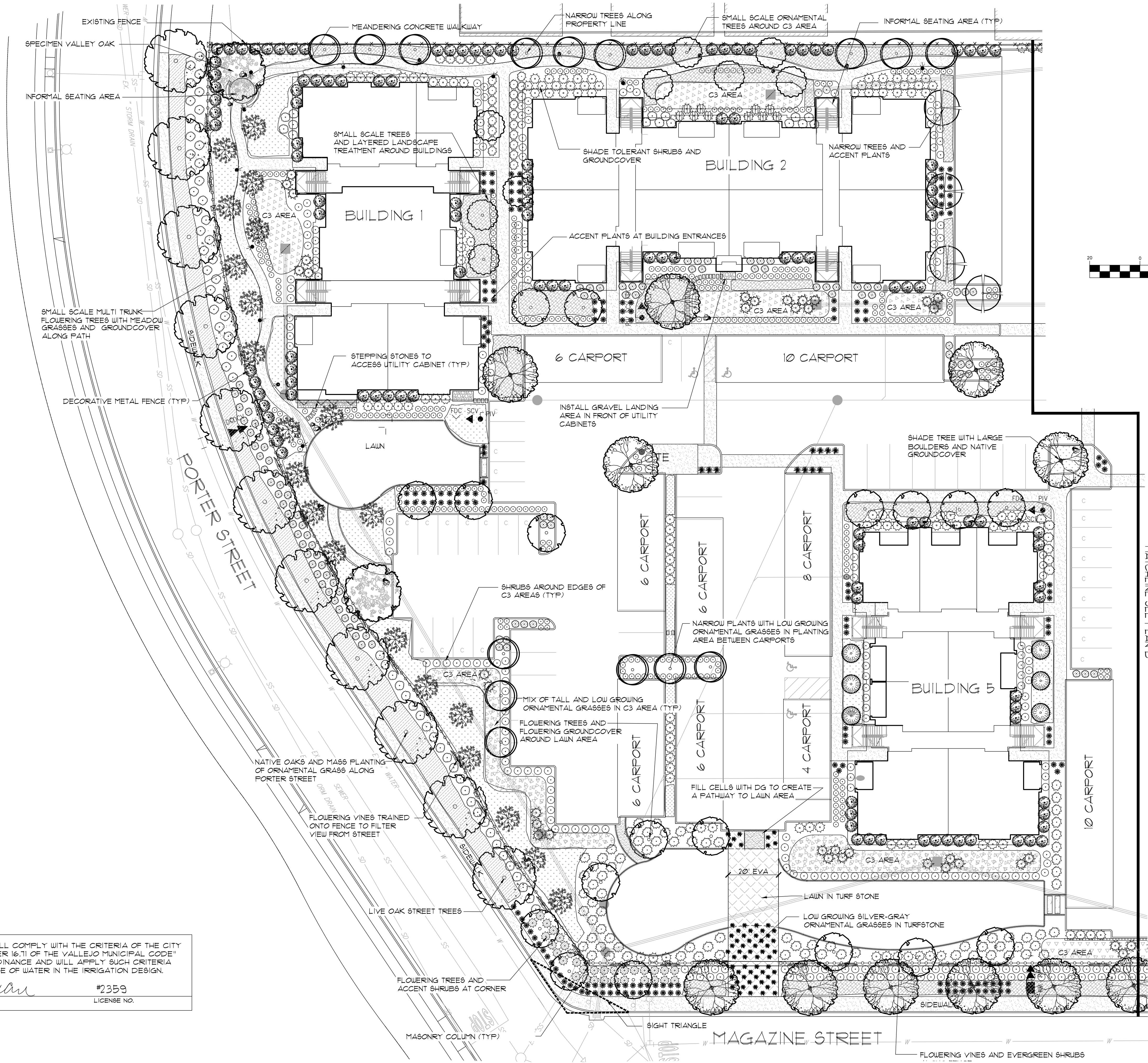
DISCLAIMER: ALL VELLUM, BOND, TRACE, BLUEPRINT, ETC. DRAWINGS PROVIDED WITH BORRECO/KILIAN & ASSOCIATES, INC. (BK&A) LANDSCAPE ARCHITECTS, TITLE BLOCK AND/OR SIGNATURE STAMP, IS CONSIDERED TO BE A COPY OF THE ORIGINAL DESIGN. BK&A IN ELECTRONIC FORMAT. BK&A WILL ONLY ACKNOWLEDGE SIGNED AND STAMPED PLANS AND DRAWINGS AFTER COMPARISON AND WRITTEN VERIFICATION WITH THE ORIGINAL ELECTRONIC FILES RETAINED BY BK&A. NO RESPONSIBILITY OR LIABILITY IS EXPRESSED OR IMPLIED FOR ELECTRONIC DATA AND/OR REPRODUCED PLANS AND DRAWINGS USED WITHOUT BK&A'S SIGNATURE.

CONCEPTUAL LANDSCAPE PLAN - A

IRRIGATION PLANS WILL COMPLY WITH THE CRITERIA OF THE CITY OF VALLEJO "CHAPTER 16.71 OF THE VALLEJO MUNICIPAL CODE" WATER EFFICIENT ORDINANCE AND WILL APPLY SUCH CRITERIA FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN.

D. Kilian
SIGNATURE

#2359
LICENSE NO.



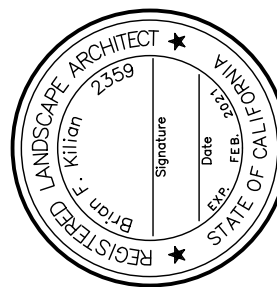
GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

DISCLAIMER: ALL VELLUM, BOND, TRACE, BLUEPRINT, ETC. DRAWINGS PROVIDED WITH BORRECCO/KILIAN & ASSOCIATES, INC. (BK&A) LANDSCAPE ARCHITECTS, TITLE BLOCK AND/OR SIGNATURE STAMP IS CONSIDERED TO BE A COPY OF THE ORIGINAL DESIGN RETAINED BY BK&A IN ELECTRONIC FORMAT. BK&A WILL ONLY ACKNOWLEDGE SIGNED AND STAMPED PLANS AND DRAWINGS AFTER COMPARISON AND WRITTEN VERIFICATION WITH THE ORIGINAL ELECTRONIC FILES RETAINED BY BK&A. NO RESPONSIBILITY OR LIABILITY IS EXPRESSED OR IMPLIED FOR ELECTRONIC DATA AND/OR REPRODUCED PLANS AND DRAWINGS USED WITHOUT BK&A'S SIGNATURE.

NOTE
THIS IS AN ORIGINAL UNPUBLISHED DRAWING. IT IS NOT TO BE COPIED, REPRODUCED OR OTHERWISE USED WITHOUT THE WRITTEN CONSENT OF BORRECCO/KILIAN & ASSOCIATES, INC.

BORRECCO/KILIAN & ASSOCIATES, INC.
LANDSCAPE ARCHITECTS
1241 Pine Street
Martinez, California 94553
Phone: 925/372-5306
FAX: 925/372-5308



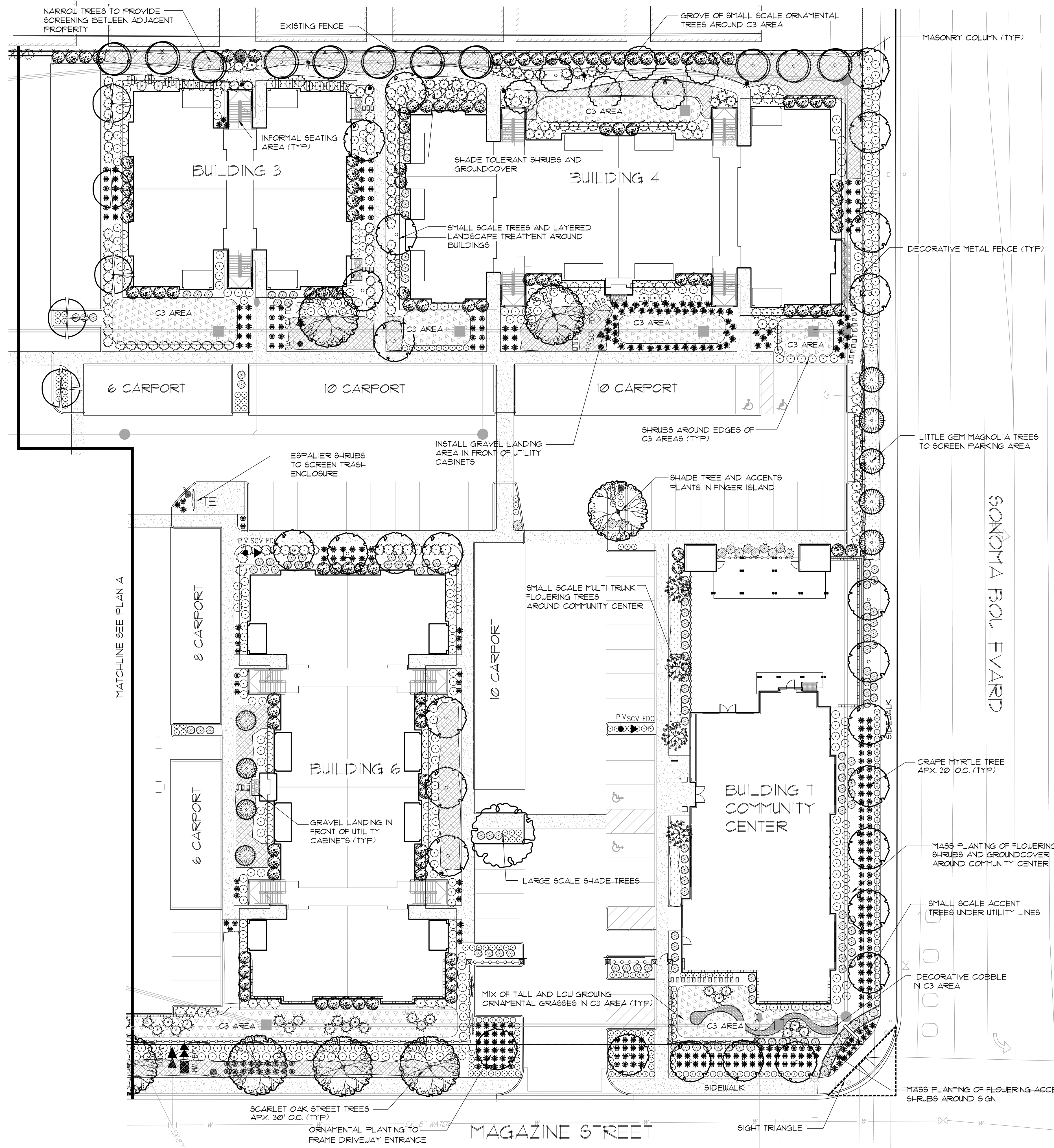
REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		

OAKWOOD APARTMENTS
VALLEJO, CA

SHEET NUMBER
L-2
TITLE OF DRAWING:
LANDSCAPE

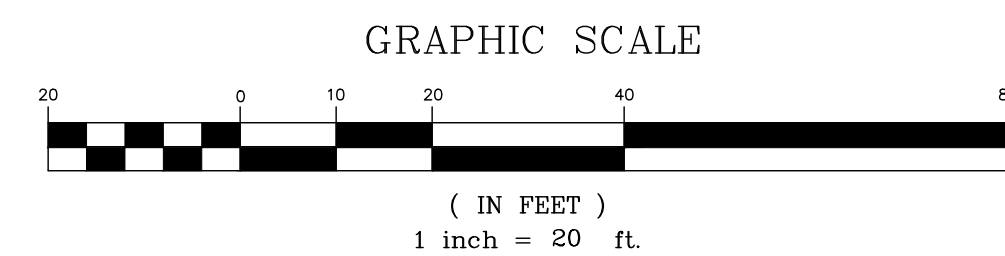
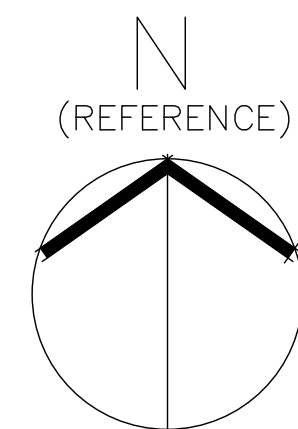
DATE: 12/4/20
DRAWN BY: KDF
THIS PLAN IS:

CONCEPTUAL LANDSCAPE PLAN - B



IRRIGATION PLANS WILL COMPLY WITH THE CRITERIA OF THE CITY OF VALLEJO "CHAPTER 16.11 OF THE VALLEJO MUNICIPAL CODE" WATER EFFICIENT ORDINANCE AND WILL APPLY SUCH CRITERIA FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN.

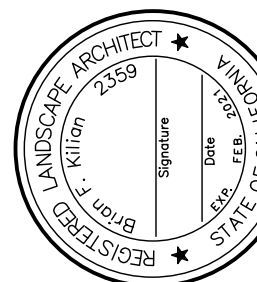
D. Kilian #2359
SIGNATURE LICENSE NO.



DISCLAIMER: ALL VELLUM, BOND, TRACE, BLUEPRINT, ETC. DRAWINGS PROVIDED WITH BORRECO/KILIAN & ASSOCIATES, INC. (BK&A) LANDSCAPE ARCHITECTS, TITLE BLOCK AND/OR SIGNATURE STAMP, IS CONSIDERED TO BE A COPY OF THE ORIGINAL DESIGN. BORRECO/KILIAN & ASSOCIATES, INC. (BK&A) WILL ONLY ACKNOWLEDGE SIGNED AND STAMPED PLANS AND DRAWINGS AFTER COMPARISON AND WRITTEN VERIFICATION WITH THE ORIGINAL ELECTRONIC FILES RETAINED BY BK&A. NO RESPONSIBILITY OR LIABILITY IS EXPRESSED OR IMPLIED FOR ELECTRONIC DATA AND/OR REPRODUCED PLANS AND DRAWINGS USED WITHOUT BK&A'S SIGNATURE.

NOTE
THIS IS AN ORIGINAL UNREPRODUCED COPY. ANY REPRODUCTION, COPIED, PUBLISHED OR OTHERWISE USED, WITHOUT THE WRITTEN CONSENT OF BORRECO/KILIAN & ASSOCIATES, INC.

BORRECO/KILIAN & ASSOCIATES, INC.
LANDSCAPE ARCHITECTS
1241 Pine Street
Martinez, California 94553
Phone: 925/972-5306
FAX: 925/972-5308



REV	DATE	DESCRIPTION

TITLE OF PROJECT
OAKWOOD APARTMENTS
VALLEJO, CA

DATE: 12/4/20
DRAWN BY: KDF
THIS PLAN IS:

SHEET NUMBER
L-3
TITLE OF DRAWING:
LANDSCAPE

PRELIMINARY PLANT LIST

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME	WATER USE	O.C. SPACING
	15 GAL	ACER P. 'BLOODGOOD'	ACER P. 'BLOODGOOD'	5 / MODERATE	PER PLAN
	15 GAL	AREBUTUS 'MARINA'	AREBUTUS 'MARINA'	3 / LOW	PER PLAN
	15 GAL	CERCIS 'OKLAHOMA'	CERCIS 'OKLAHOMA'	5 / MODERATE	PER PLAN
	15 GAL	GINKGO BILOBA 'PRINCETON SENTRY'	GINKGO BILOBA 'PRINCETON SENTRY'	5 / MODERATE	PER PLAN
	15 GAL	LAGERSTROEMIA HYB.	STANDARD GRAPE MYRTLE	3 / LOW	PER PLAN
	15 GAL	LAGERSTROEMIA HYB.	MULTI TRUNK GRAPE MYRTLE	3 / LOW	PER PLAN
	15 GAL	LAURUS NOBILIS	GRECIAN LAUREL	3 / LOW	PER PLAN
	15 GAL	MAGNOLIA 'BRAKENS BROWN BEAUTY'	NARROW MAGNOLIA	5 / MODERATE	PER PLAN
	15 GAL	MAGNOLIA 'LITTLE GEM'	COMPACT MAGNOLIA	5 / MODERATE	PER PLAN
	15 GAL	QUERCUS AGRIFOLIA	COAST LIVE OAK	3 / LOW	PER PLAN
	15 GAL	QUERCUS COCCINEA	SCARLET OAK	5 / MODERATE	PER PLAN
	24" BOX	QUERCUS LOBATA	VALLEY OAK	3 / LOW	PER PLAN
	15 GAL	QUERCUS R. 'SKYROCKET'	NARROW ENGLISH OAK	5 / MODERATE	PER PLAN
	15 GAL	TILIA C. 'GREENSPIRE'	NARROW LINDEN TREE	5 / MODERATE	PER PLAN
	15 GAL	ZELKOVA SERRATA	SAWLEAF ZELKOVA	5 / MODERATE	PER PLAN
	5 GAL	ABELIA SP.	GLOSSY ABELIA	5 / MODERATE	42" O.C.
	5 GAL	ACACIA 'COUSIN ITT'	GREEN GROUNDCOVER ACACIA	3 / LOW	4'-6" O.C.
	5 GAL	BERBERIS T. 'ATROPURPUREA'	JAPANESE BARBERRY	5 / MODERATE	3' O.C.
	5 GAL	CALAMAGROSTIS X. ACUTIFLORA	REED GRASS	3 / LOW	3' O.C.
	5 GAL	CALLISTEMON V. 'LITTLE JOHN'	DWARF BOTTLE BRUSH	3 / LOW	4' O.C.
	5 GAL	CAMELLIA S. SHISHI-GASHIRA	LOW GROWING GUN CAMELLIA	5 / MODERATE	4' O.C.
	5 GAL	CARPENTERIA C. 'ELIZABETH'	BUSH ANEMONE	3 / LOW	4' O.C.
	5 GAL	COLEONEMA P. 'SUNSET GOLD'	YELLOW BREATH OF HEAVEN	5 / MODERATE	42" O.C.
	1 GAL	DIETES VEGATA	FORTNIGHT LILY	3 / LOW	3' O.C.
	1 GAL	DIANELLA SP.	FLAX LILY	3 / LOW	32" O.C.
	1 GAL	ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	3 / LOW	2' O.C.
	5 GAL	EUONYMUS JAPONICUS	EUONYMUS	3 / LOW	4' O.C.
	1 GAL	FESTUCA SP.	FESCUE	3 / LOW	2' O.C.
	5 GAL	FRANGULA CALIFORNICA	COFFEEBERRY	3 / LOW	4' O.C.
	1 GAL	HEMEROCALLIS SP.	DAY LILY	5 / MODERATE	2' O.C.
	1 GAL	LOMANDRA SP.	DWARF MAT RUSH	3 / LOW	3' O.C.
	5 GAL	LOROPETALUM SP.	FRINGE FLOWER	3 / LOW	42" O.C.
	1 GAL	MAHONIA REPENS	OREGON GRAPE	3 / LOW	42" O.C.
	1 GAL	MUHLENBERGIA SP.	MUHLY	3 / LOW	4' O.C.
	5 GAL	NERIUM 'PETITE SALMON'	DWARF OLEANDER	3 / LOW	4' O.C.
	5 GAL	PODOCARPUS 'ICEE BLUE'	SILVER PODOCARPUS	5 / MODERATE	5' O.C.
	5 GAL	POLYSTICHUM MINUTUM	WESTERN SWORD FERN	5 / MODERATE	42" O.C.
	5 GAL	PRUNUS C. 'BRIGHT AND TIGHT'	COMPACT CAROLINA CHERRY	3 / LOW	5' O.C.
	5 GAL	PRUNUS L. 'ZEBELIANA'	ENGLISH LAUREL	5 / MODERATE	42" O.C.
	5 GAL	RHAPHIOLEPIS 'BALLERINA'	INDIAN HAWTHORN	3 / LOW	42" O.C.
	5 GAL	RHAPHIOLEPIS U. 'MINOR'	DWARF YEDDA	3 / LOW	42" O.C.
	5 GAL	ROSA HYB.	LANDSCAPE ROSE	5 / MODERATE	3' O.C.
	1 GAL	ROSMARINUS SP.	ROSEMARY	3 / LOW	4' O.C.
	1 GAL	SALIVA SP.	FLOWERING SAGE	3 / LOW	30" O.C.
	1 GAL	SEGLERIA SP.	MOOR GRASS	3 / LOW	30" O.C.
	5 GAL	TEUCRIUM SP.	GERMANDER	3 / LOW	2' O.C.
	1 GAL	ZAUSCHNERIA SP.	CALIFORNIA FUCHSIA	3 / LOW	3 / LOW
	SOD	DWARF DROUGHT TOLERANT FESCUE	LAWN	1 / MODERATE	

C3 PLANTING

1 GAL	ACHILLEA SP.	YARROW	3 / LOW	30' O.C.
1 GAL	ARCTOSTAPHYLOS SP.	MANZANITA	3 / LOW	4' O.C.
1 GAL	CAREX SP.	SEDGE	3 / LOW	30" O.C.
1 GAL	CHONDROPETALUM TECTOTRUM	ELEPHANT RUSH	3 / LOW	4' O.C.
1 GAL	JUNCUS PATENS	GRAY RUSH	3 / LOW	30" O.C.
1 GAL	LOMANDRA LONGIFOLIA	DWARF MAT RUSH	3 / LOW	3' O.C.
1 GAL	MIMULUS SP.	MONKEY FLOWER	3 / LOW	30" O.C.
1 GAL	MUHLENBERGIA SP.	MUHLY	3 / LOW	4' O.C.
1 GAL	PANICUM SP.	SWITCH GRASS	3 / LOW	4' O.C.
1 GAL	PHILADELPHUS SP.	MOCK ORANGE	3 / LOW	6' O.C.
1 GAL	ROSA CALIFORNICA	CALIFORNIA ROSE	3 / LOW	5' O.C.

AS PART OF THIS WORK, THE LANDSCAPE CONTRACTOR SHALL HIRE A SOIL & PLANT LABORATORY TO TAKE SAMPLES AND PROVIDE A SOILS TEST AND RECOMMENDATIONS FOR SOIL AMENDMENTS AND SOIL PREPARATION FOR EACH OF THE FOLLOWING LANDSCAPE AREAS:
TREE, SHRUB AND GROUNDCOVER PLANTING AREAS.
LAWN AREAS.

THE TEST SHALL BE COMPLETED AFTER THE SITE IS GRADED AND PRIOR TO PLANTING. CONTRACTOR SHALL PROVIDE COPIES OF THE SOIL TEST TO BK&A AND THE OWNER'S REPRESENTATIVE PRIOR TO AMENDING THE SOIL.

UNLESS MODIFIED OTHERWISE BY THE SOIL REPORT, THE LANDSCAPE CONTRACTOR SHALL INCORPORATE ORGANIC COMPOST AT A MINIMUM RATE OF FOUR (4) CUBIC YARDS PER 1,000 SQUARE FEET TO A DEPTH 6" INTO THE LANDSCAPE AREA.

UNLESS MODIFIED OTHERWISE BY THE SOIL REPORT, THE LANDSCAPE CONTRACTOR SHALL PROVIDE, PLACE AND GRADE SANDY LOAM TOPSOIL FOR ALL PLANTING AREAS REQUIRING BACKFILL AND/OR MOUNDING TO MEET SPECIFIED FINISH GRADES. THE LANDSCAPE CONTRACTOR SHALL COORDINATE BACKFILL REQUIREMENTS WITH THE GENERAL CONTRACTOR PRIOR TO PLANTING. RIP SUBSOIL TO A DEPTH OF 6" PRIOR TO PLACING TOPSOIL.

FOR BIDDING PURPOSES ONLY, CONTRACTOR SHALL INCLUDE A UNIT PRICE PER CUBIC YARD OF TOPSOIL INSTALLED.

FOR ACTUAL CONSTRUCTION, PROVIDE TOPSOIL/SOIL AMENDMENTS PER THE SOIL REPORT, AND PROVIDE OWNER'S REPRESENTATIVE WITH WRITTEN DOCUMENTATION ON TOTAL QUANTITY OF TOPSOIL USED.

GENERAL LANDSCAPE NOTES

ALL LANDSCAPE AREA SHALL BE WATERED WITH A BURIED, AUTOMATICALLY CONTROLLED IRRIGATION SYSTEM. LOW VOLUME SPRINKLER NOZZLES AND DRIP WILL BE USED WHERE APPROPRIATE FOR WATER CONSERVATION.

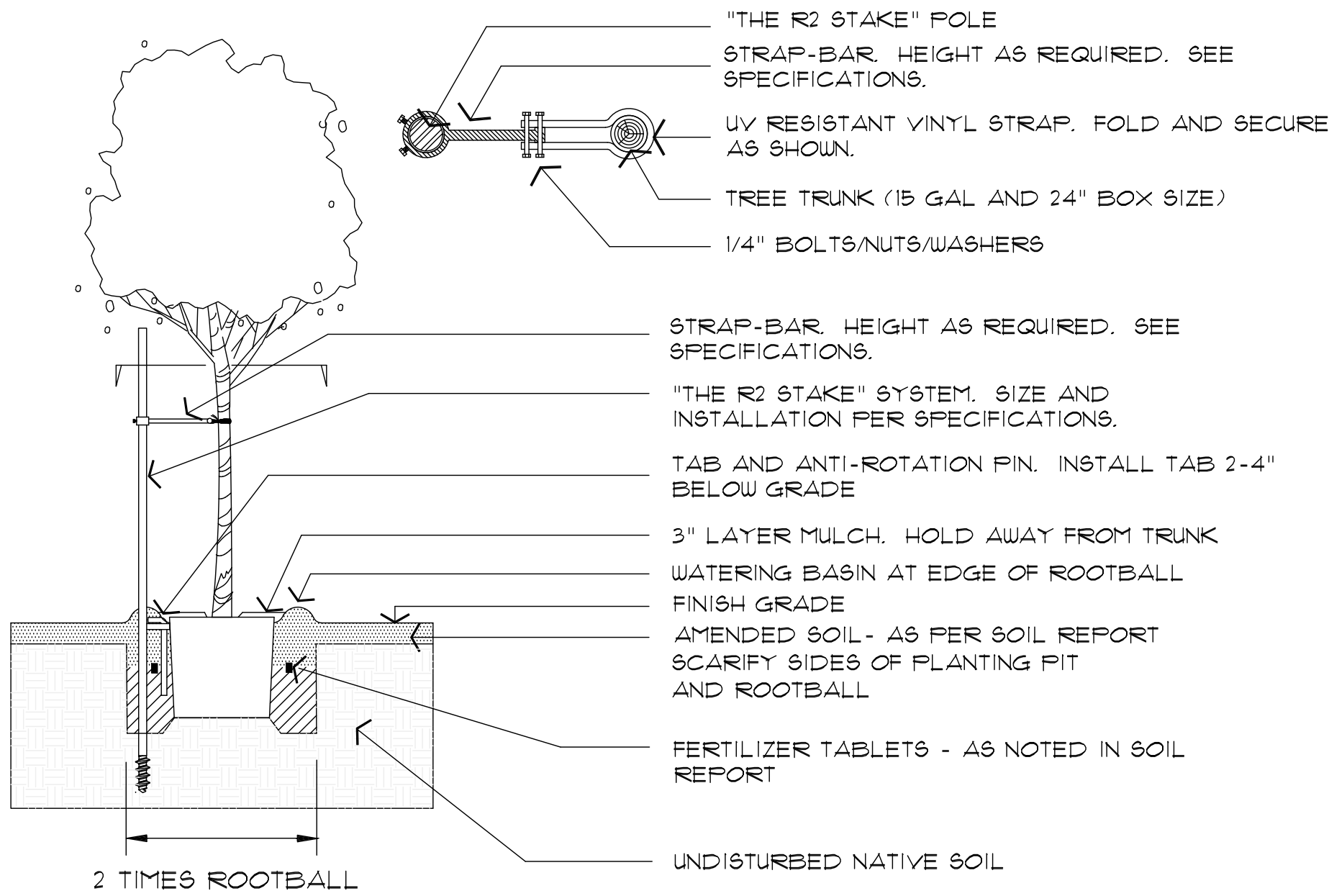
ALL LANDSCAPE AREAS SHALL BE COVERED WITH A 3" LAYER OF MULCH TOP DRESSING.

ALL TREES SHALL BE INSTALLED AT A MINIMUM OF 15 GAL. SIZE. ALL SHRUBS SHALL BE INSTALLED AT A 5 GAL. SIZE, EXCEPT ACCENT AND GROUNDCOVER SHRUBS.

IRRIGATION PLANS WILL COMPLY WITH THE CRITERIA OF THE CITY OF VALLEJO "CHAPTER 16.71 OF THE VALLEJO MUNICIPAL CODE" WATER EFFICIENT ORDINANCE AND WILL APPLY SUCH CRITERIA FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN.

J. Kilian
SIGNATURE

#2359
LICENSE NO.



NOTES:
TREE STAKE TO BE LOCATED ON PREVAILING WIND SIDE WHEN TREE IS IN LEAF.

INSTALL TREE'S ROOTBALL 2" ABOVE FINISH GRADE (ROOT FLARE SHALL BE EXPOSED AT GRADE)

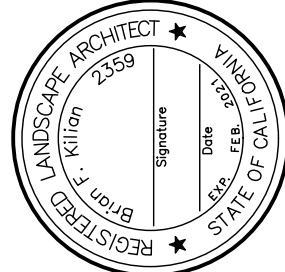
TREE PLANTING AND STAKING DETAIL

CONTACT J. R. PARTNERS @ (888) 333-3030 FOR TREE STAKES

DISCLAIMER: ALL VELLUM, BOND, TRACE, BLUEPRINT, ETC. DRAWINGS PROVIDED WITH BORRECCO/KILIAN & ASSOCIATES, INC. (BK&A) LANDSCAPE ARCHITECTS, TITLE BLOCK AND/OR SIGNATURE STAMP, IS CONSIDERED OR BE A COPY OF THE ORIGINAL DESIGN RETAINED BY BK&A IN ELECTRONIC FORMAT. BK&A WILL ONLY ACKNOWLEDGE SIGNED AND STAMPED PLANS AND DRAWINGS AFTER COMPARISON AND WRITTEN VERIFICATION WITH THE ORIGINAL ELECTRONIC FILES RETAINED BY BK&A. NO RESPONSIBILITY OR LIABILITY IS EXPRESSED OR IMPLIED FOR ELECTRONIC DATA AND/OR REPRODUCED PLANS AND DRAWINGS USED WITHOUT BK&A'S SIGNATURE.

NOTE
THIS IS AN ORIGINAL UNREPRODUCED WORK AND MAY NOT BE REPRODUCED, COPIED, REPRODUCED OR OTHERWISE USED WITHOUT THE WRITTEN CONSENT OF BK&A.
BORRECCO/KILIAN & ASSOCIATES, INC.

BORRECCO/KILIAN & ASSOCIATES, INC.
LANDSCAPE ARCHITECTS
1241 Pine Street
Berkeley, CA 94709
Phone: 925/872-5300
Fax: 925/872-5308



REV	DATE	DESCRIPTION

TITLE OF PROJECT
OAKWOOD APARTMENTS
VALLEJO, CA

DATE: 12/4/20
DRAWN BY: KDF
THIS PLAN IS:

SHEET NUMBER
L-4
TITLE OF DRAWING:
LANDSCAPE

ATTACHMENT 4

PUBLIC COMMENTS

From: [Monica Tipton](#)
To: [Jonathan Atkinson](#)
Cc: [Christina.Arriola@cityofvallejo.net](#); [narcisa.wilson@cityofvallejo.net](#); [Brisa Long](#); [Robert H. McConnell](#)
Subject: Sonoma@Magazine Apartment Project: Traffic Planning
Date: Sunday, February 14, 2021 10:32:08 AM

Good morning,

As a resident of South Vallejo, I have two questions regarding this project.

1. Where can I see the plans/drawings for the project? Are these drawings available online?
2. What, if any, traffic control and traffic slowing efforts are included in the project? Sonoma Blvd. is a danger due to speeding vehicles going to and from the entrance to the Carquinez Bridge. I would like to suggest that a **traffic circle be added to the scope of the project at the Magazine and Sonoma intersection** to replace the current traffic signal. Traffic circles reduce speed and enhance flow of traffic near high-density facilities such as the multi-family housing, the school, and the community center that pre-exist the new project. Having researched traffic circle efficacy during an earlier traffic mitigation effort in Northwest Vallejo, there is sufficient space in the intersection to insert a roundabout.

As there is no longer a listing for a traffic engineer, I have sent this correspondence to Ms. Long knowing that it will be forwarded to the appropriate entity.

I look forward to hearing from you with answers to my questions.

Monica Tipton



***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****



**STAFF REPORT
CITY OF VALLEJO
PLANNING COMMISSION**

I. PROJECT INFORMATION

DATE OF MEETING: March 1, 2021 Item No. 13-B

PREPARED BY: Jonathan Atkinson, Senior Planner

PROJECT LOCATION: 128 Robles Way (APN: 0079-141-160)

PROJECT NUMBERS: Appeal (APP) #21-0002
Minor Use Permit (MUP) #21-0008

PROJECT SUMMARY: Appeal request to overturn Planning and Development Services Director approval of Minor Use Permit (MUP) #21-0008 application. This approval establishes retail cannabis sales for ReLeaf Alternative, Inc. within an existing tenant space in the Glen Cove Center.

ENVIRONMENTAL DETERMINATION: The project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15301 (Class 1 "Existing Facilities"). Therefore, no further environmental review is required.

RECOMMENDATION: Conduct a public hearing on the appeal of the Planning and Development Services Director's approval of Minor Use Permit (MUP) #20-0008 for ReLeaf Alternative, Inc. Direct staff to prepare a resolution denying the appeal, upholding the Planning and Development Services Director's decision and approving Minor Use Permit (MUP) #20-0008.

PROJECT DATA SUMMARY:

Appellant: Margaret Plump
Vallejo, CA

Property Owner: Glen Cove Investments, LLC
2801 West Coast Highway #380
Newport Beach, CA 92663

General Plan Designation: Retail/Entertainment (RE)

Specific Plan: None

Zoning District: Neighborhood Shopping and Service (CN) District

Existing Use:	Vacant Tenant Space
Surrounding Land Uses:	North: Safeway South: Commercial Tenants East: Single-Family Residences West: Commercial Tenants
Lot Area:	295,964 square feet (6.8 acres)
Total Floor Area:	1,957 square feet
Parking Required/Provided:	8 spaces required / 293 spaces shared

II. BACKGROUND

A. Background

ReLeaf Alternative, Inc. is one of 11 existing cannabis businesses permitted to operate in the City of Vallejo ("City"). ReLeaf Alternative, Inc. currently operates as a retail cannabis business at 1 Benicia Road under the name "Coastal." The cannabis business previously operated under the names "Plantacea" and "ReLeaf Alternative Cooperative".

In December 2018, the City adopted several cannabis-related amendments to the Vallejo Municipal Code (VMC), which in part required each of the 11 cannabis business to obtain Minor Use Permits under Title 16 of the VMC and local regulatory permits under VMC Chapter 7.200 by January 1, 2022.

On October 6, 2020, Maurice Solis of ReLeaf Alternative, Inc. filed a Minor Use Permit application to establish retail cannabis sales within an existing tenant space at 128 Robles Way in the Glen Cove Center and relocate from 1 Benicia Road.

The Planning Division provided the following notifications in accordance with VMC Section 16.82.040.A on November 18, 2020: Mailed notices through the United States Postal Service (USPS) to every property owner within 200 feet of the project site, the applicant, and the Glen Cove Homeowners Association.

Members of the public provided the Planning Division with several written comments on the project both in support and opposition from November 25, 2020 to January 7, 2021.

The Planning and Development Services Director approved the Minor Use Permit application on January 8, 2021 after an analysis of the project, including consideration of comments received from the public.

On January 19, 2021, the Planning Division received an appeal from Margaret Plump of Vallejo, California, requesting that the Planning Commission overturn the Minor Use Permit approval. The basis for the appeal request is detailed and discussed under the "III. Staff Analysis" section of this staff report.

Krystah Carlisle of Vallejo, California had initially filed an appeal against the Minor Use Permit approval on January 12, 2021. However, she withdrew her appeal request on January 20, 2021.

III. STAFF ANALYSIS

A. Basis of Appeal

Margaret Plump identified the following issues in the appeal:

Key arguments for the appeal are shown in **bold** with staff's response in *italics*. The appeal request is an exhibit to this staff report and provided in its entirety.

This appeal is on behalf of several residents of Glen Cove.

Some Glen Cove residents are not opposed to legitimate and professional cannabis operations, however, the approved location of this particular retailer concerns many residents. The below table and attached photos of comparative cannabis locations shows that moving a cannabis facility to the Glen Cove shopping Center would be an unprecedented relocation for this type of business.

Location Comparison

Of the 11 cannabis stores located in the City of Vallejo (9) are stand-alone structures on main and/or pass-through streets in commercial/industrial areas with on and off street parking.

Not one of the 11 cannabis stores are on an elevated hilltop tucked inside of and surrounded by a bedroom community that has little, if any, commercial and industrial businesses. We oppose the approval of a cannabis store at this proposed location as doing so would be a diversion from all cannabis venues in the City of Vallejo.

- A. A bedroom community on an isolated hill boarded by Hwy 780 to the north, 4,000 plus single family homes/condos to the south and east with only one pass-through street to the west (Glen Cove Parkway). GC is a highly residential area, i.e., not a typical retail/commercial environment.**

The subject shopping center is located on Robles Way which is a two-lane street (one lane in each direction with no median barrier) which is in contrast of the pass-through streets that are consistent with existing cannabis locations.

This two-lane street is the entrance and exit to the shopping center and often times has a back-line of vehicles from Robles to Glen Cove Parkway. Of the 11 cannabis store locations none are on a two-lane street.

According to the City of Vallejo Staff Report, the subject parking lot contains 293 parking spaces 8 of which are allotted to the subject facility. According to Mr. Solis (applicant of the subject facility) his business attracts up to 200 clients a day. This math is concerning relative to the magnitude of patrons and it is

reasonable to consider that such a highly frequented business will occupy significant spaces causing traffic congestion.

- B. The parking behind Subway's, the Nail Salon. Domino's, J's Garden and the subject store is directly behind several homes. Additionally, this parking lot is; small, narrow (two cars cannot pass each other, someone will have to back up), and it's sheltered from the public's view thereby a potential haven for patrons to hang around after purchases, engaging in boisterous communications, loud music, etc., all of which would be disruptive to the peaceful enjoyment of homeowners.**

Staff Response: Glen Cove Center, a neighborhood commercial shopping center, contains a collection of commercial and food service uses, and is located adjacent to single-family residences, Interstate 780, Glen Cove Parkway, and Robles Way. Under Vallejo Municipal Code (VMC) Section 16.06.460.D, retail cannabis businesses are considered a retail use, and permitted in several of the City's commercial and industrial zoning districts with a Minor Use Permit. Because the retail cannabis business will not involve any onsite cannabis cultivation or volatile cannabis manufacturing processes, it is compatible with the variety of uses in and around Glen Cove Center. The retail cannabis business will occupy a vacant tenant space in Glen Cove Center and would not constitute new construction and/or a physical expansion into the residential areas of Glen Cove.

The existing locations of each of the City's 11 cannabis businesses do not establish a precedent that would preclude any one of them from relocating to a commercial shopping center adjacent to single-family residences with a land use approval. It also does not preclude any of the retail cannabis businesses from relocating to a mixed-use building with both commercial and residential uses. Several of the City's existing cannabis businesses are already located adjacent to residential areas, some of which are actually denser than Glen Cove. These cannabis business include the following:

- *Homegrown Holistic Collective at 3201 Sonoma Boulevard*
- *Life Enhancement Services at 1966 Broadway*
- *Monterey County Patients Group at 1988 Broadway*
- *ReLeaf Alternative, Inc. ("Coastal") at 1 Benicia Road*
- *US Bloom at 1201 Springs Road*
- *Vallejo Holistic Health Center at 539 Tennessee Street*

The City's Traffic Engineer reviewed the project as part of the Technical Project Review Committee process and did not identify any concerns. The project is not of a scale or intensity that merits additional traffic study. In regards to parking demand, the retail business will occupy an existing tenant space with an approximate floor area of 1,957 square feet. A retail business with this amount of floor area requires eight parking spaces under VMC Section 16.62.100.E. Glen Cove Center provides 293 spaces that are unassigned and shared amongst all of the tenants.

The shopping center layout was approved with the existing parking and traffic flow, as it will accommodate a variety of uses. The tenant space is already an existing part of the shopping center, and does not require additional parking. There is a separate parking area behind the tenant space. The idea that customers of the retail cannabis business

will turn this area into a haven for disruptive activities, such as loud music and/or boisterous communications, is a behavioral assumption without evidence. As a condition of approval for all cannabis businesses, no consumption of any cannabis product is allowed on the premises, including the parking area. The retail cannabis business will be required to have uniformed security personnel during its operations to enforce conditions of approval and help maintain a safe and orderly environment.

Public Comment Period Confusion

Some Glen Cove residents (within approximately 200 feet of the subject property) were notified in November of this Minor Use Permit Application. The notification indicated a decision by the city would be made on or after December 2, 2020. Given this, the understanding was all comments were to be presented by the December 2nd date, however, based on copies of the comments attached to the staff approval, approximately 90 comments were received from December 3 up to and including January 5. Please accept this as a request for clarification regarding comments received after December 2, 2020.

Note: according to the comments attached to the staff report, it appears that many of the objections to this use permit were submitted early on by residents while many latter more favorable comments were from cannabis patrons.

Staff Response: The Planning Division is required to provide the following notifications at least 14 days before taking action on a Minor Use Permit application: Mail public notices to all property owners within 200 feet of the project site; all identified neighborhood groups within 500 feet of the project site; and the applicant. On November 18, 2020, the Planning Division provided notice that a decision would be made on or after December 2, 2020. No member of the public was precluded or prohibited from providing written comments after December 2, 2020.

The Planning Division did not take action on or immediately after December 2, 2020 due to several issues being raised by members of the public. It was appropriate for City staff to explore and address these issues as part of the Minor Use Permit staff report. There were a substantial number of comments received after December 2, 2020, and it was appropriate for the Planning Division to consider and include as part of the record prior to issuing the Minor Use Permit approval. It should be noted that a number of community members in favor of the project did identify themselves as Glen Cove area residents.

B. Minor Use Permit

Minor Use Permit applications are subject to Planning and Development Services Director review under VMC Section 16.82.040.A, unless appealed to the Planning Commission. In general, Use Permits are intended to allow for activities and uses that may not be appropriate for all locations and whose effect on the surrounding environment cannot be determined prior to being proposed for a particular location. Uses requiring a Use Permit may not be appropriate without specific conditions being applied that eliminate or minimize any negative impacts caused by the use.

“Retail sales: cannabis” uses are permitted in the Neighborhood Shopping and Service (CN) District with a Minor Use Permit under VMC Section 16.20.050.A.2. Section

16.82.060.V of the VMC contains permitting, development, and operational standards for retail sales of cannabis uses. The project, as conditioned, is consistent with the requirements set forth in VMC Section 16.82.060.V. Notably, no retail cannabis business shall be located within a 600 foot of a parcel containing a K-12 school, daycare center, or youth center, as defined in Health and Safety Code Section 11353.1. The project is consistent with this requirement.

Minor Use Permits are subject to the required findings under VMC Section 16.82.050. The Planning and Development Services Director found the Minor Use Permit application to be consistent with the required findings, as documented in the Minor Use Permit (MUP) #20-0008 approval attached to this staff report.

C. Environmental Review

The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA, Public Resources Code §21000, et seq. and California Code of Regulations, Title 14, §15000, et seq.) pursuant to Section 15301 of the CEQA Guidelines (Class 1 “Existing Facilities”). The project is consistent with this exemption in that it involves the reuse of an existing tenant space for retail cannabis sales with minor building alterations.

None of the exceptions in CEQA Guidelines Section 15300.2 apply, as follows: (a) the site is not located in an environmentally sensitive area, (b) there are no cumulative impacts, (c) there are no significant effects due to unusual circumstances, (d) the project is not located near a scenic highway, (e) the project site is not located on a hazardous waste site pursuant to Government Code Section 65962.5, and (f) the project would not affect any historical resource. Therefore, no further environmental review is required.

IV. NOTICING AND PUBLIC COMMENTS

The Planning Division provided the following notifications in accordance with Vallejo Municipal Code Section 16.102.030.B on February 12, 2021: Mailed notices through the United States Postal Service (USPS) to every property owner within 200 feet of the project site, the appellant, and Minor Use Permit applicant. The Glen Cove Homeowners Association also received a notice through the USPS, as they were notified during the Minor Use Permit approval process. The Planning Division also provided the Planning Commission with the public notice via email on February 12, 2021, and published the public hearing notice in the Times Herald newspaper on February 14, 2021. Written comments from the public are attached this staff report, including those received during the review of Minor Use Permit (MUP) #20-0008.

V. CONCLUSION / STAFF RECOMMENDATION

Staff recommends that the Planning Commission conduct a public hearing on the appeal of the Planning and Development Services Director’s approval of Minor Use Permit (MUP) #20-0008 for ReLeaf Alternative, Inc. Direct staff to prepare a resolution denying the appeal, upholding the Planning and Development Services Director’s decision and approving Minor Use Permit (MUP) #20-0008.

VI. APPEAL PROCEDURE

The applicant or any party aggrieved by a determination of the Planning Commission may appeal the action to the City Council. Such appeal must be filed in writing with the Planning Division along with a fee payment of **\$1,021** within ten (10) calendar days after the action by the Planning Commission. Such appeal shall not be timely filed unless it is received by the Planning Division no later than the close of business on the tenth day following the decision of the Planning Commission. The City Council may affirm, reverse or modify any decision of the Planning Commission that is appealed. The City Council may summarily reject any appeal upon determination that the appellant is not adversely affected by a decision under appeal.

VII. ATTACHMENTS

1. Minor Use Permit (MUP) #20-0008 Approval
2. Public Comments
3. Project Plans

ATTACHMENT 1

APPEAL (APP) #21-0002 REQUEST

RECEIVED

JAN 19 2021



www.cityofvallejo.net

CITY OF VALLEJO
PLANNING DIVISION

Central Permit Center • 555 Santa Clara Street • Vallejo • CA • 94590

Business License
707.648.4357Building
707.648.4374Planning
707.648.4326Public Works/Engineering
707.651.7151

APPEAL APPLICATION

Date Accepted: 01/19/2021
Intake Planner: J. Atkinson

Notice to Appellants:

- Appeals must be filed by close of business on the 10th (tenth) calendar day following the decision being appealed. If the appeal deadline falls on a weekend or holiday, the deadline shall be extended to the next business day.
- The fee specified in the current fee schedule is required to file an appeal.
- Pursuant to Vallejo Municipal Code Sections 15.08.070, 15.080.080, 16.102.020 and/or 16.102.030, appeals must include a written statement of the reason or reasons for the appeal and why the appellant believes he or she is adversely affected by the administrative decision. An appeal may be summarily rejected upon determination that the appellant is not adversely affected by a decision under appeal.

PROJECT INFORMATION		APPELLANT INFORMATION	
Project Name (if applicable) ReLeaf Alternative, Inc.		Name MARGARET PLUMP	
Address/Location 128 Robles Way #0079-141-160			
Project Number(s) MINOR Use Permit # 20-0008			
Date of Decision Being Appealed JANUARY 8, 2021			
REASONS FOR APPEAL (attach additional sheets if necessary)			
Please see attachments:			
• 2 page appeal comments • 14 photos			
Signature of Appellant: <u>Margaret Plump</u>		Date: <u>Jan 15, 2021</u>	

FOR PLANNING DIVISION USE ONLY		PROJECT TYPE	ESTIMATED FEES
APPLICATION NAME/NUMBER: Appeal / APP 21 - 0002		Appeal	\$ 1,021 -
PLANNER: J. Atkinson			
ASSOCIATED FILES: MUP 20-0008 APP 21 - 0001			

This appeal is on behalf of several residents of Glen Cove.

Some Glen Cove residents are not opposed to legitimate and professional cannabis operations, however, the approved location of this particular retailer concerns many residents. The below table and attached photos of comparative cannabis locations shows that **moving a cannabis facility to the Glen Cove shopping Center would be an unprecedented relocation for this type of business.**

LOCATION COMPARISON

- Of the 11 cannabis stores located in the City of Vallejo (9) are stand-alone structures on main and/or pass-through streets in commercial/industrial areas with on and off street parking.
- Not one of the 11 cannabis stores are on an elevated hilltop tucked inside of and surrounded by a bedroom community that has little, if any, commercial and industrial businesses. **We oppose the approval of a cannabis store at this proposed location as doing so would be a diversion from all cannabis venues in the City of Vallejo.**

❖ No homes in the immediate area ❖ 5 homes or less in the immediate or nearby area ❖ Some homes in the area

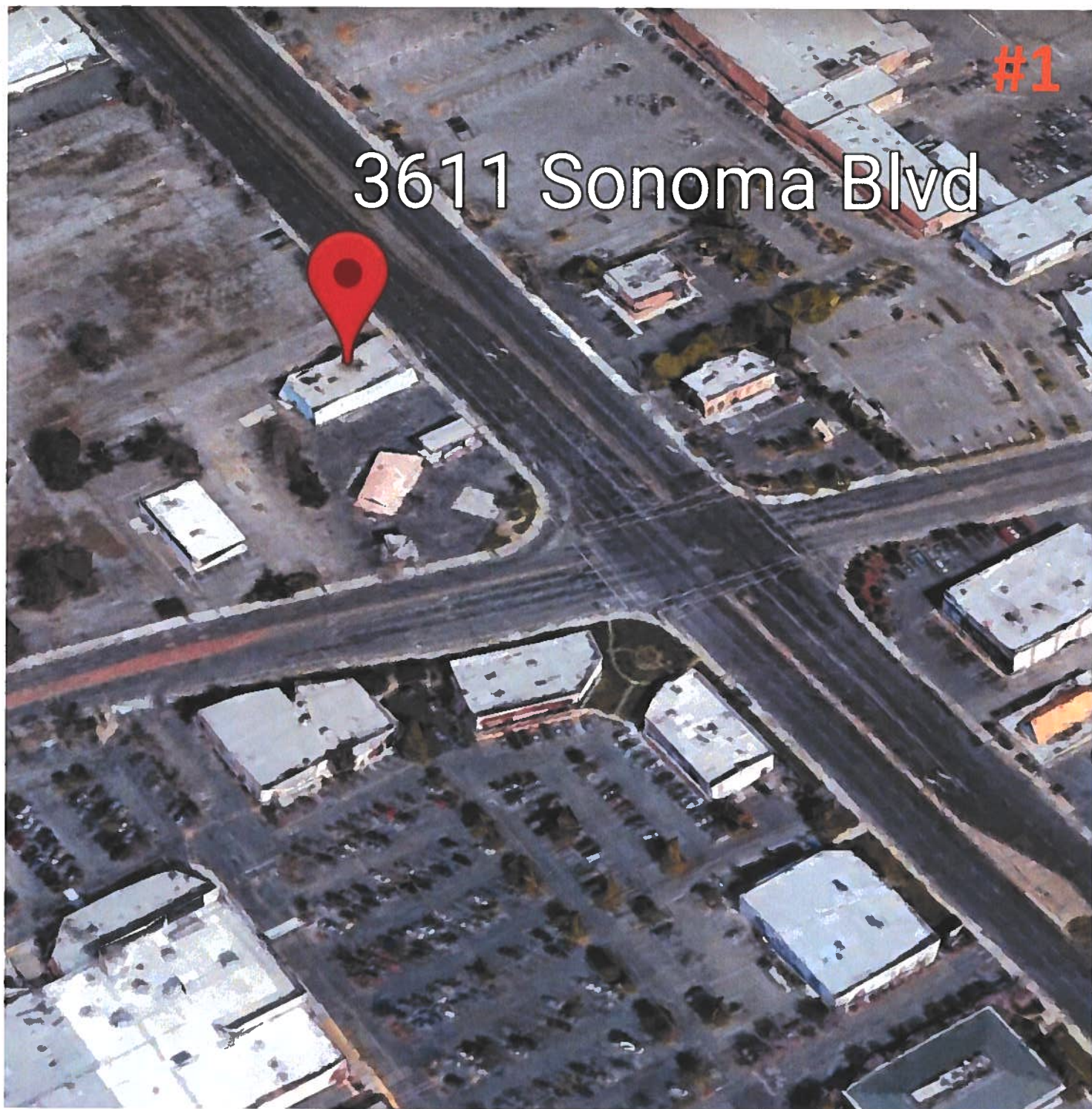
Cannabis Facility Names and Locations	Cannabis Facility Environment	Glen Cove (GC) Environment
1. Better Health Group - 3611 Sonoma Blvd.	Stand-alone bldg. in a commercial/industrial area. ❖	A. A bedroom community on an isolated hill boarded by Hwy 780 to the north, 4,000 plus single family homes/condos to the south and east with only one pass-through street to the west (Glen Cove Parkway). GC is a highly residential area, i.e., not a typical retail/commercial environment.
2. HTP Group – 4345 Sonoma Blvd.	Stand-alone bldg. in a commercial/industrial area. ❖	The subject shopping center is located on Robles Way which is a two-lane street (one lane in each direction with no median barrier) which is in contrast of the pass-through streets that are consistent with existing cannabis locations.
3. Highway 29 Healthcare – 3737 Sonoma Blvd.	Stand-alone bldg. in a commercial/industrial area. ❖	This two-lane street is the entrance and exit to the shopping center and often times has a back-line of vehicles from Robles to Glen Cove Parkway. Of the 11 cannabis store locations none are on a two-lane street.
4. Homegrown Holistic Collective – 3201 Sonoma Blvd.	Cross street is Missouri. Stand-alone bldg. on a main pass-through street in a highly commercial/industrial area ❖	According to the City of Vallejo Staff Report, the subject parking lot contains 293 parking spaces 8 of which are allotted to the subject facility. According to Mr. Solis (applicant of the subject facility) his business attracts up to 200 clients a day. This math is concerning relative to the magnitude of patrons and it is reasonable to consider that such a highly frequented business will occupy significant spaces causing traffic congestion.
5. Life Enhancement Services – 1966 Broadway Street	Cross street is Lincoln Hwy. Stand-alone bldg. on a pass-through street in a commercial/industrial area. Some homes behind the facility❖	B. The parking behind Subway's, the Nail Salon, Domino's, J's Garden and the subject store is directly behind several homes. Additionally, this parking lot is; small, narrow (two cars cannot pass each other, someone will have to back up), and it's sheltered from the public's view thereby a potential haven for patrons to hang around after purchases, engaging in boisterous communications, loud music, etc., all of which would be disruptive to the peaceful enjoyment of homeowners.

6. Monterey County Patients Group – 1988 Broadway Street	Stand-alone bldg. in a commercial/industrial area. ❖	
7. Releaf Alternative, Inc. – 1 Benicia Road	Stand-alone bldg. Corner lot property. Cross streets; Benicia Rd & Georgia. The general area includes the Vallejo Police Dept., Relay Bar, (1) house in the rear and (1) house to one side Some houses across the street ❖	
8. US Bloom – 1201 Springs Road	Cross street is Miller. Stand-alone bldg. On a main pass-through street. Onsite parking with multiple entrance/exit. Some homes behind the facility ❖	
9. Vallejo Holistic Health Center – 539 Tennessee Street	In a Mini Mall on a main pass-through street. The cross street is Sutter. There is onsite parking with multiple entrance/exit. ❖	
10. Enhanced Energies – 1804 Capitol Street	Cross Street is Tuolumne (main pass-through street), near the Vallejo Court House and multiple attorney offices. not a residential area (RED)	
11. California Collective Care – 1639 Lewis Brown Drive	Stand-alone bldg. in a highly commercial/industrial area. ❖	
12A. Subject Property Glen Cove Shopping Center - 128 Robles Way		See A. above
12B. Subject Property Back Parking Lot		See B. above
12C. Homes behind back Parking lot		

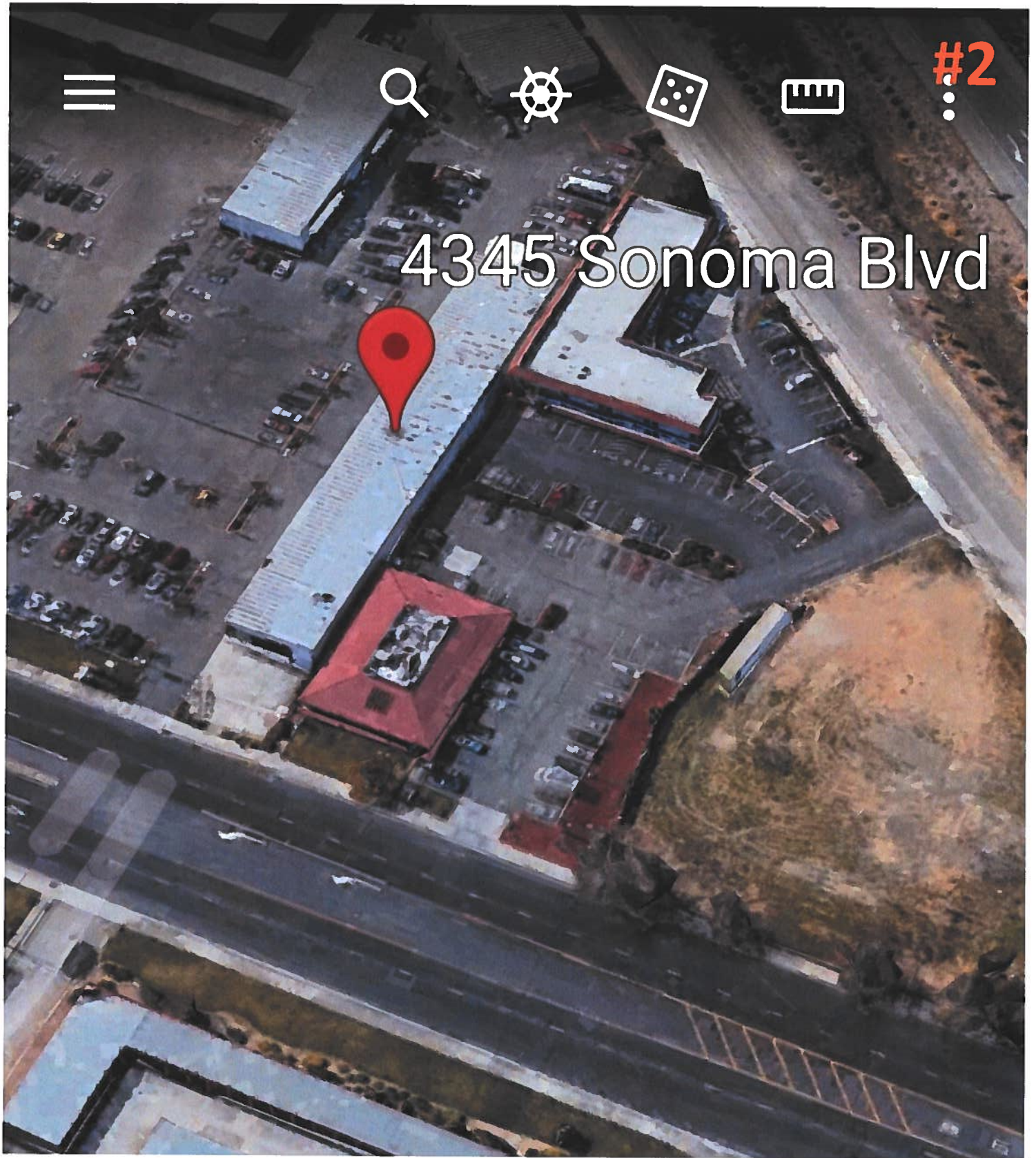
PUBLIC COMMENT PERIOD CONFUSION

Some Glen Cove residents (within approximately 200 feet of the subject property) were notified in November of this Minor Use Permit Application. The notification indicated a decision by the city would be made on or after December 2, 2020. Given this, the understanding was all comments were to be presented by the December 2nd date, however, based on copies of the comments attached to the staff approval, approximately 90 comments were received from December 3 up to and including January 5. **Please accept this as a request for clarification regarding comments received after December 2, 2020.**

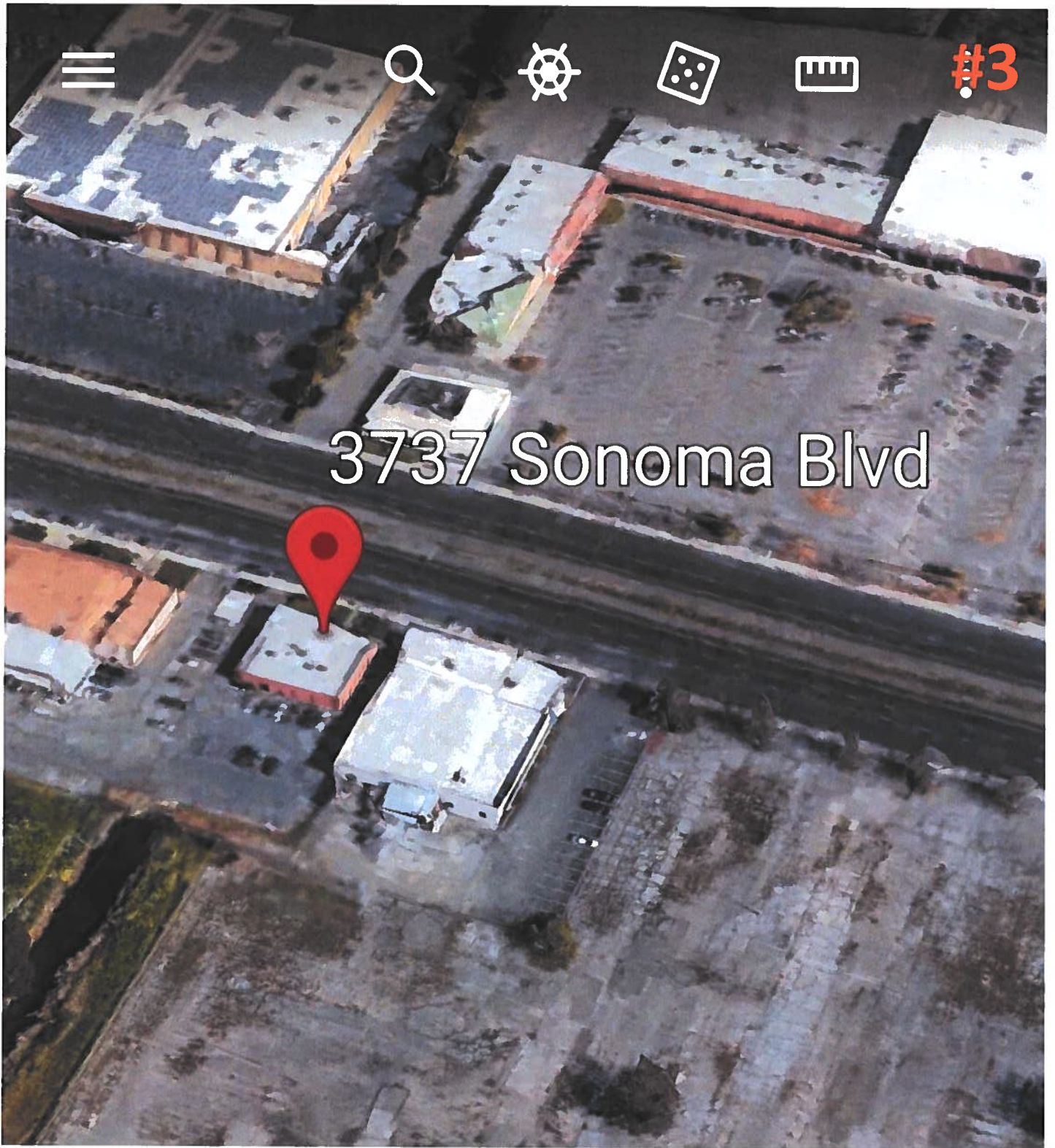
Note: according to the comments attached to the staff report, it appears that many of the objections to this use permit were submitted early on by residents while many latter more favorable comments were from cannabis patrons.



Better Health Group
3611 Sonoma Blvd

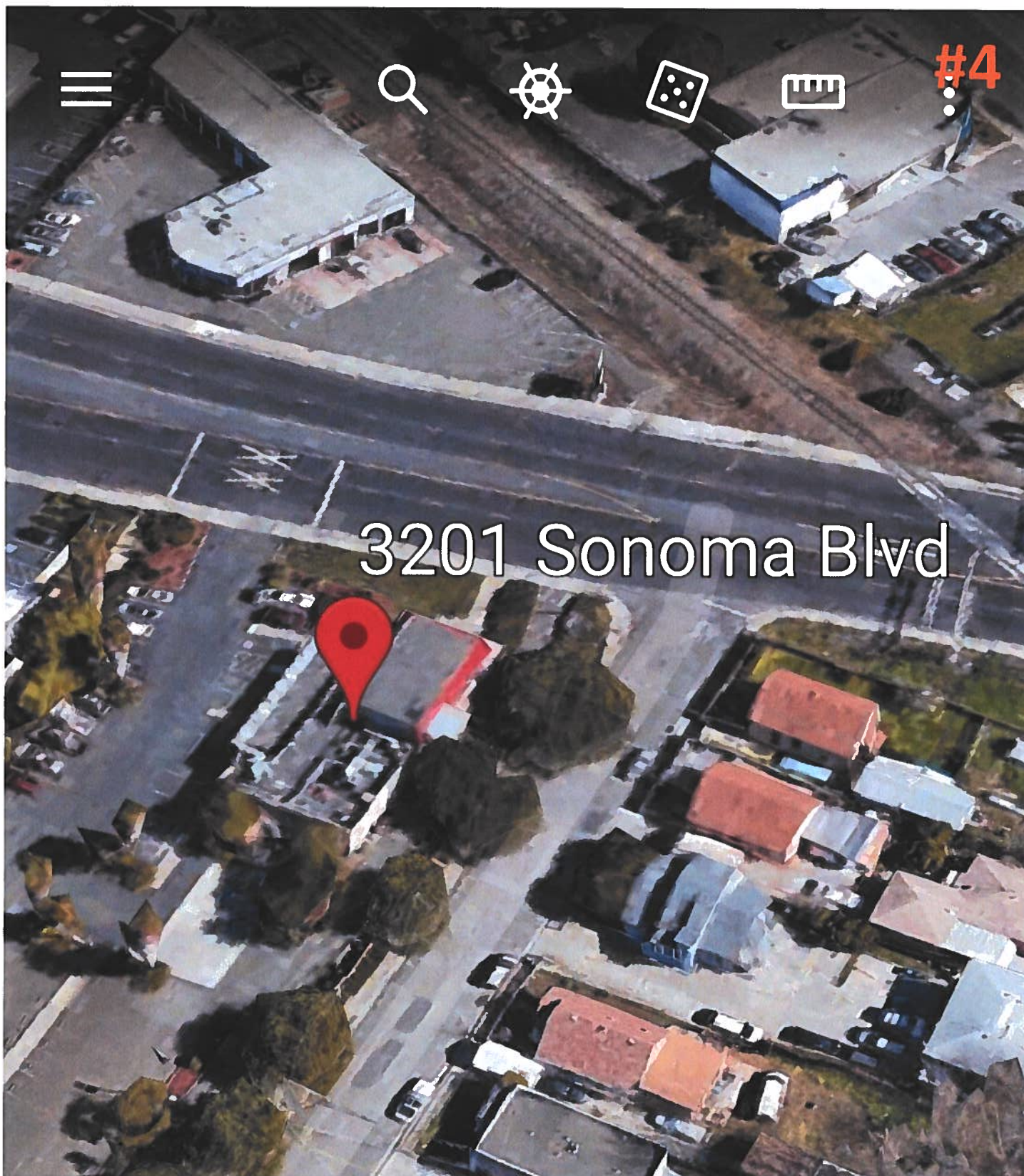


HTP Group
4345 Sonoma Blvd



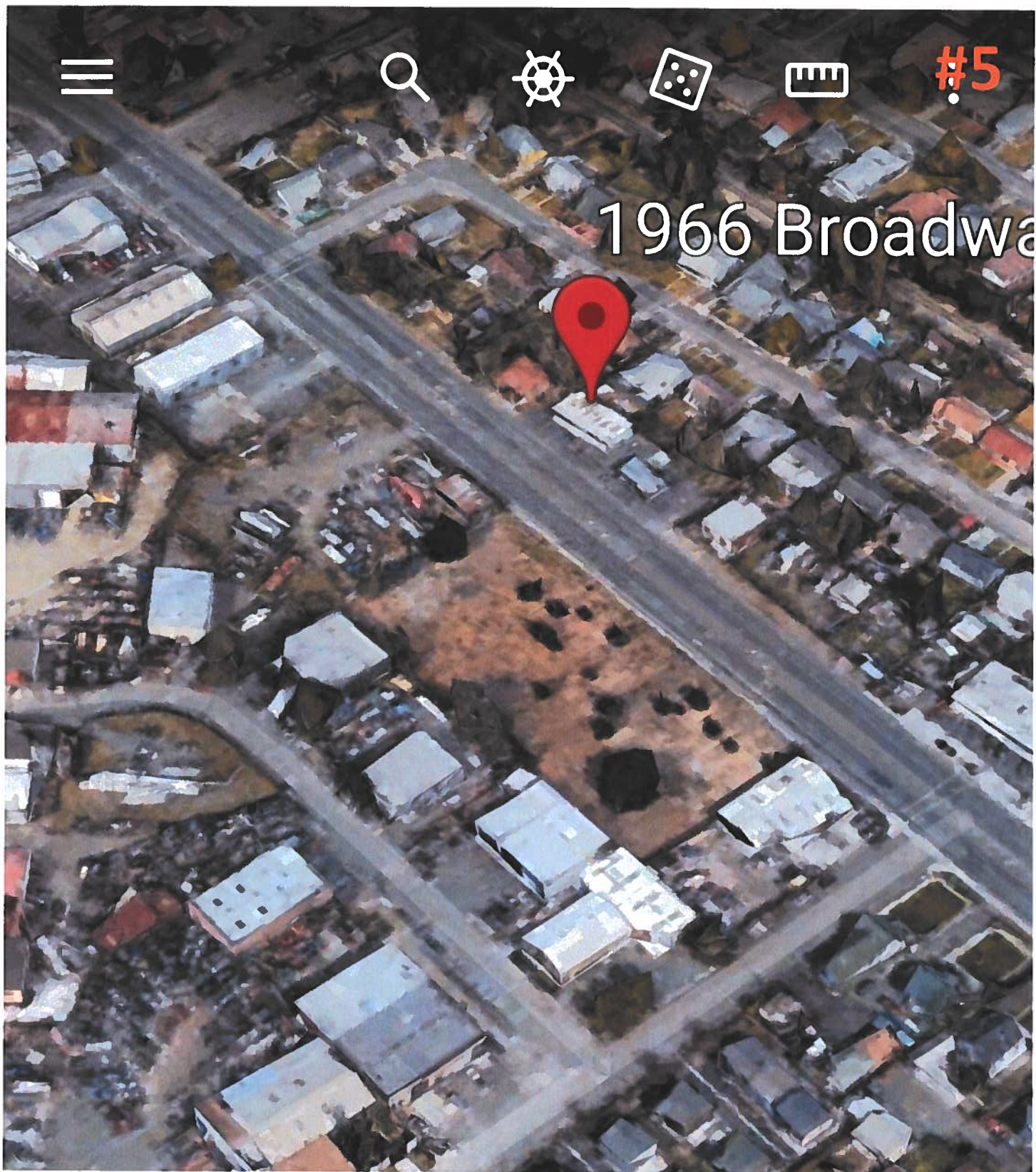
Highway 29 Healthcare

3737 Sonoma Blvd



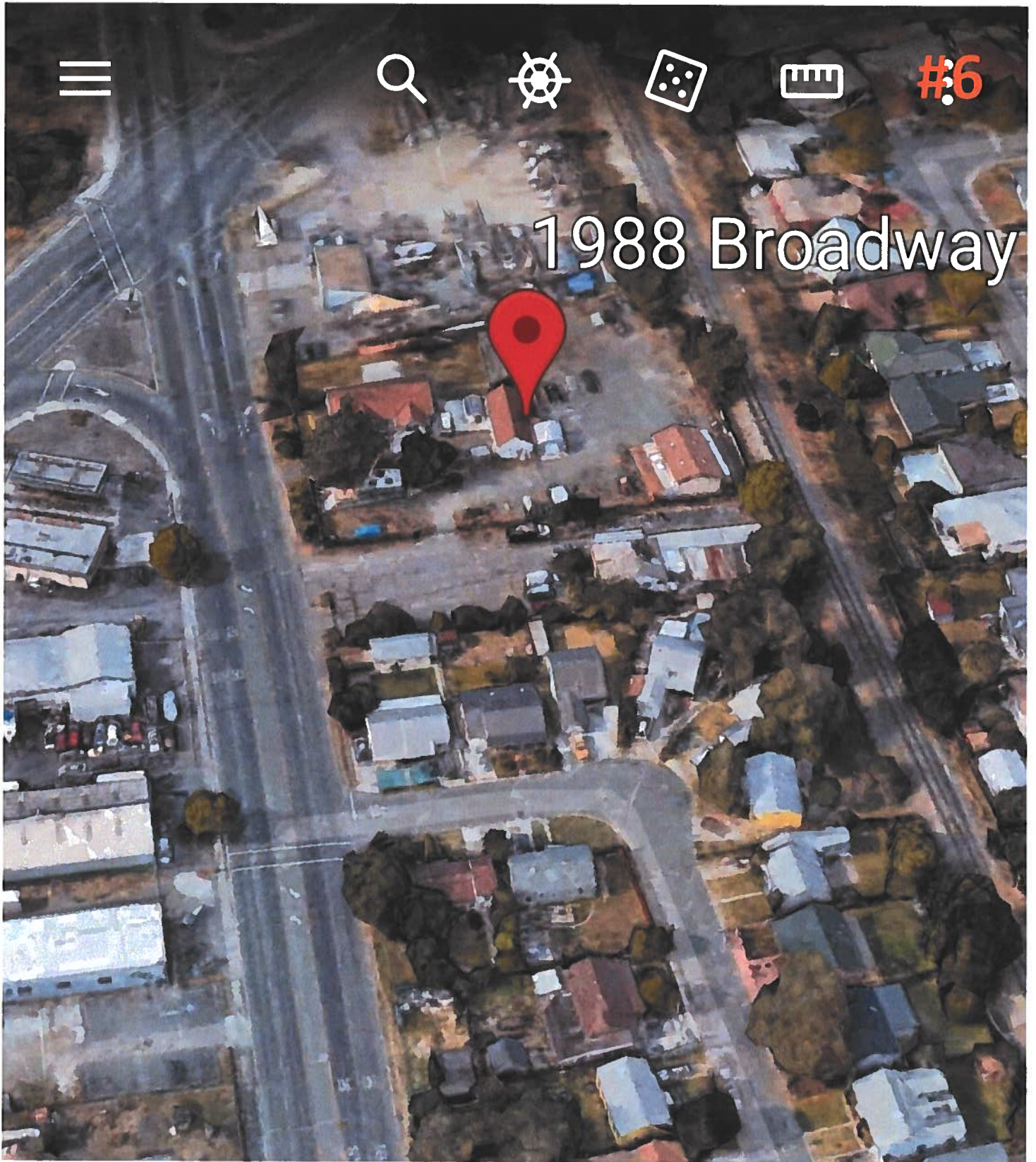
Homegrown Holistic Collective

3201 Sonoma Blvd



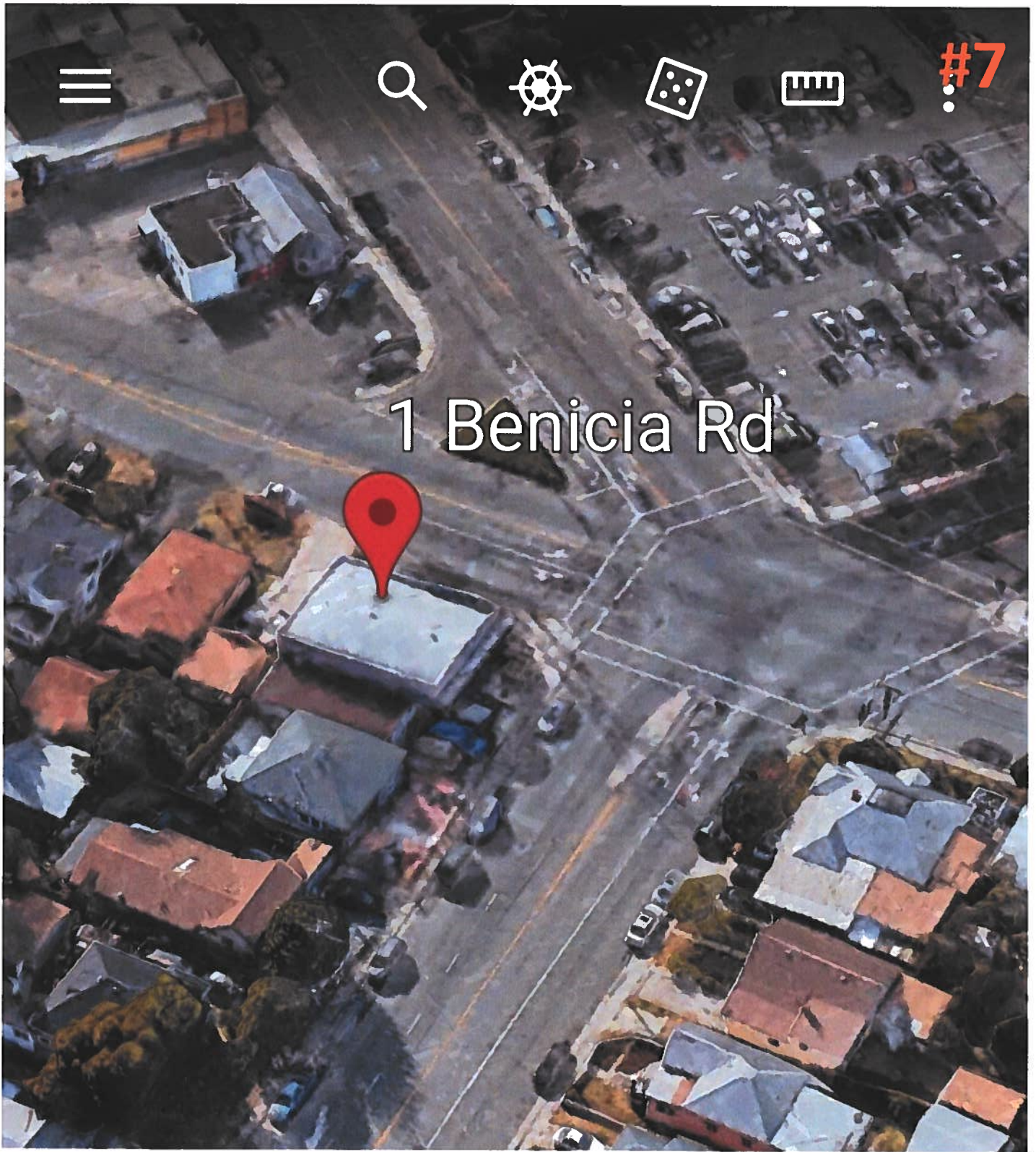
Life Enhancement Services

1966 Broadway Street



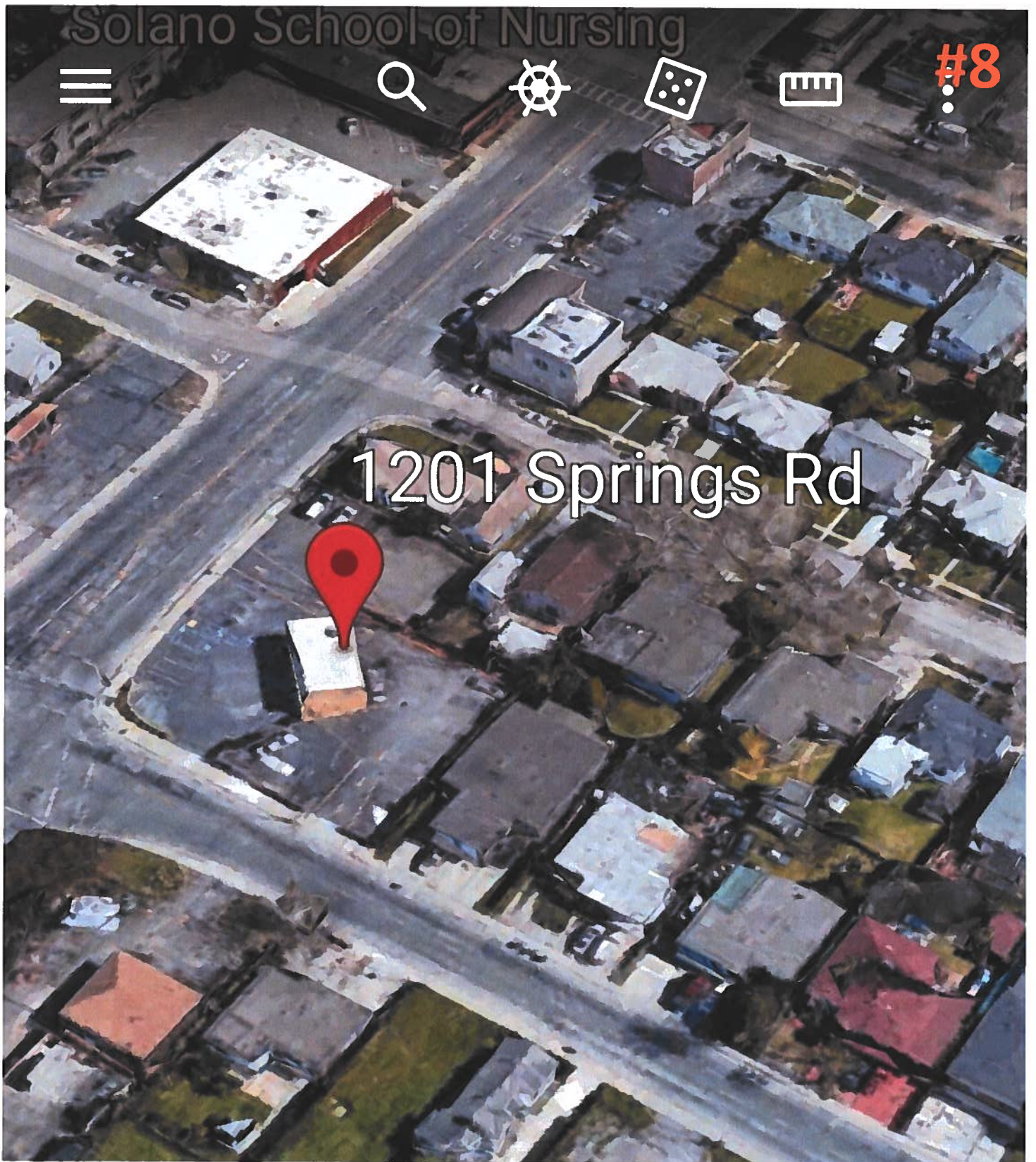
Monterrey County Patients Group

1988 Broadway Street

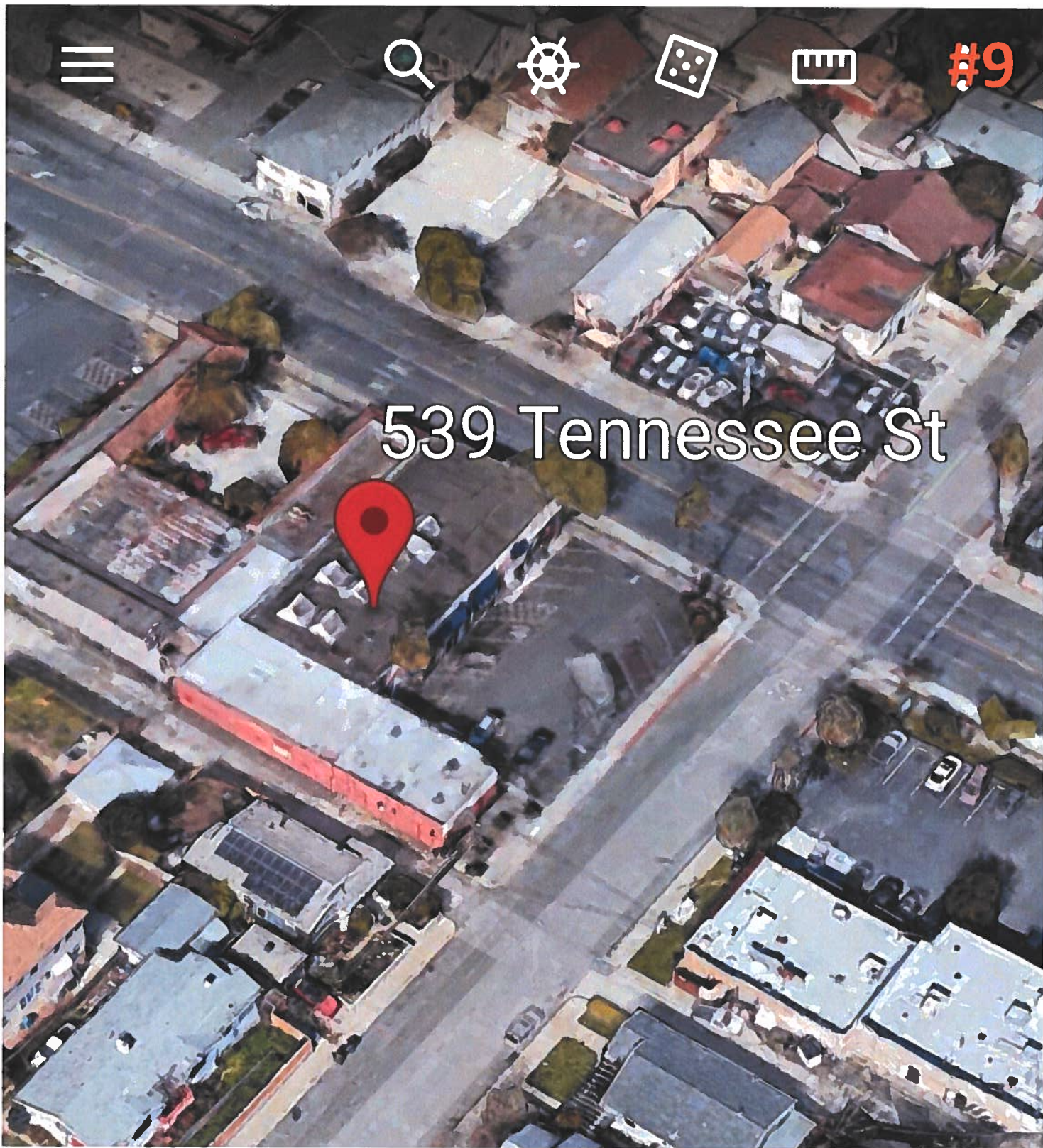


Releaf Alternative, Inc.

1 Benicia Road

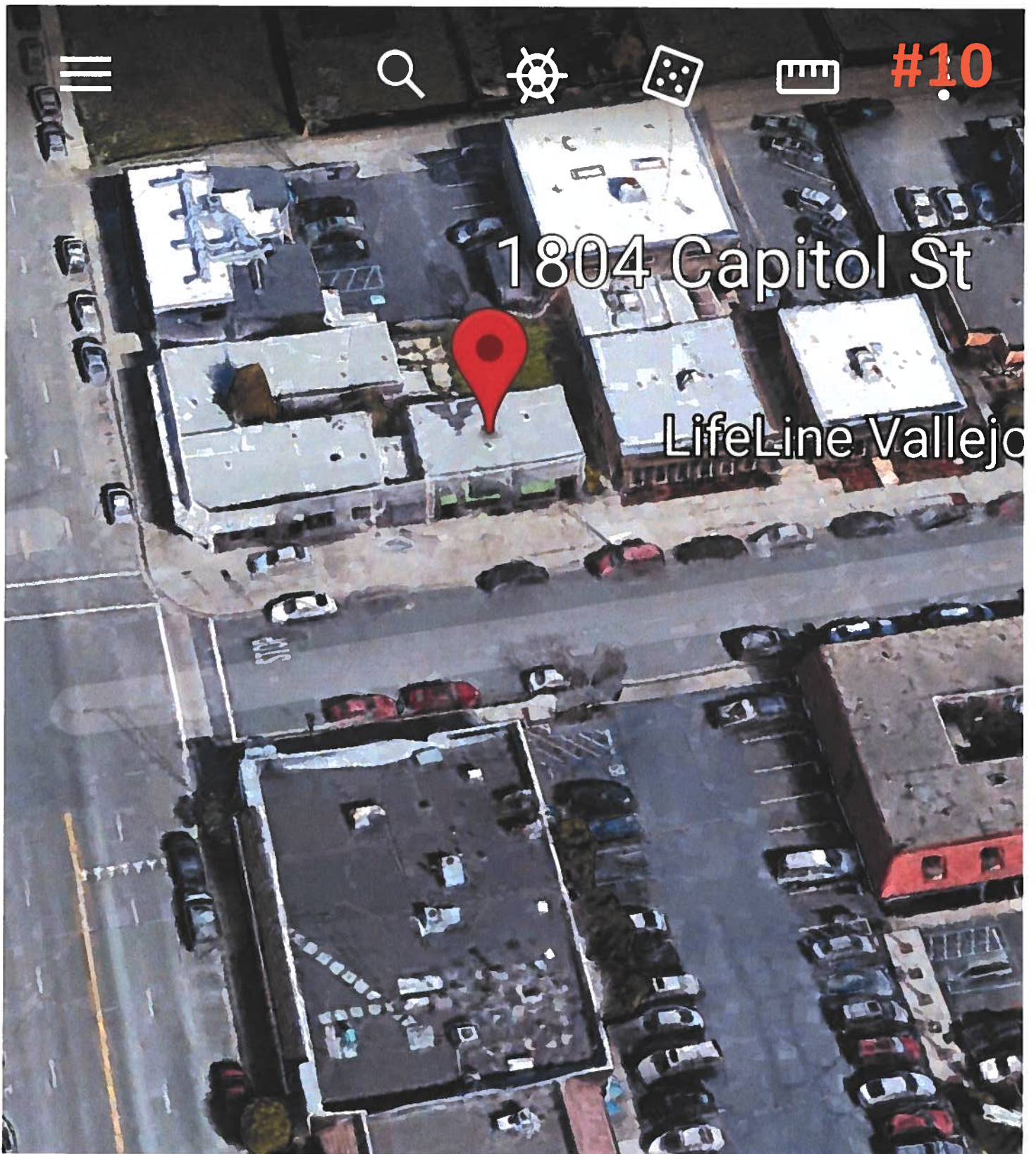


US Bloom
1201 Springs Road



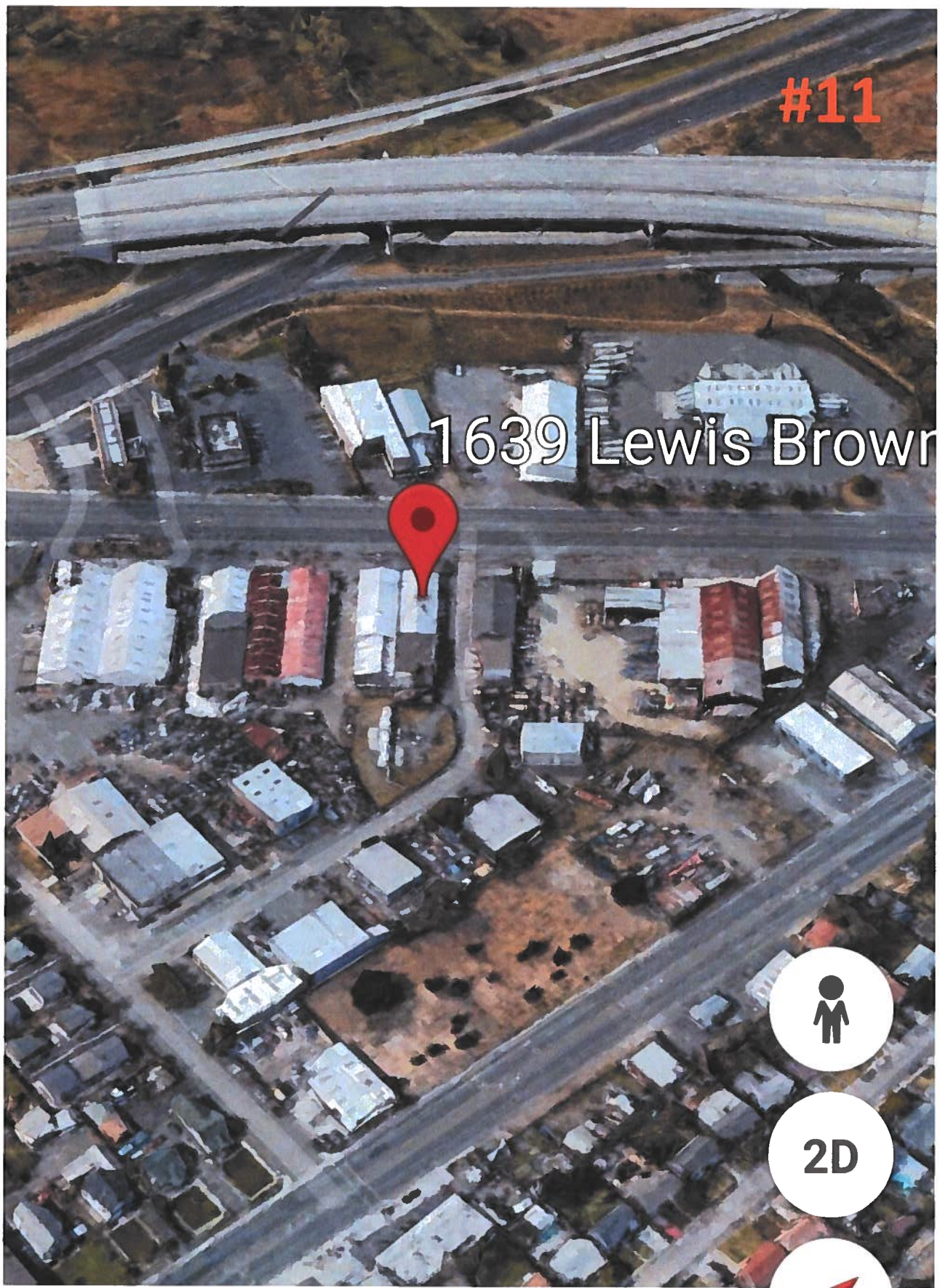
Vallejo Holistic Health Center

539 Tennessee Street



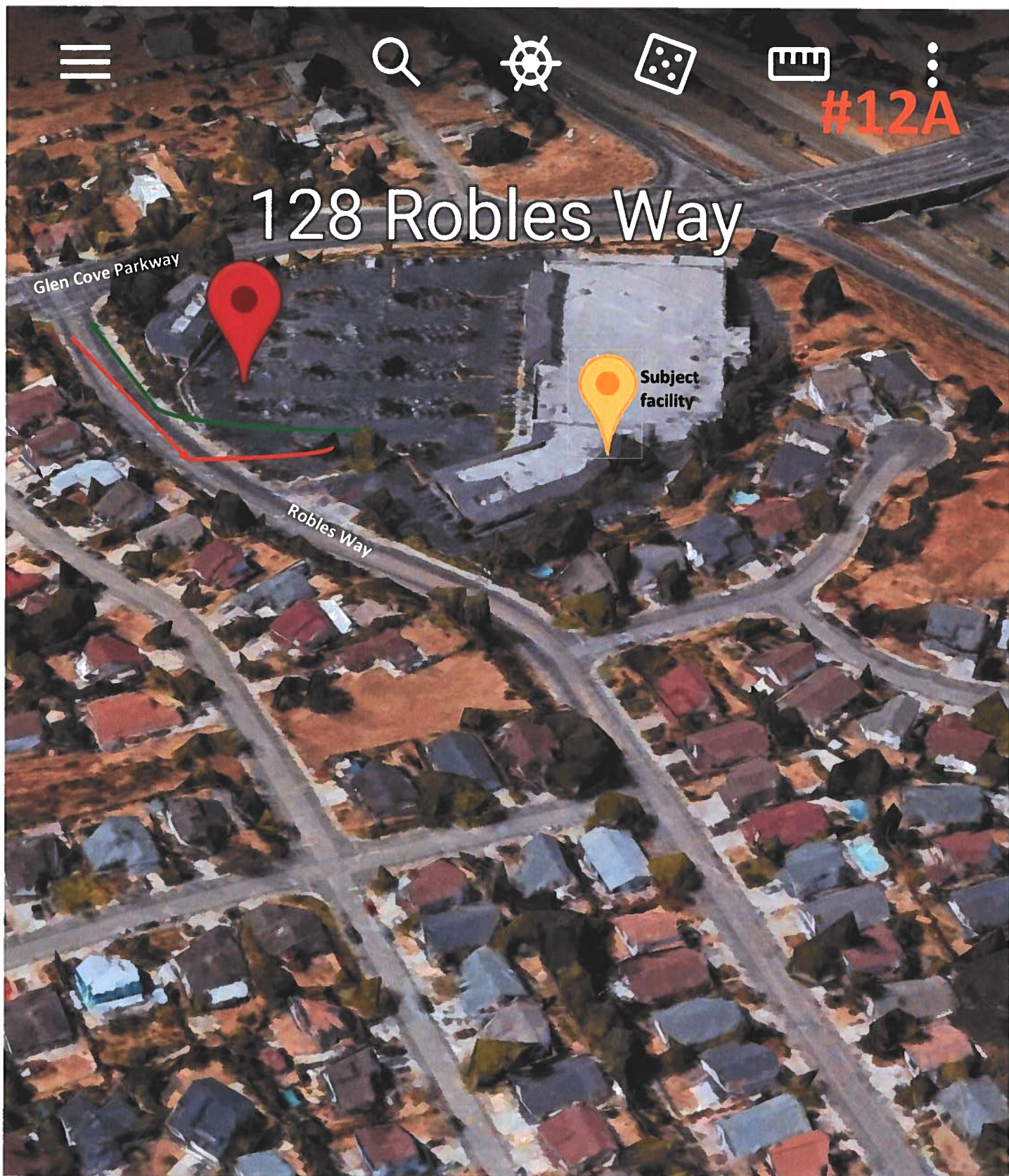
Enhanced Energies

1804 Capitol Street



California Collective Care

1639 Lewis Brown Drive



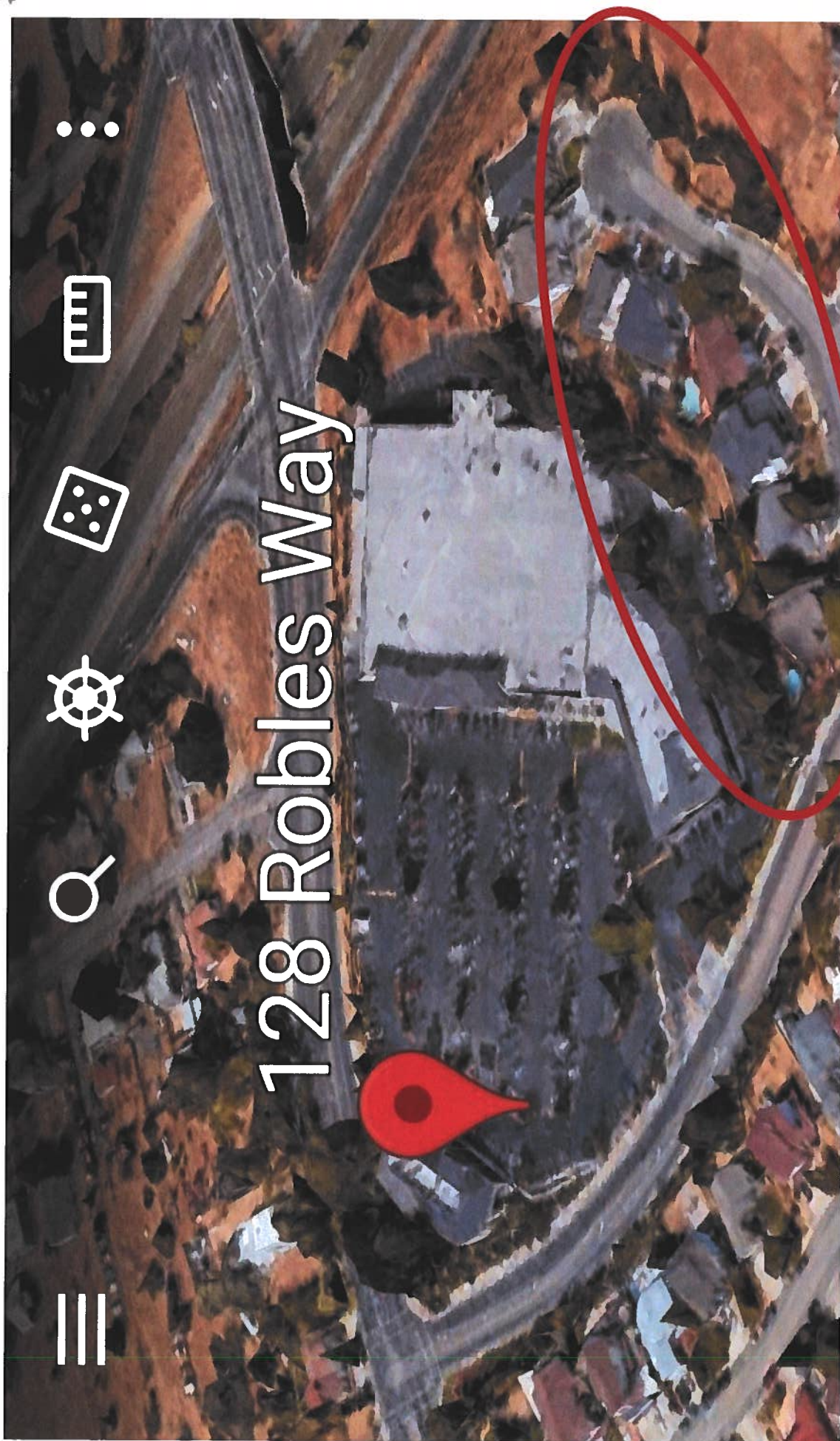
 Traffic in
 Traffic out

Glen Cove Shopping Center

#12B



Back parking lot



#12C

Homes immediately behind the back parking

ATTACHMENT 2

MINOR USE PERMIT (MUP) #20-0008 APPROVAL



Planning Division • 555 Santa Clara Street • Vallejo • CA • 94590 • 707.648.4326

January 8, 2021

Maurice Solis
ReLeaf Alternative, Inc.
1 Benicia Road
Vallejo, CA 94590

Application No: Minor Use Permit (MUP) #20-0008

Dear Maurice Solis:

This letter confirms the decision of the Vallejo Planning Division on **JANUARY 8, 2021** to approve your application. Enclosed please find the approved permit and a copy of the staff report which contains the conditions of approval for the project and project requirements.

The next steps in the development process are as follows:

- Carefully review all of the conditions of approval and project requirements, and be sure that everyone who will be involved with this project is fully aware of these conditions and requirements.
- Complete the conditions and requirements as indicated. In most cases, this will involve completion of plans and documents that require approval from various City departments.
- Submit a numbered list to the staff planner stating how you have satisfied and/or intend to satisfy each condition of approval. This list must be dated and signed by you.
- Submit completed plans and documents to the Building Division who will route them to the various departments, as applicable, for review and comment.

No changes to the approved project, except those required by the conditions of approval, are to occur without the prior approval of Jonathan Atkinson, the staff planner. Please feel free to contact Jonathan, if you have any questions regarding these requirements. The phone number is (707) 648-4346. We look forward to working with you in the future.

Sincerely,

Christina Ratcliffe, AICP
Interim Planning & Development Services Director



Planning Division • 555 Santa Clara Street • Vallejo • CA • 94590 • 707.648.4326

APPROVED PLANNING PERMIT

APPLICANT:	Maurice Solis ReLeaf Alternative, Inc. 1 Benicia Road Vallejo, CA 94590	APPLICATION NO:	MUP #20-0008
		ASSESSOR PARCEL NO.:	0079-141-160
		SITE ADDRESS:	128 Robles Way
		ZONING DISTRICT:	CN District
OWNER:	Glen Cove Investments, LLC 2801 West Coast Hwy #380 Newport Beach, CA 92663	APPROVED DATE:	January 8, 2021
		EFFECTIVE DATE:	January 20, 2021

This matter having not been appealed in the time prescribed by law, a **MINOR USE PERMIT** to establish retail cannabis sales for ReLeaf Alternative, Inc. within an existing tenant space in the Glen Cove Center is hereby GRANTED, as described in the attached staff report and subject to the conditions of approval.

Christina Ratcliffe, AICP, Interim Director
Planning and Development Services

By: Jonathan Atkinson
Senior Planner

Unless otherwise provided, THIS PERMIT WILL EXPIRE ON **JANUARY 8, 2023** if the action allowed by this permit is not undertaken prior to the expiration date.

This constitutes an approval for zoning and development through the Planning Division. A separate Building Permit for construction will be required as the next step. Please contact the Central Permit Center at 707.648.4328.



STAFF REPORT AND DETERMINATION CITY OF VALLEJO PLANNING DIVISION

I. PROJECT INFORMATION

DATE OF REPORT/ACTION: January 8, 2021

PREPARED BY: Jonathan Atkinson, Senior Planner

PROJECT NUMBER: Minor Use Permit (MUP) #20-0008

PROJECT LOCATION: 128 Robles Way (APN: 0079-141-160)

PROJECT DESCRIPTION: Establishment of retail cannabis sales for ReLeaf Alternative, Inc. within an existing tenant space in the Glen Cove Center. ReLeaf Alternative, Inc. will operate under the name "Coastal".

CEQA DETERMINATION: The project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15301 (Class 1 "Existing Facilities"). Therefore, no further environmental review is required.

PROJECT DATA SUMMARY:

Applicant: Maurice Solis
1 Benicia Road
Vallejo, CA 94590

Property Owner: Glen Cove Investments, LLC
2801 West Coast Highway #380
Newport Beach, CA 92663

General Plan Designation: Retail/Entertainment (RE)

Interim Zoning District: Neighborhood Shopping and Service (CN)

Specific Plan: None

Existing Land Use: Vacant Tenant Space

Surrounding Land Uses: North: Safeway
South: Commercial Tenants
East: Single-Family Residential
West: Commercial Tenants

II. PROJECT DESCRIPTION

ReLeaf Alternative, Inc. is one of 11 existing cannabis businesses currently operating in the City of Vallejo ("City"). ReLeaf Alternative, Inc. currently operates as a retail cannabis business at 1 Benicia Road in Vallejo under the name "Plantacea" until it formed a partnership with Coastal. Maurice Solis of ReLeaf Alternative, Inc. filed a Minor Use Permit with the City's Planning Division to establish retail cannabis sales within an existing tenant space in the Glen Cove Center at 128 Robles Way (APN: 0079-141-160). The project involves building alterations and interior improvements to convert the tenant space for retail cannabis sales. Existing off-street parking that is part of Glen Cove Center will be available to the customers of the cannabis business, as is the case for the other commercial tenants.

III. STAFF ANALYSIS

A. General Plan 2040 Consistency

The General Plan 2040 land use designation for the project site is Retail/Entertainment (RE). General Plan 2040 describes the RE designation as follows:

***Retail/Entertainment (RE).** The RE designation provides for general retail, services, and entertainment for local residents as well as consumers and visitors from the wider region. Permitted land uses include shopping centers, auto sales, amusement parks, hotels, restaurants, service stations, marine-related operations, offices, general retail, personal and business services, and similar commercial uses. The maximum permitted FAR in the RE designation is 1.5.*

The project is consistent with the RE designation in that a cannabis business with retail sales can attract both local residents and visitors from the wider region. Additionally, the cannabis business will be an active retail use, and General Plan 2040 envisions active retail uses for properties with the RE designation.

The project is also consistent with applicable General Plan 2040 policies. Key policies relevant to the project are shown below in **bold**, followed by City staff's analysis in *italics*:

- **Policy EET-2.1: Economic Diversification. Attract employment- and tax generating businesses that support the economic diversity of the city.**

ReLeaf Alternative, Inc. is an existing cannabis business currently operating at 1 Benicia Road in Vallejo. The relocation of ReLeaf Alternative, Inc. to 128 Robles Way and its continued operation allows for the preservation of Vallejo's diverse economy. Additionally, cannabis businesses are a land use that can generate both tax revenue and create employment opportunities.

- **Policy EET-3.2 Local Business Retention. Retain existing businesses and encourage their expansion within Vallejo.**

Minor Use Permit approval will make ReLeaf Alternative, Inc., a local business, consistent with Title 16 of the Vallejo Municipal Code in terms of land use. This will allow for its continued operation and expansion to a new commercial space in Vallejo.

B. Vallejo Municipal Code Compliance

Land Use: The project site's interim zoning designation of Neighborhood Shopping and Service (CN) District implements the General Plan 2040 designation of Retail Entertainment. The CN District permits "Retail sales: cannabis" uses with a Minor Use Permit under VMC Section 16.20.050.A.2.

Cannabis Retail Sales Standards: Section 16.82.060.V of the VMC contains permitting, development, and operational standards for retail sales of cannabis uses. The project, as conditioned, is consistent with the requirements set forth in VMC Section 16.82.060.V.

Locational Limitations: Under VMC 16.82.060.V.2.a, retail sales of cannabis uses may not be located within a 600-foot radius of a school providing instruction in kindergarten or any grades one through 12, day care center, or youth center, as defined in Health and Safety Code Section 11353.1. The project is consistent with this requirement.

Parking: The cannabis business will occupy a 1,957 square foot tenant space. The project will require one parking space for each 250 square feet of floor area (plus one parking space for each 300 square feet of covered accessory storage area) under VMC Section 16.62.100.E. The project requires eight total parking spaces. The tenant space shares 293 total parking space with the other Glen Cove Center tenants. The project is consistent with this requirement.

C. Environmental Review

The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA, Public Resources Code §21000, et seq. and California Code of Regulations, Title 14, §15000, et seq.) pursuant to Section 15301 of the CEQA Guidelines (Class 1 "Existing Facilities"). The project is consistent with this exemption in that it involves the reuse of an existing tenant space for retail cannabis sales with minor building alterations.

None of the exceptions in CEQA Guidelines Section 15300.2 apply, as follows: (a) the site is not located in an environmentally sensitive area, (b) there are no cumulative impacts, (c) there are no significant effects due to unusual circumstances, (d) the project is not located near a scenic highway, (e) the project site is not located on a hazardous waste site pursuant to Government Code Section 65962.5, and (f) the project would not affect any historical resource. Therefore, no further environmental review is required.

IV. FINDINGS

The project is subject to the following required findings under the Vallejo Municipal Code (findings are shown in **bold** and staff's analysis follows in *italics*):

Minor Use Permit (VMC Section 16.82.050)

- A. That the location, size, design and operating characteristics of the proposed conditional use will be compatible with adjacent uses, building or structures, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities, to the harmful effect, if any,**

upon desirable neighborhood character; to the generation of traffic and the capacity and physical character of surrounding streets; and to any other relevant impact of the proposed use.

The project site is an existing vacant tenant space located in Glen Cove Center. This neighborhood shopping center is characterized by a variety of commercial and food service uses and its close proximity to Interstate 780 and single-family residences. The proposed retail cannabis business is compatible with commercial uses typical of a shopping center. Shopping centers with freestanding buildings and surface parking areas are characteristic of a commercial development near the interstate. ReLeaf Alternative, Inc. will operate in an existing tenant space that is consistent with the desired scale, bulk, coverage, and density in the neighborhood.

The project site is served by existing utilities. The City's Traffic Engineer reviewed the project and did not raise any concerns related to traffic generation or parking as the tenant space shares 293 total parking spaces with the other Glen Cove Center tenants. The Vallejo Police Department also reviewed the project and did not identify any concerns. Furthermore, the cannabis business does not operate within a 600-foot radius of any potentially sensitive land uses, such as daycares, schools with grades kindergarten through 12, and youth centers. Finally, the cannabis business will be subject to Vallejo Municipal Code and State requirements, and Minor Use Permit conditions to ensure that the operation does not result in an adverse effect on the surrounding area.

B. That the impacts, as described in subsection A of this section, and the location of the proposed conditional use are consistent with the city general plan.

The General Plan 2040 Land Use Map designates the project site as Retail Entertainment (RE). The retail cannabis business is consistent with the RE designation in that a retail cannabis business can attract both local residents and visitors from the wider region. The proposed business is consistent with the following General Plan 2040 policies: Policy EET-2.1: Economic Diversification. Attract employment- and tax generating businesses that support the economic diversity of the city, and Policy EET-3.2 Local Business Retention. Retain existing businesses and encourage their expansion within Vallejo.

Establishment of a retail cannabis business on property adjacent to Interstate 780 contributes to the thriving mix of retail and entertainment uses with both local and regional appeal. The proposed business can also attract customers into the area to the potential benefit of existing businesses in the vicinity. ReLeaf Alternative, Inc. is an existing retail cannabis business currently operating at 1 Benicia Road in Vallejo. Its relocation to 128 Robles Way and its continued retention and operation allows for the preservation of Vallejo's diverse economy. Cannabis businesses are a land use that can generate both tax revenue and create employment opportunities. Land use approval will make ReLeaf Alternative, Inc., a local business, consistent with Title 16 of the Vallejo Municipal Code in terms of land use. This will allow for its continued operation and relocation to an existing commercial space in Vallejo.

V. NOTICING AND PUBLIC COMMENTS

The Planning Division provided the following notifications in accordance with VMC Section 16.82.040.A on November 18, 2020: Mailed notices to every property owner within 200 feet of the project site and the applicant, and Glen Cove Homeowners Association, which is the only active neighborhood group within 500 feet of the project site. Public notices were mailed via the United States Postal Service.

The City received several written comments from the public both in support and opposition to the project, as of writing this staff report. Some members of the public have raised concerns about the project. With each bullet point below, Staff has provided a summary of each of the main concerns, along with responses in an effort to address issues that members of the public have raised:

- On-site Cannabis Consumption: Customers of the retail cannabis business will use and/or consume cannabis products in and around Glen Cove Center.

Staff Response: VMC Section 16.82.060.V.3.a.iv expressly prohibits cannabis use or consumption in any form on properties containing a cannabis business, including parking areas. Additionally, the retail cannabis business will be required to post signs clearly stating this prohibition. ReLeaf Alternative, Inc. will be required to comply with these requirements at all times.

- COVID-19 Concerns: The cannabis business will result in customer queuing outside, potentially disrupting pedestrian access in the shopping center and exacerbating the COVID-19 pandemic.

Staff Response: Should the retail cannabis business be in operation during the COVID-19 pandemic, it would be subject to the State of California and Solano County occupancy limitations and social distancing requirements, as would the case be for any other businesses occupying the tenant space.

- Increased Crime: Glen Cove Center currently suffers from crime, particularly shoplifting, vandalism, and robberies, with limited response from the Vallejo Police Department. Introducing a retail cannabis business to the Glen Cove Center will lead to increased crime in that this type of business maintains valuable products and large amounts of cash on the premises. This will make the Glen Cove Center the target of more theft, especially given that cannabis businesses have been targeted in the past during unrest.

Staff Response: The Vallejo Police Department reviewed the Minor Use Permit application and written security plan for ReLeaf Alternative, and did not raise any concerns. The Vallejo Police Department is responsive to crime with crimes that are violent, in-progress, and/or with identified suspect(s) being the highest priority. The retail cannabis business will employ uniformed security guard(s), as proposed and required, and utilize surveillance technology, as part of its operation. The tenant space is currently vacant, introducing an active retail cannabis use with uniformed security and security cameras can improve safety in the shopping center with additional surveillance serving as a potential deterrent. Lastly, the cannabis business is not limited to cash-only payments, as it will also allow credit card payments.

- On-site Cultivation: Cannabis will be cultivated in and outside of the building space.

Staff Response: *ReLeaf Alternative, Inc. is not proposing cannabis cultivation as part of this project nor is it permitted in this zoning district.*

- Incompatible Land Use: The cannabis business is incompatible with the Glen Cove Center due to a collection of neighborhood-serving businesses and close proximity to single-family residences. It is inappropriate for a cannabis business to be located in a residential area. Families frequent Glen Cove Center with children for whom a cannabis business may have a detrimental effect.

Staff Response: *Glen Cove Center is a shopping center with a collection of commercial and food service businesses. Under Title 16 of the VMC, retail cannabis businesses are considered as retail use, and allowed with a Minor Use Permit in this zoning district. Retail cannabis businesses are an appropriate use for a shopping center, which is compatible with other commercial uses. The cannabis business is subject to strict minimum age requirements for entry (21 years old for recreational cannabis and 18 years old for medicinal) so no children would be permitted inside of the business. Additionally, the display of any cannabis products within 10 feet of the window is expressly prohibited rendering the cannabis business inconspicuous to children frequenting Glen Cove Center.*

- Cannabis Odor: The cannabis business will produce objectionable odors.

Staff Response: *Under VMC Section 16.82.060.V.3.h, the cannabis business will be required to install an odor-absorbing ventilation and exhaust system to ensure that cannabis odors are non-detectable outside of the tenant space prior to occupancy and as an operational requirement.*

- Impacts to Parking and Traffic: The cannabis business will generate a high volume of vehicular traffic, exacerbating existing circulation and parking demand problems in Glen Cove Center. Additionally, sole vehicular access for the shopping center is located on Robles Way and a secondary access point needs to be considered on Glen Cove Parkway to accommodate the cannabis business.

Staff Response: *The City's Traffic Engineer reviewed the project as part of the Technical Project Review Committee process and did not identify any concerns. The project is not a scale or intensity that merits additional traffic study. In regards to parking demand, the retail business will occupy an existing tenant space with an approximate floor area of 1,957 square feet. Per the VMC, a retail business with this amount of floor area requires eight parking spaces. Glen Cove Center provides 293 spaces shared amongst all of the tenants. The shopping center layout was approved with the existing parking and traffic flow, as it will accommodate a variety of uses. The tenant space is already an existing part of the shopping center, and does not require additional parking.*

- Mishandling of Waste: Cannabis waste, particularly hazardous products, may be discarded into the existing trash receptacles in the Glen Cove Center. This could cause an increase in trash accumulation and require an additional trash receptacle adding to visual detriment of residents immediately adjacent to the shopping center.

Staff Response: Cannabis waste from ReLeaf Alternative, Inc. will not be discarded with non-cannabis waste in the shopping center. Instead, cannabis waste is required to be discarded in a secure waste receptacle and retrieved by a cannabis waste management company or other authorized personnel per State law.

All written public comments received to date are available as a separate exhibit.

VI. CONCLUSION

The Planning and Development Services Director **APPROVES** Minor Use Permit (MUP) #20-0008 based on the analysis contained herein and subject to the attached conditions.

VII. EXPIRATION

Approval of this Minor Use Permit shall expire automatically 24 months after its approval unless authorized construction has commenced prior to the expiration date (**January 8, 2023**) pursuant to VMC Section 16.82.090.A.

The Minor Use Permit shall be deemed abandoned if the cannabis business operation remains not in use for 12 consecutive months in accordance with VMC Section 16.82.150.C. A new Minor Use Permit shall be obtained prior to the resumption of the cannabis business, if deemed abandoned.

VIII. APPEAL PROCEDURE

The applicant, or any party adversely affected by the decision of the decision of the Planning and Development Services Director on an application for a minor conditional use permit shall have the right to appeal the decision within ten days. The appeal must be submitted in writing to the Planning Commission. The appeal shall state the reason or reasons for the appeal and why the appellant believes he or she is adversely affected by the administrative decision.

Such appeal shall not be timely filed unless it is actually received by the Planning and Development Services Director or designee, along with applicable fee (currently \$1,021) no later than the close of business on the tenth calendar day after the decision of the Planning and Development Services Director. If such date falls on a weekend or City holiday, then the deadline shall be extended until the next regular business day.

IX. ATTACHMENTS

1. Minor Use Permit (MUP) #20-0008 Conditions

CITY OF VALLEJO

**RELEAF ALTERNATIVE, INC.
MINOR USE PERMIT (MUP) #20-0008
128 ROBLES WAY
APN # 0079-141-160**

PERMIT DESCRIPTION: Establishment of retail cannabis sales within an existing tenant space for ReLeaf Alternative, Inc. operating as “Coastal” in the Glen Cove Center. The project involves building alterations and interior improvements to convert the tenant space for retail cannabis sales. Existing off-street parking totaling 293 parking spaces that are part of Glen Cove Center will be available to the customers of the cannabis business, as is the case for other commercial tenants. ReLeaf Alternative, Inc. will relocate from its existing retail cannabis sales location at 1 Benicia Road. The permitted hours of operation will be 9:00 A.M. to 8:00 P.M., or as allowed by the Vallejo Municipal Code, seven days a week.

A. PLANNING DIVISION

Jonathan Atkinson | jonathan.atkinson@cityofvallejo.net | (707) 648-4346

Special Conditions

1. ReLeaf Alternative, Inc. shall not commence operation of any retail cannabis activities at 128 Robles Way until its existing location at 1 Benicia Road has permanently closed and been inspected by City of Vallejo Planning Division staff.
2. Signs shall be consistent with the master sign program for Glen Cove Center as approved by the City of Vallejo. See Condition 24 for additional sign requirements.

General Requirements

3. The Planning & Development Services Director is hereby authorized to modify these conditions for minor adjustments to respond to unforeseen field constraints provided that the goals of these conditions can be safely achieved in some other manner. The applicant must submit a written request to the Planning Division demonstrating that the condition(s) is infeasible due to specific constraints (e.g. lack of property rights) and shall include a proposed alternative measure or option to meet the goal or purpose of the condition. The Planning Division shall consult with affected City departments and agencies and may require an application for modification of the approved permit. Changes to conditions that may be authorized by the Planning and Development Services Director are limited to those items that are not adopted standards or were not adopted as mitigation measures or that were not at issue during the public review process. Any modification of the permit conditions shall be documented with an approval letter from the Planning Division, and shall not affect the original permit approval date or the term for expiration of the permit.
4. Within five working days after project approval, the applicant/operator shall pay the Notice of Exemption filing fee (the latest fees in effect at the time of payment) for County Clerk processing, made payable to Solano County and submitted to the City of Vallejo Planning Division. If an in-person filing is required, such filing shall be completed by the applicant, unless directed otherwise by the Planning Division. NOTE: If the fees are not paid and the Notice of Exemption is not filed within five working days after approval of the project,

it will extend time frames for California Environmental Quality Act (CEQA) legal challenges.

5. The business owner shall submit a numbered list to the Planning Division with a written response on how each Use Permit condition herein will be satisfied prior to issuance of building permits and/or the commencement of the use.
6. 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.

Cannabis Permits and Licensing

7. Regulatory Permits. Prior to operation and maintained thereafter, the cannabis business shall obtain all required State and local permits and licenses, including the local regulatory permit to operate under Vallejo Municipal Code (VMC) Chapter 7.200. Revocation of the State cannabis license or the local regulatory permit to operate under VMC Chapter 7.200 shall be grounds for revocation of the Use Permit for the cannabis business.

Valid and applicable State and local licenses and permits shall be publicly displayed at all times during hours of operation, and provided to the City of Vallejo to be maintained on file. Operations and location requirements must at all times comply with applicable regulations contained in Title 16 of the California Code of Regulations, as those may be updated from time to time by the California Bureau of Cannabis Control.

Operational Requirements

8. Operation of the cannabis business shall be substantially in accord with the approved Use Permit application submittal and plans dated "October 6, 2020 and November 4, 2020", except as modified by the conditions stated herein.
9. Operation of the cannabis business shall be in compliance with all applicable State and VMC requirements.
10. The business owner and all managers shall be subject to background search and shall not be able to continue operations, if there are any felony convictions, as specified in subdivision (c) of Section 667.5 of the California Penal Code and subdivision (c) of Section

1192.7 of the California Penal Code. Any change in ownership shall require an amendment to the local regulatory permit and necessary background checks.

11. The business owner shall only conduct retail sales of cannabis at one location within Vallejo City limits.
12. No person under age 18 years (for medical retail sales of cannabis) or 21 years (for recreational retail sales of cannabis) shall be allowed on the property.
13. No transactions outside, or partially outside of an enclosed building are permitted. No transactions, which are performed through walk-up or drive-through service are allowed unless first authorized in writing by both the City of Vallejo and Bureau of Cannabis Control.
14. The property shall not include patio or cafe seating, unless used exclusively for employees in an area not accessible to the general public.
15. No use, inhalation, smoking, eating, ingestion, or other consumption of cannabis in any form shall be allowed on the property, including the parking areas of the property.
16. No alcohol shall be consumed, made available, sold, offered for sale, given, distributed, traded, or otherwise provided to customers, employees, guests, visitors, or volunteers.
17. No retail sales of cannabis shall occur, in any form, to anyone between the hours of 8 P.M. and 9 A.M., or as allowed by the Vallejo Municipal Code, except delivery. The business owner shall not increase the hours of operation unless authorized in writing by both authorized staff of the City of Vallejo and the California Bureau of Cannabis Control.
18. The property shall comply with all applicable California State Building Code provisions, the City's property maintenance ordinance, and be maintained free of debris, litter and trash.
19. All transactions, including but not limited to cash or in-kind contributions, reimbursement or compensation, shall be fully documented.
20. The business owner shall maintain a written security plan, including procedures for verifying identification and age of purchasers, on file with the Planning and Development Services Department and the Vallejo Police Department. The plan must include a description of licensed and uniformed security guards, who must be present on site during hours of operation, including their number, location and hours, as well as a theft prevention plan including locked exterior doors and windows during the times the cannabis business is closed. The licensed and uniformed security guard best practices shall comply with State law. The Planning and Development Services Department and Vallejo Police Department shall be notified in writing of any revisions to the approved written security plan dated "Received October 6, 2020".
21. The point of sale software used to track retail sales must be deemed acceptable to the City of Vallejo Finance Director prior to operation.

22. The business owner shall only use one name to identify themselves in the Use Permit, the local regulatory permit to operate, the State license, and any other applicable State or local permit that may be required for the purposes of retail sales of cannabis.

23. Lighting. The following lighting requirements shall apply:

- a. Exterior perimeter lighting shall be in place prior to operation.
- b. Exterior lighting shall be code compliant LED fixtures or high efficiency luminaries, and shall have an illumination intensity of between one and four foot candles.
- c. Lights shall be directed and shielded so as not to illuminate adjoining properties.
- d. Lights shall include housing to protect against breakage.
- e. Broken or burnt out lights shall be replaced within 48 hours.
- f. Transitional lighting shall be incorporated in exterior areas providing access to and from buildings or uses within the site.
- g. Trees and shrubs shall not interfere with the distribution of lighting as required by this Use Permit.

24. Signs. The following signage requirements shall apply:

- a. A sign shall be posted on the door or in view of the entrance stating that no person under the age of 18 (for medical retail sales of cannabis) or 21 (for recreational retail sales of cannabis) is allowed on site.
- b. A sign shall be posted stating that the use or consumption of cannabis or cannabis products on or near the premises is prohibited.
- c. A sign shall be posted stating loitering on or near the premises is prohibited.
- d. A sign shall be posted outside the facility in full public view containing City of Vallejo contact information for both emergency situations and information regarding public concern about operations.
- e. Other Sign Ordinance requirements as prescribed in Title 16 of the VMC.

25. Windows. The following requirements for windows shall apply:

- a. No display of cannabis or cannabis product shall be permitted within 10 feet of the window.
- b. Storefronts shall maintain transparent windows that allow visibility into the store, with a minimum of 60 percent transparency on the street frontage at the ground level and allow visibility into the building at a minimum of four feet above the ground.

26. Screening and Landscaping. The following landscape requirements shall apply:

- a. Shrubs located next to pedestrian walkways and other vulnerable areas as determined by the City of Vallejo Planning Manager or his or her designee shall not exceed three feet in height at maturity.
- b. Trees shall be pruned up to six feet above ground.
- c. Trees and shrubs shall be pruned back from windows, doors, and walkways.
- d. Decorative stone, brick, and other masonry material shall be grouted to prevent removal by hand.
- e. Entrances to the site and parking lots shall be defined with landscaping or entry features.
- f. Outdoor waste and recycle bins shall be contained within a locked structure to prevent unauthorized entry.
- g. Other screening and landscape regulations as prescribed in Title 16 of the VMC.

27. Noise. The following noise requirements shall apply:

- a. The use of generators is prohibited, except as short-term temporary emergency back-up systems.
- b. Other Noise Performance Standards as prescribed in Title 16 of the VMC.

28. Odor Control. A sufficient odor-absorbing ventilation and exhaust system shall be installed and operated to ensure that odor generated by the cannabis business is not detected outside of the property, anywhere on adjacent properties or public rights-of-way, or within any other separate use or unit located within the same building as the cannabis business.

29. Property Maintenance. The following property maintenance requirements shall apply:

- a. Property shall be maintained free of debris, litter and trash.
- b. The cannabis business shall comply with the Property Maintenance Ordinance under VMC Chapter 7.54.

30. Tracking. The cannabis business shall comply with any labeling, testing, and track and trace program established by the City and/or State agencies. The operator must maintain records tracking all cannabis production and products and shall make all records related to commercial cannabis activity available to the City upon request.

31. Taxes. The cannabis business shall be current on the City's Marijuana Business License Tax and any additional applicable taxes enacted by the City or this Use Permit may be subject to revocation and/or local regulatory permit non-renewal and/or revocation.

32. **Parking.** The applicant shall maintain the 8 required onsite parking spaces to serve the cannabis business. Parking lot surfaces, lighting, and exterior landscaping shall be maintained in good condition in compliance with the approved plans.
33. **Special Events.** Special events are prohibited unless authorized in writing by both authorized staff of the City of Vallejo and the California Bureau of Cannabis Control.
34. **Inspection.** The dispensary shall be subject to inspections by appropriate local and State agencies, including but not limited to the City Manager's Office, Planning and Development Services Department, and/or a third-party inspector appointed by and acting on behalf of the City. Inspections may occur at random times for conformance with the Vallejo Municipal Code and City permit requirements. If interference in the performance of the duty of the agency having jurisdiction occurs, the agency may temporarily suspend the permit and order the dispensary to immediately cease operations.
35. **Exterior Modification.** All exterior modifications to the building façade or site, including landscaping, parking lot improvements, fencing, lighting, and signage, shall be subject to City of Vallejo review and approval. Razor or barbed wire and similar fencing is not permitted.
36. Any proposed modification, alteration, and/or expansion of the use authorized by this Use Permit shall require the prior review and approval of the City of Vallejo. Such changes may require a new or modified Use Permit and additional environmental review, if warranted.
37. **Use Permit Certificate.** This Use Permit, the approved project description, and approved floor plan shall be maintained on site and made available to City of Vallejo officials upon request.

Approval Time/Revocation

38. Approval of this Use Permit shall automatically expire 24 months from the date of approval, unless building permits are issued and authorized construction has commenced prior to the expiration date.
39. The Use Permit shall be deemed abandoned if the cannabis business operation remains not in use for 12 consecutive months. A new Use Permit shall be obtained prior to the resumption of the cannabis business, if deemed abandoned.
40. If the Planning Division, either independently or as a result of complaints from the public, becomes aware that the use is being conducted in a manner which violates the conditions of this Use Permit or other applicable City regulations, and Planning Division staff is unable to obtain compliance or abatement, staff will refer the Use Permit to Code Enforcement and/or the Planning Commission for possible suspension or revocation.

B. BUILDING DIVISION

Steve Arnold | steve.arnold@cityofvallejo.net | (707) 648-4387

1. Permits required per California Code of Regulations, Title 24 and applicable City Ordinance in effect at the time of completed Building Permit application date and required fees paid at time of application.

C. FIRE DEPARTMENT

Brian Pizzimenti | brian.pizzimenti@cityofvallejo.net | (707) 648-4436

1. 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 6" high 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.
2. Duct smoke detectors complying with UL 268A shall be installed in accordance with the CBC, CFC, CMC and NFPA 72.
 - a. In the main return air and exhaust air plenum of each air-conditioning system having a capacity greater than 2,000 CFM. Such detectors shall be located in a serviceable area downstream of the last duct inlet.
3. Portable fire extinguishers shall be installed in M occupancy groups per CFC § 906. The size and distribution of portable fire extinguishers shall be in accordance with CFC § 906.
4. If the tenant improvements require modification of the automatic fire sprinkler system a permit is required from the Fire Department prior to any such work being completed.
5. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the Fire Code Official is authorized to require a key box to be installed in an approved location. The key box shall be of an approved type and shall contain keys to gain necessary access as required by the Fire Code Official per CFC § 506.1.
6. 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 City of Vallejo Fire Department and/or Solano County Environmental Management prior to commencing business operations.
7. The provisions of CFC§ 407 shall be applicable where hazardous materials subject to permits under CFC § 5001.5 are used and/or stored on the premises or where required by the Fire Code Official.
8. Storage, use and handling of compressed gases in compressed containers, cylinders, tanks, and systems shall comply with CFC Chapter 53 including those gases regulated elsewhere in the CFC and/or any applicable NFPA Standards as determined by the Fire Code Official. Partially full compressed gas container, cylinders or tanks containing residual gases shall be considered as full for purposes of the controls required.

9. The storage, use and handling of all hazardous materials shall be in accordance with CFC Chapter 50 and California Health and Safety Code requirements. The maximum allowable quantity (MAQ) of hazardous materials per control area will be established using CFC § 5003.1. Applicant will need to contact the Fire Department for hazardous materials storage permitting and approval.
10. Fume Ventilation; continuous mechanical ventilation shall be provided per the California Fire Code and the Building and Mechanical Code.
11. Hazardous Materials Inventory Statement (HMIS) per CFC § 5001.5.2. An application for building permit shall include an HMIS. The HMIS shall include the following information:
 - a) Product name.
 - b) Component.
 - c) Chemical Abstract Service (CAS) number.
 - d) Location where stored or used.
 - e) Container size.
 - f) Hazard classification.
 - g) Amount in storage.
 - h) Amount in use-closed systems.
 - i) Amount in use-open systems.
 - j) Safety Data Sheets (SOS) for all proposed materials
12. The smoking or carrying of a lighted pipe, cigar, cigarette or any other type of smoking paraphernalia or material is prohibited in the areas indicated in CFC § 310. No smoking signs are required.
13. Storage of combustible materials in buildings shall be orderly. Storage shall be separated from heaters or heating devices by distance or shielding so that ignition cannot occur per CFC§ 315.
14. Any security device or system that emits any medium that could obscure a means of egress in any building, structure or premise shall be prohibited per CFC § 316.5.
15. High-piled storage or rack storage in any occupancy group shall comply with the CFC Chapter 32.
16. Provide an approved exit sign over all required exit doors. CFC Chapter 10.
17. 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. CFC Chapter 10.
18. Emergency exit lighting shall be provided at or near all exits and as designated by the Fire Marshal. CFC Chapter 10.
19. All emergency lighting, exit sign lights shall have two separate sources of power as required by the California Building Code. CFC Chapter 10.

20. Locking devices on exit doors shall conform to the California Building Code. Only one lock or latch requiring one motion/operation to open/unlock is required. No double keyed deadbolts are permitted on exit doors. CFC Chapter 10.
21. A final inspection from the Vallejo Fire Department is required prior to final occupancy.

ATTACHMENT 3

PUBLIC COMMENTS

From: [Dina Morrison](#)
To: [Jonathan Atkinson](#)
Subject: MUP #20-0008
Date: Wednesday, November 25, 2020 12:02:25 PM

Hi Jonathan,

I see there is a MUP for a cannabis dispensary in Glen Cove.

I am completely OPPOSED to this (not because it is cannabis) but because the location is a hot mess.

The amount of criminal activity that happens in that shopping mall is problematic and has been for the past year.

Thefts from Safeway (grocery) have been on the rise.

Thefts of catalytic converters while people are shopping has been on the rise.

The Wells Fargo is closing down because it has been robbed.

The pharmacy in Safeway has been robbed several times this year.

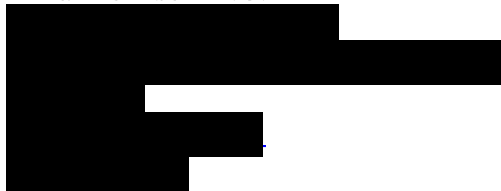
This is a prime location for problems because people can commit a crime and be on a freeway and out of here in minutes.

From what I can see there are already 12 dispensaries in Vallejo which seems to be plenty. I do not feel that it is necessary for another one in this residential neighborhood.

Thank you,
Dr. Dina

--

Dina Morrison D.C.



***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Jonathan Atkinson](#)
Subject: Cannabis Dispensary in Glen Cove
Date: Friday, November 27, 2020 7:25:44 PM

From: [zapbrannigan](#) [REDACTED]
Sent: Wednesday, November 25, 2020 3:15 PM
To: Christina Ratcliffe <Christina.Ratcliffe@cityofvallejo.net>
Cc: Robert H. McConnell <Robert.McConnell@cityofvallejo.net>; Cesar Orozco <Cesar.Orozco@cityofvallejo.net>; Mina@minadiaz2020.com
Subject: Cannabis Dispensary in Glen Cove

Hello as a resident of Glen Cove I would like to express our objection to the opening of a marijuana dispensary in the Glen Cove plaza next to Safeway.

I cannot imagine that permission would be granted to open a dispensary next large retail parcel like Safeway.

The area is frequented regularly by families with children, is also near an elementary school and is a *residential* shopping plaza.

The amount of families that pass through the area make it unsuitable to comply with the strict limits on advertising to minors, specified by prop 64.

The area is surrounded by housing well within the 600ft limit of placing dispensaries near any child / day cares specified by prop 64.

Given the amount of commercial property vacancies in and around the city of Vallejo there are many locations that are way better suited to this type of business and on this basis along with the stated objections I would like the planning commission to recommend against allowing the dispensary to relocate here.

Kind Regards

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Diana Kamran](#)
To: [Jonathan Atkinson](#)
Subject: reLeaf/ Plantacea
Date: Thursday, November 26, 2020 10:22:09 PM

Good evening,

I am writing I'm support of reLeaf and Plantacea to be moved to Glen Cove. Plantacea has been a great place for me to receive my medication for my anxiety, depression and chronic migraines. I have always received amazing care by all of their staff members. The new location would mean a safer area for me to drive to. With having a small child so sits in the car with her grandmother, it gives me great piece of mind knowing they are safe. Thank you for your time.

- Diana Kamran

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Alicia](#)
To: [Jonathan Atkinson](#)
Subject: ReLeaf Alternative, Inc/Coastal
Date: Friday, November 27, 2020 8:18:05 AM

I am a homeowner within one mile of this shopping center and I do not wish to see this business in my neighborhood or any neighborhood in Vallejo. This is a business model that needs to be in a business area like the old Starbucks location in the Target shopping center. My concern is the impact on neighborhood school/children (less than one mile away), increased need for security in the area, and reduced property value.

I am not against the business services but I would not like to see this in any residential area in Vallejo.

Thank you,

Alicia Reed

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Carmella Engberg](#)
To: [Jonathan Atkinson](#)
Subject:
Date: Friday, November 27, 2020 11:46:22 AM

I am against the cannabis store in Glen Cove.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Claude Yacoel](#)
To: [Jonathan Atkinson](#)
Cc: [Michael Bitton](#)
Subject: Letter in support of Coastal- Glen Cove Shopping Center
Date: Friday, November 27, 2020 5:17:40 PM

Dear Mr. Atkinson,

I have owned Glen Cove Shopping Center for over 11 years, and I take great pride in leasing and managing this Safeway anchored shopping center. I am writing to strongly support the City's approval of Coastal's use application.

Coastal is one of the premier dispensary operators in the State of California. Before signing this lease, I personally visited their flagship location in Santa Barbara and was very impressed by the interior finishes and displays, the professionalism of their staff, and the overall quality of their operation. Coastal dispensary looks and feels like a high end retail store.

Glen Cove Shopping Center already operates with daily parking lot sweeping, a day porter service to maintain additional cleanliness, and a security guard. I am confident that Coastal will be a positive addition to the shopping center and will compliment our other merchants.

As the property owner, I know that Coastal will operate in a first class manner. Coastal's lease restricts the sale of any paraphernalia and prohibits any on premises use. Coastal has also already agreed to add air filtration, security cameras, and trained security personnel to insure a safe and friendly retail environment.

In the past few years, it has become very challenging to lease retail space and Covid19 has caused many tenants to struggle to survive. Coastal will be a great e-commerce resistant tenant, who will draw customers to the center, create good paying jobs, and generate outstanding sales tax revenue for the City.

I encourage the City to approve Coastal's application. Please do not hesitate to call my mobile or email me if you have any questions.

Many thanks.

Claude Yacoel



***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Clynton Dunbar](#)
To: [Jonathan Atkinson](#)
Subject: Cannabis Store in Glen Cove
Date: Friday, November 27, 2020 1:04:37 PM

Dear Mr Atkinson,

I am a current resident that has been living in Glen Cove for almost 40 years and I am writing to tell you the I am **against** the opening of the Cannabis Store in Glen Cove.

Sincerely,
Sherry Dunbar

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Denise Wilder](#)
To: [Jonathan Atkinson](#)
Subject: No to the Glen Cove Cannabis store
Date: Friday, November 27, 2020 3:52:09 PM

I am writing in regard to the coming vote regarding the cannabis store that has applied to open in the Glen Cove shopping center. As a resident of the area, and an employee of the Safeway in that plaza, I cannot urge you strongly enough to vote against the store.

When I drive by other cannabis shops in the area, I see a preponderance of cars and people loitering in the area. The types of people that are typically engaged in this, do not seem to be providing any value other than taking a parking spaces, playing loud music, and being a general nuisance.

While there are many medicinal and valid reasons to use cannabis, it is also strongly entrenched in the criminal culture, which therefore attracts that element and would act as a magnet to bring them to the Glen Cove shopping center. As an employee in that plaza, we are already dealing with a huge amount of shoplifting, violence, and people loitering in the parking lot for reasons other than business in that plaza. A cannabis store would simply bring more of it, and therefore make my job even more dangerous than it already is. As an e-commerce manager, I am in and out of that parking lot hundreds of times per day. So a large influx of cars, driven by people under the influence of mine altering substances, puts me in further danger.

For all the same reasons, I would write the same email if a liquor store was trying to open in this plaza as well. As a shopping center plaza dedicated to family, cannabis and liquor stores do not fit the profile of the area And would only serve to alienate the core community that utilize that center.

Thank you,
D. Wilder

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [desiree allyn](#)
To: [Jonathan Atkinson](#)
Subject: Opposition to cannabis store
Date: Friday, November 27, 2020 12:37:45 PM

Mr. Atkinson, wishing you and your staff a safe holiday season. As a homeowner in Glen Cove (off New Bedford Ave.) I am absolutely and fervently opposed to any cannabis store in Glen Cove. My family and neighbors have to deal with persistent homeless activity in the GC center/ parking lot with the homeless actively using cannabis in and around the Safeway there. In addition, the police have made multiple arrests of homeless using drugs and illegally living in the adjacent state land by 780 that mutually abuts Safeway and the back of GC homeowners properties. The human waste was so terrible they had to use a tractor behind Safeway to plow it under. Safeway needs to repair their cut cyclone fence to deter such activity. We are sick and disgusted that in visiting the GC center we have to deal with human waste, used diapers, food refuse, and current level of drug activity in the GC center/parking lot. Allowing a dedicated cannabis store would only condone further use and act as an attractant to other homeless to live around and behind Safeway. Thank you for your consideration in this matter.

Sincerely,

Desiree Allyn, rtd. USAF

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Fred/Esther Asche](#)
To: [Jonathan Atkinson](#)
Subject: Cannabis Dispensary in Glen Cove
Date: Friday, November 27, 2020 10:52:15 AM

Mr Atkinson

As a resident of Glen Cove and Glen Cove Hills for 40 years, we object to a cannabis dispensary in our neighborhood and particularly in a residential shopping center. The dispensaries have been targets of rioters during the recent civil unrest and we don't believe that residents want to see that activity in this area. This type of business does not attract the type of clientele reflective of a quiet, family neighborhood and in fact hurts the property values of this area.

Sincerely,
Fred and Esther Asche

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [corsun jackie](#)
To: [Jonathan Atkinson](#)
Subject: Fwd: Proposed cannabis store in Glen Cove Center
Date: Friday, November 27, 2020 3:01:56 PM

----- Forwarded message -----

From: corsun jackie [REDACTED]
Date: Fri, Nov 27, 2020, 3:00 PM
Subject: Proposed cannabis store in Glen Cove Center
To: <jonathan.atkinson@gmail.com>

Hello.

My name is Jackie Corsun, my husband Robert, and I have lived in Glen Cove for over 32 years. We are strongly opposed to the cannabis store moving into the GC center. It does not belong in our residential location with an elementary school being less than 1 mile away.

We have enough crime in our area without adding a business of this nature.

The shopping center does not enough space for an additional business of this nature. There are robberies, theft, and petty crimes in this shopping centers parking lot, the property management can not handle this increase of crime.

We already do not have the support from Vallejo Police Department we would like to see, how will the increase in crime, traffic, be handled?

We have a senior residence living center moving into Glen Cove, it will bring a certain amount of traffic into a limited area. We do NOT need a cannabis supplier moving in also. And just in case you didn't know we have had some "grow house" take up residence in our area, working with the District Attorney we have been able to get them moved out! Please review this, this IS NOT THE LOCATION FOR THIS BUSINESS!

Lots of empty storefronts on Springs road or Sonoma Blvd. We have currently 12 cannabis stores in Vallejo! How many do we need?

Sincerely,
Jackie Corsun
Community volunteer
Board member of GCCA

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Kevin Kelley](#)
To: [Jonathan Atkinson](#)
Subject: Application for Cannabis Glen Cove
Date: Friday, November 27, 2020 8:28:01 AM

Dear Jonathan,

My name is Kevin Kelley; I am a lifelong resident of Vallejo. I retired as a lieutenant with the Vallejo Police Department after 31 years of service. I have lived in Glen Cove since 1987.

I am generally in favor of Cannabis clubs in the city. I have many family members that are frequent patrons of various dispensaries throughout the city.

I cannot support the relocation of a dispensary to Glen Cove. My primary concern is the impact it will have on parking. I personally do not see this as something ominous that is going to bring more crime to Glen Cove per se; though over the years we have found that this plaza is more susceptible to others given its access to the freeway. I have personally witnessed a number of crimes where the perpetrator(s) actually park on the freeway and flee on foot down the embankment. The Safeway store is in the process of restructuring it's display system with a confined, secure shopping space within the store footprint given the number of thefts they have experienced. This is NOT a remodel that is occurring statewide. The pharmacy has been the victim of three fairly sophisticated armed robberies...ski masks...vaulting the counter...all armed...you get the picture.

Should this business gain Bay Area notoriety then potentially it would make more nefarious folks aware of the neighborhood; but that is speculative. There is generally one officer assigned to one half of the entire east side of the city.

I am, by no means a traffic engineer. I can tell you that this parking lot is already having significant traffic/parking issues. I would think to do this properly someone would have to initiate some type of traffic counter and assess whether the square footage and number of parking spaces supports...what could be...a high volume business. There has never been a business that has thrived at that space; prior to GNC it was a video store. My point being is the parking is fairly contentious there already without anything that has been vibrant.

I am more than happy to chat...I have retained my old PD number of [REDACTED].

Sincerely,

Kevin Kelley

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Liat Meitzenheimer](#)
To: [Jonathan Atkinson](#)
Subject: reLeaf/Plantacea
Date: Friday, November 27, 2020 12:10:48 PM

I wanted to send a letter of support for the relocation of reLeaf to the Glen Cove shopping center. I have been a customer for many years and the current location was in my old neighborhood. The parking was not ideal especially for seniors that would have to park on the adjacent streets and navigate the crosswalks. Having the business in the shopping center will add plenty of parking and in a safe place to shop. The current location has always been well kept with landscape and clean. There has never been any trouble in or around the shop and the employees have been wonderful. Security is a consideration for me while supporting our local businesses and I have never had an occasion to feel worried about shopping at re-Leaf. But the new location will be very welcome and I am sure that re-leaf will be a positive addition to the center. Please approve the move.

Liat Meitzenheimer
Sent from [Mail](#) for Windows 10

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Margaret Plump](#)
To: [Jonathan Atkinson](#)
Cc: [margaret.plump](#)
Subject: Concerns regarding cannabis retailer relocating to Glen Cove Shopping Ctr
Date: Friday, November 27, 2020 1:55:47 PM

Hello Jonathan,

My name is Margaret Plump, my husband; Dave and I have lived on Stonewood Ct. for 41 years. Our home and several neighbors on our street are located directly behind the Glen Cove Shopping Center.

Earlier this week you and I briefly spoke by phone and I informed you that although we are not opposed to cannabis operations that are legitimate and professional businesses, the potential location of this particular retailer gives us the following concerns:

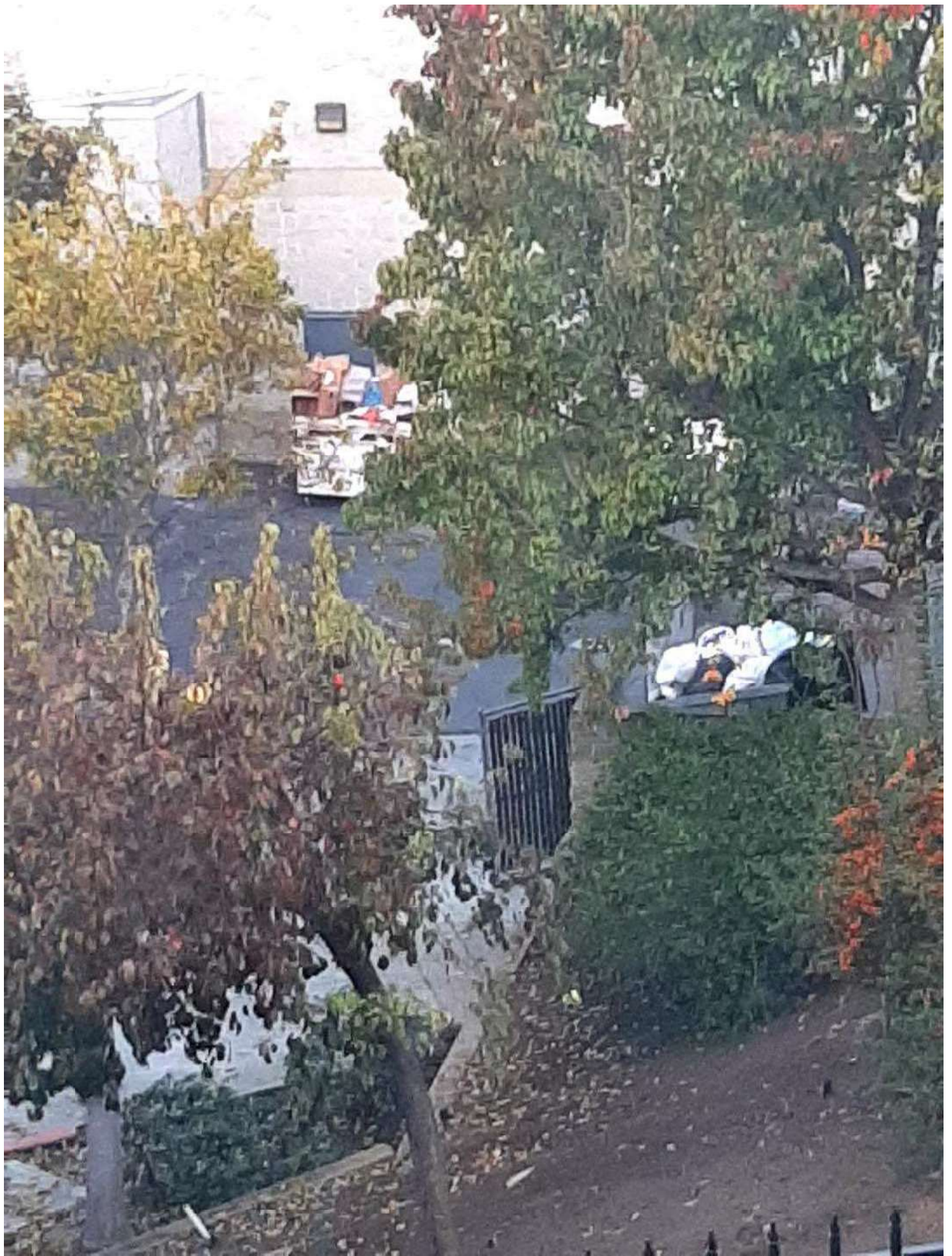
1. **Health concerns** - personally, I (Margaret) have a medical condition called Reactive Airway Disease and the main aggravating triggers are smoke and animal dander. Will the proprietor(s) ever utilize a kitchen at this facility that could emit smoke, fumes and odors into the environment? Is there an ordinance to prevent patrons from smoking marijuana around the facility and any associated parking lot? If an ordinance exist would related signs be posted in this back parking lot?
2. **Disturbance of the peace** - *there is much concern regarding the misuse of this back parking area* behind the shopping center because it is directly behind our home and several others on Stonewood Ct. This lot is small, narrow and sheltered from the main shopping center whereby increased vehicle traffic could cause heavy congestion, noise from car horns, double parking, boisterous communications, loud music, illegal sales, etc., all of which would be felt from our backyard (open fencing) and disruptive to the peaceful enjoyment of our home.
3. **Security/safety concerns** - I understand this type of business operates on a cash only basis. Would there be sufficient and appropriately trained security personnel on site during hours of operation? Also, if tenant improvements would add additional lighting to the back of the building this could be disruptive at night to our household and others with bedrooms that face this lot.
4. **Hours of operation** - what would be the regular days and hours of operation as well as after-hours schedules? Would service providers enter and exit the facility through the back entry for such services as; product stockers, cleaning crews, deliveries, special pickups, equipment maintenance, etc?
5. **Cultivating restrictions** - will the proprietor(s) be allowed to grow products inside and/or outside the facility?
6. **Paraphernalia & sanitation bins**- how will potentially hazardous paraphernalia be discarded? Would regular trash accumulation cause an extra trash bin to be added to this already small back-lot area? As you can see from the **attached photo** (taken today from our master bedroom deck) the existing (2) trash bins in this area are already overloaded with trash from the current proprietors which distracts from our view and an additional bin would add to the unsightliness.

There may be other concerning matters that we are not aware of at this time.

Regards,
Dave and Margaret Plump


Please delete my telephone number should this matter be forwarded.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.



From: [mario soriano](#)
To: [Jonathan Atkinson](#)
Subject: No cannabis in Glenn Cove
Date: Friday, November 27, 2020 9:20:42 AM

My name is Mario Soriano I live in [REDACTED]
I'm against the idea to open a Cannabis store in Glen Cove.
I would like to know if there is a form to sign.
Attn. Mario Soriano

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [marlene clement](#)
To: [Jonathan Atkinson](#)
Subject: ReLeaf in Glen Cove
Date: Friday, November 27, 2020 5:56:00 PM

Im not sue if you are aware how much crime there already is in the area that this new business is going to open in and I really dont think that this area is a good spot in the middle of homes and blocks away from a park and a school.

Please lets put this business some where else. Not only is it not a nice place for it but the city of Vallejo has more than its share.

Thank you,

Marlene Clement a home owner

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Patricia Sebock](#)
To: [Jonathan Atkinson](#)
Subject: Cannabis store Glen Cove
Date: Friday, November 27, 2020 11:36:21 AM

I am against having a cannabis store any where in Glen Cove. We have had so many problems with people smoking weed in and about the park at whiteside and Shoal Dr. hanging out and loud talking while smoking late at night. Having a cannabis store in Glen cove will just add to the problem. This area is such a beautiful and generally peaceful place to live why ruin it

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [REDACTED]
To: [Jonathan Atkinson](#)
Subject: No Grass in the Glen!
Date: Friday, November 27, 2020 9:42:57 AM

Please keep the pot store out of Glen Cove.
Plenty of other sites in Vallejo.
-Paul Roos
20yr GC homeowner

Sent via the Samsung Galaxy S10e, an AT&T 5G Evolution capable smartphone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [REDACTED]
To: [Jonathan Atkinson](#)
Subject: OPPOSE ReLeaf opening in Glen Cove
Date: Friday, November 27, 2020 9:00:57 AM

My family vehemently opposes approval of the cannabis store ReLeaf operating in 128 Robles Way in Glen Cove. The location is under one mile away from Glen Cove Elementary School and a small community park with a playground! This puts our youth at risk of interaction with customers using and under the influence of cannabis. We already have outrageously unsafe drivers on Glen Cove Parkway, we don't need more customers from other areas, and driving under the influence. This is a very small neighborhood with one main road leading in and out, we do not want more traffic from other areas. This neighborhood is not set up for necessary safeguards to house a cannabis center. We already have zero police presence, an extremely long police reaction time, and no security guards at the Glen Cove center. Our small community consists of families with young children and teenagers, as well as retirees who move here for the peace, quiet, fresh air, views, the marina, and the access to outdoor health-related activities such as walking out beautiful path along Glen Cove Parkway, biking, and playing at the park adjacent to the elementary school. As well, as community members, we do not have another close grocery store to shop at, it is essential that we get our food at the Safeway at the Glen Cove center. Thus, we would have No choice to avoid this cannabis center! With children and teens, I do not want to have to be near a cannabis store! Further, are you aware of the immense addiction problem Vallejo has? Just drive around Broadway and Sonoma and see! It is a proven fact that cannabis stores do attract violence, loitering, and garbage. We do not want more problems associated with more traffic, intoxicated drivers, drug-use, violence, loitering, and garbage in our neighborhood! Please keep Glen Cove the small, healthy-minded, quiet neighborhood it is by prohibiting a cannabis store in our small community shopping center. This is not a neighborhood store that aligns with our neighborhood lifestyle, supports our struggle to raise our youth safely, and our commitment to peaceful, outdoor play and elementary education. It goes against the reason we moved to this community to raise a family! It violates everything we value about our Glen Cove neighborhood.

R. Esposito
Yardarm Ct, Vallejo

[Sent from Yahoo Mail on Android](#)

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Richard Hybels](#)
To: [Jonathan Atkinson](#)
Cc: [Pippin Dew](#)
Subject: Marijuana Dispensary
Date: Friday, November 27, 2020 8:17:33 PM

Hello,

Please add my name to the list of folks that support the application to operate in the shopping area on Robles.

I'm advised that the proprietors are very upstanding business folks.

I don't use Marijuana but see no harm at all having a dispensary in Glen Cove.

Thank you,

Richard Hybels



***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [robert farrell](#)
To: [Jonathan Atkinson](#)
Subject: Cannabis Store in Glen Cove center
Date: Friday, November 27, 2020 4:22:20 PM

I am opposed to this facility.

I am a resident of Glen Cove and ask that you review all the materials to make an informed decision. There are currently a number of dispensaries located in Vallejo. Should citizens need cannabis for medical or recreational needs they have a large amount of choices.

There are also a number of new applications. In fact, cannabis applications outnumber all other requests.

Since cannabis business's currently have limited banking options, the business will be conducted primarily in cash. This creates problems with potential theft and more recently with transmission of Covid. In addition to these concerns, taxation and regulation are still ongoing issues.

Environmental damage, use of illegal pesticides, and dosage inconsistencies, are just a few of the issues related to this industry.

I am not concerned with the crop, but the way the crop is regulated.

If we grew strawberries with illegal water diversions, illegal pesticides and couldn't certify the grower or harvester we would have a problem. Compound that with an all cash market and you have a recipe for disaster.

Doesn't Vallejo have enough to deal with? If you are looking for revenue, the business records for an all cash operation are notoriously hard to verify.

If that doesn't sway you take a look at the proposed owner's facebook page.

Regards,

Robert Farrell

Assistant Chief, California Dept of Fish and Wildlife, Law Enforcement Division (retired)

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [rusty keyes](#)
To: [Jonathan Atkinson](#)
Subject: Cannabis
Date: Friday, November 27, 2020 10:33:27 AM

Mr. Atkinson

I have been a resident of the Glen Cove area for over twenty eighth years. I believe having a cannabis store in our area would not be best for the community . One thing it bring more traffic into area that is not needed. If you have also noticed some of cannabis Distributors have been robbed in Bay Area . This is due to the laws that has them keeping large amount of cash on hand .

This put everyone in danger that lives near this area.

I know the city get tax money locally but I believe it should be located in a different area.

One more point it close to a major freeway in turn makes it a target for criminal minded individuals to do harm.

Thanks

RJ.Keyes

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Sandra Roell](#)
To: [Jonathan Atkinson](#)
Subject: Cannabis dispensary in Glen Cove
Date: Friday, November 27, 2020 4:23:57 PM

Dear Mr. Atkinson

I have been residing in Glen Cove for almost 10 years and am welcoming the news of a Cannabis dispensary in the old GNC store. I believe this to be a perfect location, perhaps even making Safeway a little bit more safe than it currently is.

Additionally, considering the assisted senior living facilities about to open, what a great service to our seniors! Their medicine is now just a short bus ride away, easily combined with grocery shopping, hair/nail and mailing services.

Great job!

Regards,

Sandra Roell

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [REDACTED]
To: [Jonathan Atkinson](#)
Subject: Glen Cove Pot Store
Date: Friday, November 27, 2020 9:37:17 AM

Dear Jonathan,

Glen Cove is one of the last remaining normal places in Vallejo (I am 3rd generation and have lived here 50 years so I know Vallejo) please do not allow drug attics assess to there drugs in a place of normalcy. Let them sell there drugs downtown were the gun shots are. East Vallejo is all we have left, other parts of town is full of trash, violence, homelessness, commercial vacancy, etc

Thank you

Tim Garton, GRI, SRES, ABR, SFR, CDPE



****Please Note:** My office hours are Monday - Friday, 8:30 AM - 6:00 PM & Saturday's by appointment. I return all voice messages, texts, & emails within 24 hours excluding weekends and holidays. Thank you.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Yvette](#)
To: [Jonathan Atkinson](#)
Subject: 128 Robles
Date: Friday, November 27, 2020 10:58:53 AM

Good morning,

For the people who live in this area who uses medical cannabis, I feel that this will benefit them. If people oppose than they just do not have to go inside. Please help the people in need by letting this business operate.

Thank you

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Judy Wilkins](#)
To: [Jonathan Atkinson](#)
Subject: MUP20-0008 Plantacea
Date: Saturday, November 28, 2020 10:30:37 AM

Mr. Atkinson:

As one of the homeowners on Stonewood Court directly behind the proposed cannabis distribution retail store I want to register my complaints. First off I'm concerned why only a select few of those living in Glen Cove actually got the notification? I also am concerned about the odors that would come from that retail store. Also from the post things that I've read on social media there's a great deal of concern over it being a total cash business and having armed guards which some people seem to feel is a plus I however don't think that that is a plus. Having to add guards to our center to keep us safe from a new retail store does not seem to me a way to convince me of the value of their service or product. Our homes up here on Stonewood Court are the closest to the proposed site I would like to have you rethink that decision. We all use the other tenants that's surrounding that area and in speaking with them they also were not notified which I find extremely concerning. The parking for that center is also limited at best and in these days of social distancing having people stand outside that store 6 feet apart will certainly impact the cleaners, Glen Cove Dental, J's Garden, and Dominos so I think that in instead of adding to the center it will be distracting from it. While I am a proponent of having a thriving shopping center with full retail I don't think that this is a good fit for that particular center. As one of the original owners up here before the center was built we were happy to give up our views to get a residential shopping center in our area but I seriously would prefer that the space be filled with other like retail businesses not one that would distract from our small community shopping center. Please seriously look at this application and let me know of your thoughts. Judy Wilkins

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Lola H Lediju](#)
To: [Jonathan Atkinson](#)
Subject: Cannabis Store in Glen Cove
Date: Saturday, November 28, 2020 9:43:47 PM

Please do not put this store in Glen Cove. The city of Vallejo cannot move the store to our neighborhood without the knowledge and buy-in of the residents of Glen Cove. A store like this is going to drive down the value of our homes in Glen Cove. Please we don't want this in our neighborhood. We did not vote city council members and mayor to run our city so that they can bring a store selling drugs in our neighborhood. Vallejo does not have a good reputation in Northern California and to bring a cannabis store in our neighborhood plaza is preposterous. Please do not bring this store to Glen Cove.

"It always seems impossible until its done" Nelson Mandela

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Robin Mayer](#)
To: [Jonathan Atkinson](#)
Subject: MUP 20-0008 (ReLeaf Alternative)
Date: Saturday, November 28, 2020 5:17:38 PM
Attachments: [Mayer comment MUP #20-0008.pdf](#)

Dear Mr. Atkinson, attached please find my comment and exhibits on the proposed marijuana outlet at 128 Robles Way, Vallejo, CA 94591. Thank you, Robin

--

Robin M. Mayer

"It always seems impossible until it is done." - Nelson Mandela

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

Ms. Robin Mayer



November 28, 2020

City of Vallejo
Planning & Development Services Dept.
Planning Division
555 Santa Clara St.
Vallejo, CA 94590

Via email to Jonathan.atkinson@cityofvallejo.net

Re: MUP #20-0008 (ReLeaf Alternative, Inc.)

Dear Mr. Atkinson:

My husband and I live in the Glen Cove area near the Robles Way shopping center. We enjoy and heavily depend on this center as a convenient way to shop for groceries as well as to get take-out, dry cleaning, and mailing services. We just today learned of the proposed marijuana retail outlet in the center. We urge the Planning Division to extend the notice period for Minor Use Permit (MUP) #20-0008 to December 22, 2020 for the following reasons:

-According to the City calendar, there is no City Council meeting that, via a public comment period, could entertain comments on this matter from the date of the notice, November 18, 2020, until its expiration, December 2, 2020. To put it mildly, November 2020 has been a complicated month for everyone. This is no ordinary MUP and the Council should be able to hear about the proposal directly from constituents.

-While it's true that the building site is an existing one, the listed exemption under CEQA is not clearly appropriate due to likely significant traffic impacts. The traffic baseline for this particular site is zero; my understanding is the GNC outlet moved out more than a year ago. Without a traffic study, there is no way to discern the nature of the impact from a marijuana retail outlet, but surely there will be one.

-For the same reasons, a MUP may not be appropriate.

Let me explain a bit more about the shopping center with a look at the attached exhibits. Exhibit 1 shows a wide view of the center. You can see it's a typical day; the parking lot is quite full and the spaces in front of the Safeway all gone. Exhibit 2 shows the single entrance and exit to the center, the only path for traffic ingress and egress. Exhibit 3 shows that the marijuana outlet would be in the middle of the center and the traffic flow.

This parking lot was probably not a good design in the first place, but with the present level of traffic, especially on weekend days, it is a mess. Not only is there only one way in and out, almost all traffic must pass in front of the Safeway to park. The front of the Safeway bears the brunt of pedestrian traffic, along with disabled drivers getting into and out of their cars and store workers retrieving shopping baskets. In short, it's a bad place to drive and a terrible place to add drivers whose minds are focused on parking. Increased car traffic would not be safe or sustainable, and to an extent, more pedestrian traffic would not be safe either.

You can see from Exhibit 1 that there could be another entrance and exit on the other side of the lot, opposite Lewis Ave. This would allow, for example, those frequenting Yo Sushi or the Chase bank to avoid the Safeway clog, and increase turnover in a safer manner. I'm sure there are other alternatives that could be and should be discussed and considered. Some of them might be relatively simple, such as re-striping the lot in a more logical manner.

And that is the point – the applicant should be offering analysis of the impacts with a range of alternatives, and once derived, offering mitigation for the impacts that cannot be avoided. Beyond traffic concerns, the neighborhood should receive a full project description about the proposed products, services (including whether delivery will be offered), security and customer-identification practices, and the like. In short, the City should be taking a more careful look at this project.

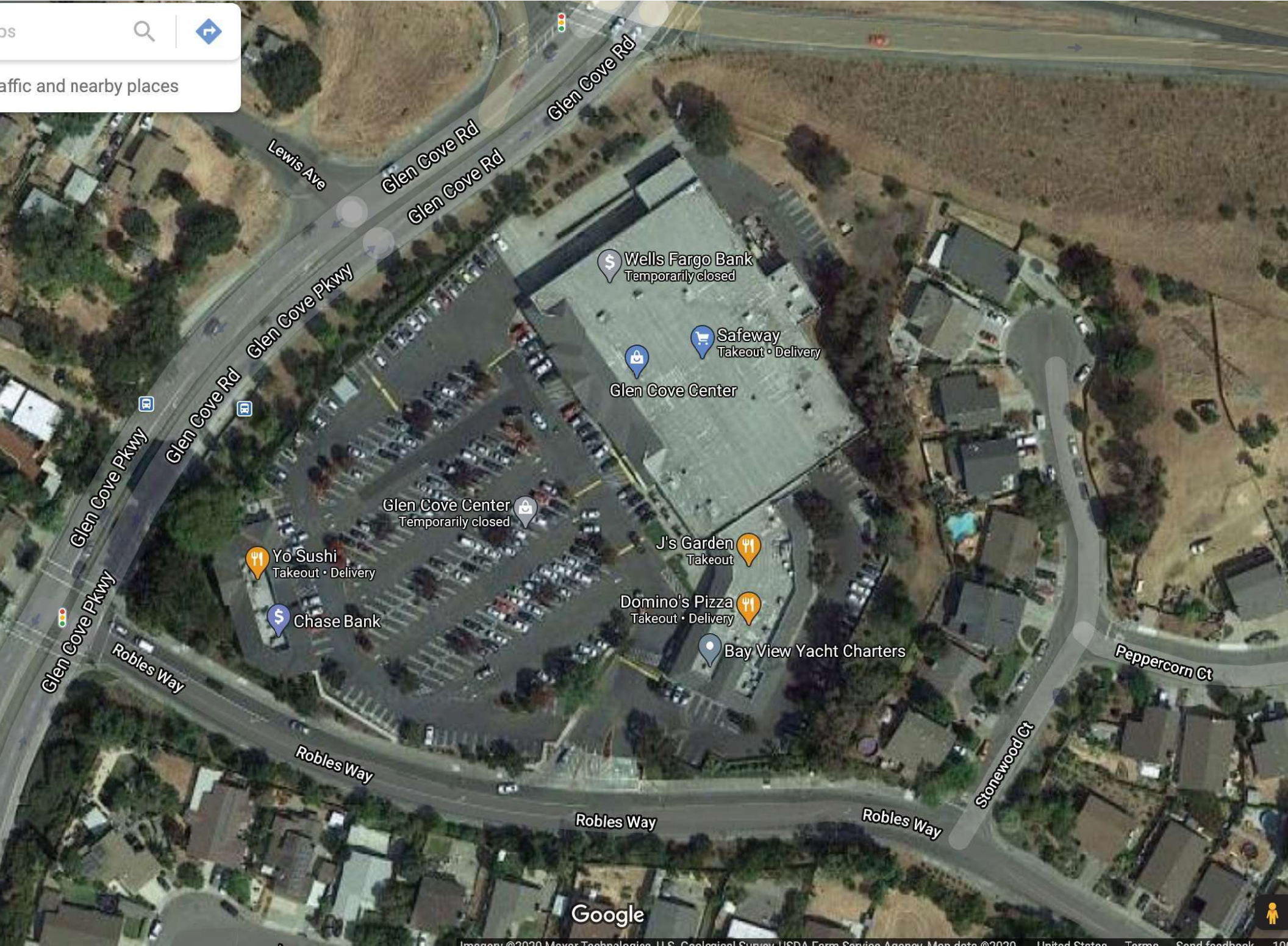
I appreciate that planning is uniquely challenging in the time of COVID-19. I hope, however, that you will extend the comment period as requested above and give the residents a better opportunity to participate.

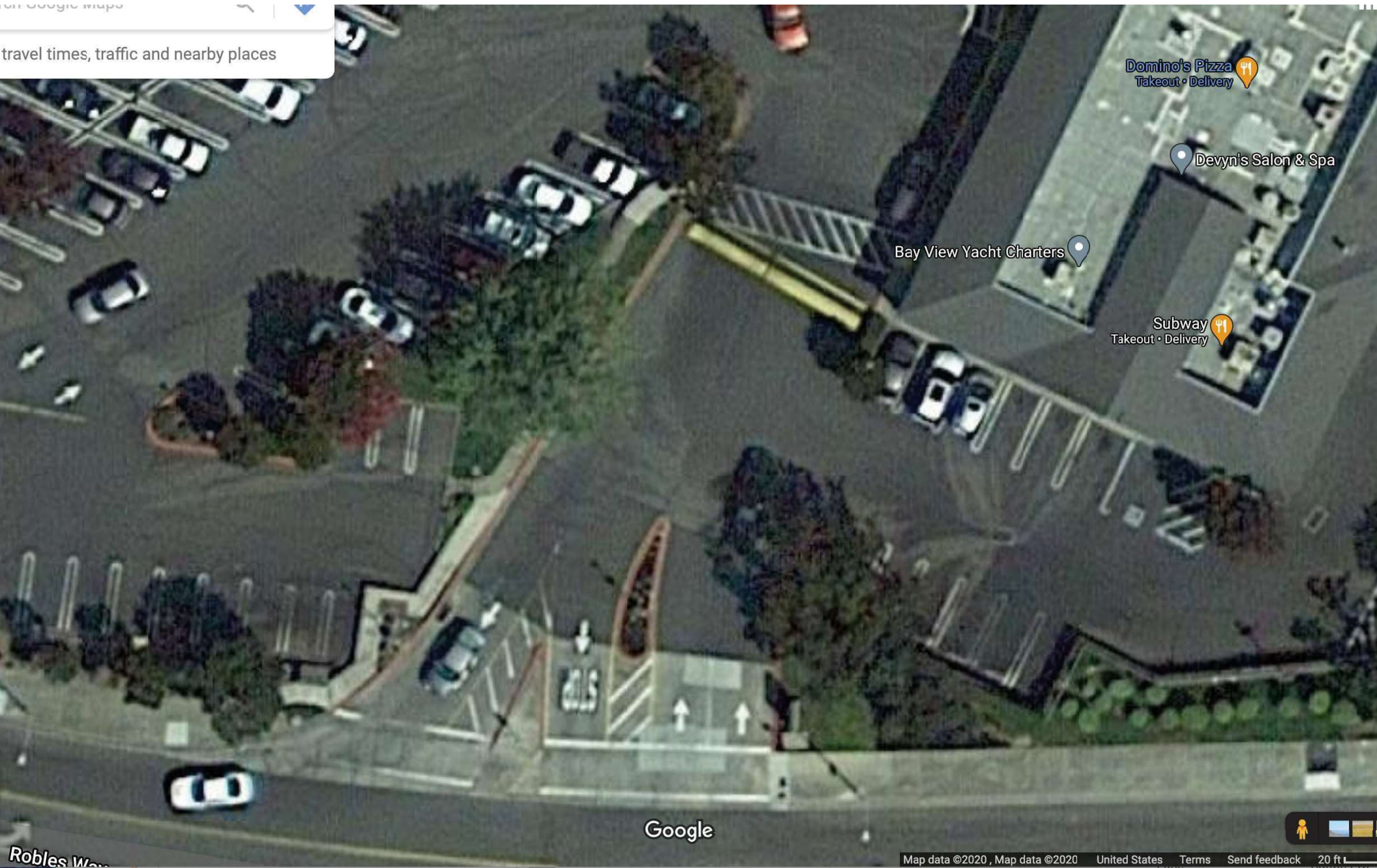
Thank you.

Sincerely,

s/Robin M. Mayer

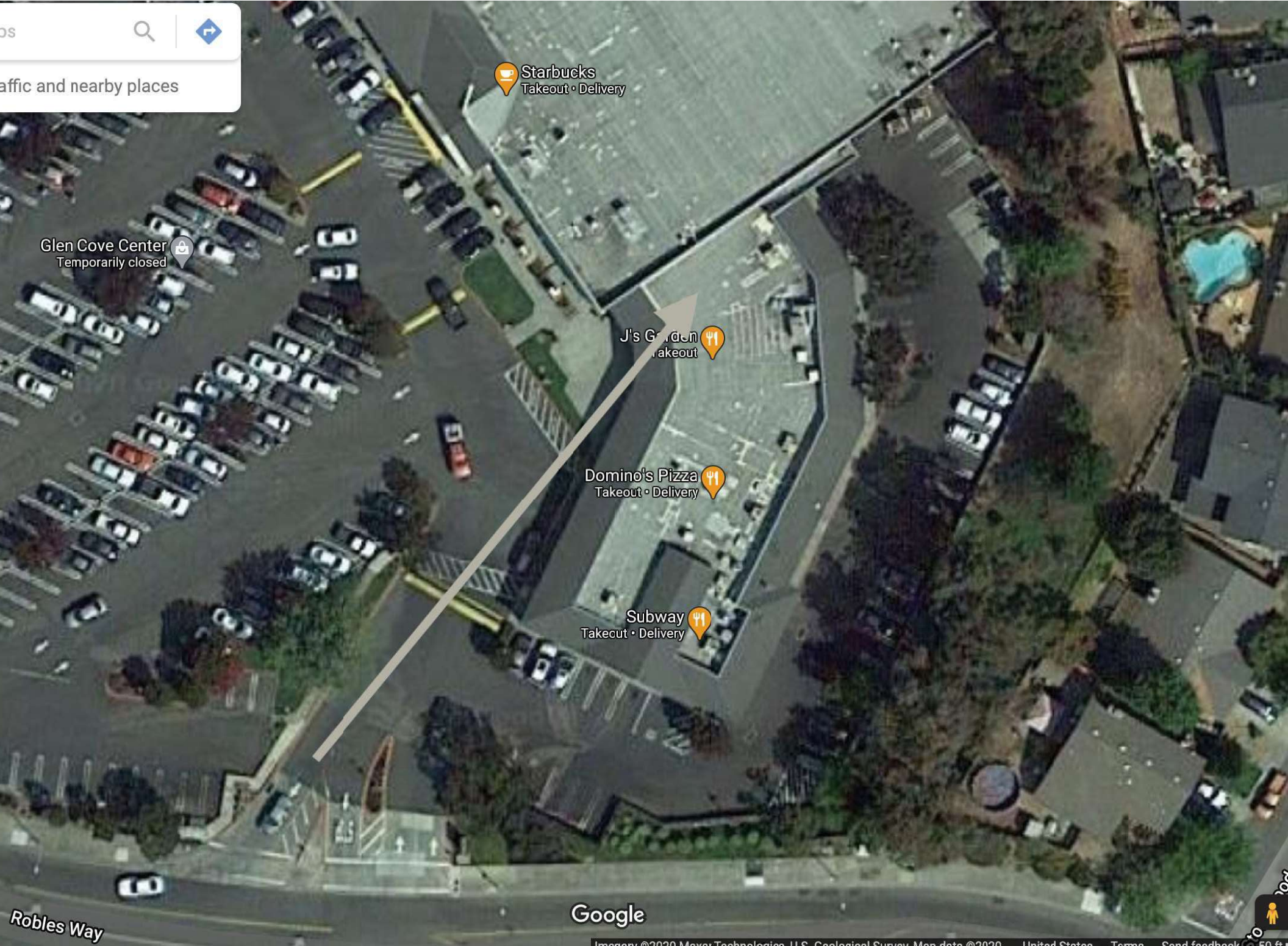
Robin Mayer





Robles Way

Dear Mr. Atkinson:



Starbucks
Takeout • Delivery

Glen Cove Center
Temporarily closed

J's Garden
Takeout

Domino's Pizza
Takeout • Delivery

Subway
Takeout • Delivery

From: [EUNICE coffey](#)
To: [Jonathan Atkinson](#)
Subject: Re:application for rental space
Date: Sunday, November 29, 2020 11:07:38 AM

I am a long time resident in Glen Cove and I am opposed to the Planning Division considering the application for a permit to rent space at 128 Robles Way in Glen Cove for retail cannabis sales.

[Sent from AT&T Yahoo Mail on Android](#)

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Marian Susnjar](#)
To: [Jonathan Atkinson](#)
Subject: Cannabis in Glen Cove Shopping Center
Date: Sunday, November 29, 2020 10:59:15 AM

This would be a big mistake for the following reasons :
Logistically it would cause more problems with parking and traffic. It's already problematical to find parking.
There is only one way in and out.

Many children are present in the area as they shop with parents and frequent restaurants.
Therefore, a dispensary would be inappropriate and a possible danger.

Even though there is legitimate use of weed
the dispensary can attract the criminal element. Keep them out of areas frequented by families.

Guards hired by dispensaries are armed. This is reason enough to keep them in low density areas.

Don't put one next to the Safeway and local restaurants.
Thank you,
Marian Susnjar

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [R Bautista](#)
To: [Jonathan Atkinson](#)
Subject: ReLeaf Alternative , Inc. aka Plantcea, aka Coastal
Date: Sunday, November 29, 2020 4:16:38 PM

Dear Mr. Atkinson,

I am a resident of Glen Cove and have been so for the past 30 years. My family has paid taxes and also paid for the extra fees to keep Glen Cove green, clean and safe. The Glen Cove Association has informed us that ReLeaf Alternative, Inc. has applied for a permit to rent 128 Robles Way at the Glen Cove Center. It is my understanding that the interior will be converted into a retail cannabis sale. It was formerly located at 1 Benicia Road in Vallejo.

I am writing to express that my family and I strongly oppose this move to the Glen Cove Center. I understand the need for such a place, however, I strongly disagree in relocating this type of retail at the Center. The Glen Cove Center is frequented by families in and out of Glen Cove area. This includes minor children. Furthermore, the Center itself is already crowded with the parking. We have the Safeway store, Jade Garden Chinese restaurant and the pizza store that surrounds that particular location. There is also Devin's Nail Salon and the dry cleaners store, the mail store and the Subway Store around the corner. Across the way is Yo's Japanese Restaurant, Chase Bank and a realtor.

A retail cannabis store is not conducive to the location. It is surrounded by businesses that cater to families with minor children. There must be an open forum for the public, especially from the residents of Glen Cove to have their questions and concerns answered. Questions such as will this business employ sufficient security guards to monitor the ages of the people who enter the store. Will the security guards be present prior to opening and closing of the store? Vallejo already has a problem with insufficient police presence especially in Glen Cove. There has rarely been any presence here unless there is a major crime. There also is no Fire Department in this area despite the presence of a Fire Department building. Will there be a ban on using the products at the Center or anywhere near the Center? The area surrounding the Center are all residential areas. Who will be the representative responsible for the safety and response to the neighborhood concerns?

I am very much opposed to the location of this retail cannabis store. I believe that this type of retail cannabis should be located where they were previously and not in a busy, family center. Will this permit be surreptitiously granted without public input? Please ensure that our concerns are addressed.

A voting member and a long time Glen Cove Resident,

Reve Bautista

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Dean Anderson](#)
To: [Jonathan Atkinson](#)
Subject: Releaf Alternative
Date: Monday, November 30, 2020 9:28:07 AM

My name is Dean Anderson I've lived here in Glen Cove for better than 25 years I don't have a problem with people who smoke pot,

But I do have a problem with having a cannabis dispensary in a small neighborhood shopping center.

It's not the right message to be sending to the younger family members of our area. I believe you can find a more isolated area of Vallejo, here's an Idea what about down by the Vallejo Police department. There would be a lesser chance of getting ripped off!

Don't you think.

It's more attractive to rob a business near a freeway makes a fast getaway!!

Something to think about!!!!

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [REDACTED]
To: [Jonathan Atkinson](#)
Subject: In Support of the Dispensary @ Glen Cove Shopping Center
Date: Monday, November 30, 2020 10:06:08 PM

Hi Jonathan,

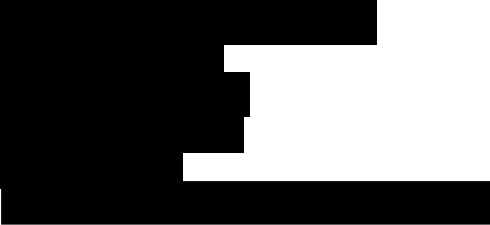
I am writing in in SUPPORT of opening plantacea dispensary in the Glen Cove Safeway Shopping Center.

I believe this will be an added asset business for our shopping center.
People are not going to hang out and smoke weed in the parking lot.
This is a legitimate business owned and operated by professional individuals. I currently shop at their location in Vallejo and find it to be a clean and upstanding shop.
We live in different times now, marijuana is legal. FINALLY!!

I look forward to being there for the ribbon cutting!

--

Dennis Kittelson



***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Jack Davis](#)
To: [Jonathan Atkinson](#)
Subject: Releaf/Plantacea
Date: Monday, November 30, 2020 5:23:50 PM

I am writing this in regard to Releaf moving to Glen Cove. I have been going for medicine from them since they opened in Vallejo. They are the most kind compassionate caring Business that I've ever been in. I am disabled and they have taken care of me with great love throughout the years. And they spread this Love throughout their business and the community that they live in. Best to you, all is well!

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Jonathan Atkinson](#)
To: [Jonathan Atkinson](#)
Subject: FW: Plantacea
Date: Monday, November 30, 2020 5:34:40 PM

----- Forwarded message -----

From: **Jackie Arnold** [REDACTED]
Date: Mon, Nov 30, 2020 at 4:00 PM
Subject: Plantacea
To: <Jonathon.Atkinson@cityofvallejo.net>
CC: Maurice Solis <mauricesolis1111@gmail.com>

Jonathon,

My name is Jackie Arnold, and I am a very active member of this Community. I am the Past Vallejo Chamber of Commerce Board Chair, which Maurice Solis, owner of Plantacea at 1 Benicia Rd, sat on with me.

Not only am I active in our Community, but I am also married to Steve Arnold who is our Chief Building Official for the City of Vallejo.

I have also become close friends with Maurice and Anh Solis. They are amazing people, and love our Community. They have contributed to countless Non Profits and donated their time for other people and businesses.

Plantacea at 1 Benicia Rd is trying to move up to Safeway Glen Cove Shopping Center, which I totally support. I have been a customer of Plantacea since they opened as ReLeaf on

Benicia Rd. My husband Steve and I even went to the Grand Opening of the new store down in Seaside Ca. Maurice and Anh are perfectionists, and are very professional. Their employees are amazing and very knowledgeable. I feel very comfortable putting my well being in their hands. I also have to say, Plantacea is very clean and sanitary. When you walk into the store, you feel calm and pampered.

I think moving up to Glen Cove would be a terrific move. Not only a much safer area, but also the parking is so much more convenient. I am hoping this move happens for them soon, and without issue.

Thank you for your time.

Best,
Jackie Arnold
Community Leader

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [REDACTED]
To: [Jonathan Atkinson](#)
Subject: Proposed relocation of Cannabis Dispensary from 1 Benicia Road to Glen Cove Center
Date: Monday, November 30, 2020 8:59:42 AM

jonathan.atkinson@cityofvallejo.net

Mr. Atkinson,

Recently a cannabis store located at 1 Benicia Road has applied to relocate to the former ATT store at the Glen Cove Center. There have been a number concerns and claims put on social media that I feel should be discussed, addressed, mitigated with documentation and provided to all stakeholders.

Pro claims:

The Cannabis store will bring in more revenue than it brings in at its location on 1 Benicia Road.

With all the new revenue the former fire station at Glen Cove will be re-opened

There will be no increase in traffic when the facility is opened.

The facility security will make the parking lot in the Glen Cove center safer with less crime.

If these claims are true could you please provide or cite the studies performed to come to such conclusions?

Concerns:

Safety:.

During this pandemic what will be the protocol of waiting customers? In measuring the proximity to adjoining businesses and the street, with distancing at CDC recommendations of six feet at most there can only be three customers waiting in line to enter the facility.

Any longer lines will disrupt the customers to other businesses and provided an unsafe environment for all concerned. Perhaps customers can utilize services by appointment only to mitigate?

Has the Vallejo Police Department setup plans for presence and patrols to mitigate any added traffic, smoking cannabis in cars and in public which is illegal according to 2016 proposition 64. Can you please provide evidence of the steps taken to mitigate such activity?

Enforcement:

Has the Police department developed a way to detect drivers impaired with THC cannabis like the breathalyzer so that the more invasive field sobriety test would not be necessary?

Conclusion:

It might be helpful if contact information and a fact sheet of what to do if social distancing is not being practiced, illegal activity such as smoking cannabis in cars and in public, and other non-violent issues. Please be aware that most here including me do not have great confidence in the non-emergency number and I am still waiting for acknowledgement of an incident I reported back in July of 2020. The online reporting elicits even less enthusiasm that the City of Vallejo is taking its responsibility for safety seriously.

The Cannabis store at its current location on 1 Benicia road enjoys the visual presence and proximity of the Vallejo Police Department headquarters which would be a huge deterrent to poor behavior and illegal activity. In Glen Cove center we enjoy no such presence, or proximity, and if there is not additional steps taken to provide a similar presence, without extensive and documented mitigating factors there is a perception that Glen Cove center will be less safe with the addition of the cannabis store. Until such mitigating factors are enacted I cannot support the relocation of the cannabis shop from 1 Benicia Road to Glen Cove center.

Sincerely,

Joseph G. Estrada

[REDACTED]

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Lisa kinberger](#)
To: [Jonathan Atkinson](#)
Subject: Comment re: proposed dispensary in glen cove center
Date: Monday, November 30, 2020 10:42:07 AM

Hi Jonathan - I live in Glen Cove and wanted to comment on the proposed dispensary. I have no issues with this proposed dispensary, and actually it would be kind of nice to have one closer to home.

Thank you for your consideration,

Lisa Kinberger



***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Mishel Deniz](#)
To: [Jonathan Atkinson](#)
Subject: RELEAF/PLANTACEA move
Date: Monday, November 30, 2020 10:59:21 AM

Good day sir,

My name is Mishel Deniz Adolph resident of Vallejo 22 years and was Releaf/Plantacea first patient when they first opened on Georgia St. in Vallejo some 8 years ago. Maurice and Anh Solis are two of the most caring people I have ever had the pleasure to meet. They are also respectful of the businesses and the neighborhoods they have been in.

Releaf/Plantacea is different. The people who work there are knowledgeable and feel like family. Some of the employees have been there since the beginning and know my medical history better than my own doctors. (Most the dispensaries have a turnover of employees) Maurice and Anh are all about their clients.

I am hoping the city finally let's them settle into a permanent place. I have followed them to every move..They are the only dispensary in town that has had to keep moving. I am blessed that the city hasn't forced them to close due to so many moves making each location appropriate for their patients.

They will be good responsible and respectful neighbors and you will also find we as clients will be equally respectful of the center.

Respectfully,

Mishel Deniz Adolph

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Monique Louvigny](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea - moving to Glen Cove
Date: Monday, November 30, 2020 1:29:14 PM

Dear Mr. Atkinson -

I wanted to share my input concerning Plantacea to the Glen Cove Shopping Center - this is a wonderful addition! I've lived in Glen Cove for over 31 years so having this store located right in my neighborhood is going to make this very convenient for me - like many others, I'm sure, have mentioned, the Solis team has grown their business responsibly and with very knowledgeable employees. I was a regular customer as my late mother found relief for her bone marrow cancer pain via their cannabis products plus gummies for helping her sleep through the night. My dad and I periodically use these gummies, too. My housemate also uses their products regularly.

Some residents on Next Door have mentioned concerns about difficulty parking, youth access to cannabis products, security - since there is strict adherence to customers providing ID, etc and the security that's already provided by their store, I'm not finding any validity to these concerns. I've never had a problem finding parking in 31 years at any time of the day & during all seasons of the year.

I'm hoping Plantacea much success in it's new home!

Cheers,
Monique Y. Louvigny



***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Norma Schrec](#)
To: [Jonathan Atkinson](#)
Subject: Application for Cannabis permit in Glen Cove Center
Date: Monday, November 30, 2020 12:41:15 PM

Mr. Atkinson

In regard to this application, I am in complete agreement with Mrs. Judy Wilkins on her views with this permit.

As a resident in Glen Cove, I believe the Cannabis sales would be better served in another location in a business District in downtown Vallejo with easier access to parking, rather than in Glen Cove shopping center.

The parking space is getting more difficult each day to access at Safeway regardless of day or time and its getting worse.

Thank you for your attention on this matter.

Ms, Norma Schrec

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Tina Fowler](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea / Coastal Location Change
Date: Monday, November 30, 2020 6:12:55 PM

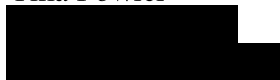
Mr. Atkinson:

I am writing in support of Coastal's move to the Safeway Glen Cove location. I have worked closely with Plantacea over the past 4 years, and have gotten to know their company fairly well. Each MMD has its own "vibe" and Coastal/Plantacea is the club that I recommend to my friends and family who are looking for a professional, clean, medical-like club. Their budtenders are all very knowledgeable and respectful. The customers that I have seen when I've been there have been the same. They hold both the customers and staff to a very high standard.

When Plantacea was downtown, they were a welcomed part of the downtown community, and many downtown merchants were sorry to lose them to the location on Benicia Road. I'm sure that their current neighbors probably feel the same.

Please let me know if there is anything I can do to support this move. I believe that it will be good both for the merchants in that parking lot, and for Plantacea's customers who will have the convenience of supporting a business that is close to their home.

Sincerely,
Tina Fowler



***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Todd Bolton](#)
To: [Jonathan Atkinson](#)
Subject: Cannabis Sale in Glen Cove Center
Date: Monday, November 30, 2020 11:19:26 AM

Dear Mr. Atkinson,

I hope you enjoyed a wonderful Thanksgiving last week!

As a Glen Cove resident and home owner for the last ten years, I am writing to express my concern over a cannabis dispensary opening in the Glen Cove Shopping Center. I understand that cannabis sales are now legal, but as the father of four children, I would prefer to see shops located in areas that are more retail orientated. The Glen Cove Shopping center is more community-centered than retail-centered.

While cannabis can have a medicinal benefit in some cases, the greater sales are coming from recreational use. That is not something we want our city and community to be known for. Our family loves Vallejo. We want to see our city support businesses that will have a positive community impact.

Sincerely,
Todd Bolton

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Chris Owens](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea in Glen Cove
Date: Tuesday, December 01, 2020 8:15:34 AM

Good Morning Jonathan, my name is Chris and I've been neighbors with Ann and Maurice of Plantacea for as long as they've been at Benicia Rd.

As sponsors of my organization and countless philanthropy initiatives in town, the Solis family has always kept their business welcoming, clean and comfortable for their clientele and people in the surrounding area.

The merchants and customers of the Glen Cove Shopping Center would be lucky to have them as tenants and even better friends.

I hope this helps in making your decision.

Happy Holidays

Chris Owens



***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [REDACTED]
To: [Jonathan Atkinson](#)
Subject: Relocation of Plantacea
Date: Tuesday, December 01, 2020 12:20:43 PM

Hello Jonathan,

I am writing this email in support of Plantacea relocating to the Glen Cove area. The operators/owners have proven to be responsible, trustworthy and credible. Please consider the bullet points I have listed below.

*Relocating to that area is good for the industry because this specific location will not hamper any of the operators ability to be profitable. (Relocating to an area close to other cannabis retail locations can cause hardship)

*The Glen Cove area has no cannabis retail in operation so this move could service a part of town who needs cannabis access.

*The Glen Cove location has more passing traffic than the current location that can translate to more revenue for the city of Vallejo.

*Public transit access is far more stronger at the Glen Cove location. For our citizens who depend on public transit, this could be an easy on and off location for their convenience..

Thank you for your time and consideration.

Sincerely,
Feather Thomas

[REDACTED]
[REDACTED]
[REDACTED]

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Jimmy Sarmiento](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea Move
Date: Tuesday, December 01, 2020 1:51:22 PM

Dear Mr. Atkinson,

I am a Glen Cove resident and a box holder at the Mailbox Center at 164 Robles Way. I'm writing to express my support for the Plantacea application to relocate in this center. There are lots of talk about opposing it, but please let's not re-litigate legalization and the will of Vallejo residents. As long as the application meets all the requirements as stated in the Municipal Code, I believe that it should be approved expeditiously.

Thank you,

Jimmy Sarmiento

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [JO FAY](#)
To: [Jonathan Atkinson](#)
Subject: Cannabis Shop Glenn Cove Center
Date: Tuesday, December 01, 2020 8:27:35 AM

It goes without saying this type of store is not needed in our Glenn Cove Center. Crime in the center is already a problem, just ask Safeway management. Parking and traffic congestion are problems. This type of store activity will only add to these major problems in the Center. My wife and I both say NO to the addition of this type of activity in the Center. Thank you for your consideration when making your decision. This is not the place for this type of store. Tom Fay, [REDACTED]

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Jonathan Atkinson](#)
To: [Jonathan Atkinson](#)
Subject: FW: Proposed relocation of Cannabis Dispensary from 1 Benicia Road to Glen Cove Center
Date: Wednesday, December 02, 2020 1:06:07 PM

From: [REDACTED]
Sent: Tuesday, December 01, 2020 1:48 PM
To: Jonathan Atkinson <Jonathan.Atkinson@cityofvallejo.net>
Subject: Re: Proposed relocation of Cannabis Dispensary from 1 Benicia Road to Glen Cove Center

Mr. Atkinson,
One more point I would like to add is that on social media, proponents of the cannabis dispensary relocation asked many to look at Farmers market and the activity around down town dispensaries. Looking at the parking lots around down town for Farmers market, and the adjacent parking is not much larger than than Glen Cove Center; however, Down Town enjoys a two Officer bicycle patrol that Glen Cove Center does not. This might explain why there isn't smoking and vaping cannabis and other petty crimes are less prevalent. From my experience Saturday crowds down town are similar to crowds at peak times in the afternoon, evening, and weekends at Glen Cove Center.
Thanks,
Joe

From: [REDACTED]
Sent: Monday, November 30, 2020 9:00 AM
To: Jonathan Atkinson <Jonathan.Atkinson@cityofvallejo.net>
Subject: Proposed relocation of Cannabis Dispensary from 1 Benicia Road to Glen Cove Center

jonathan.atkinson@cityofvallejo.net

Mr. Atkinson,

Recently a cannabis store located at 1 Benicia Road has applied to relocate to the former ATT store at the Glen Cove Center. There have been a number concerns and claims put on social media that I feel should be discussed, addressed, mitigated with documentation and provided to all stakeholders.

Pro claims:

The Cannabis store will bring in more revenue than it brings in at its location on 1 Benicia Road.

With all the new revenue the former fire station at Glen Cove will be re-opened

There will be no increase in traffic when the facility is opened.

The facility security will make the parking lot in the Glen Cove center safer with less crime.

If these claims are true could you please provide or cite the studies performed to come to such conclusions?

Concerns:

Safety:.

During this pandemic what will be the protocol of waiting customers? In measuring the proximity to adjoining businesses and the street, with distancing at CDC recommendations of six feet at most there can only be three customers waiting in line to enter the facility.

Any longer lines will disrupt the customers to other businesses and provided an unsafe environment for all concerned. Perhaps customers can utilize services by appointment only to mitigate?

Has the Vallejo Police Department setup plans for presence and patrols to mitigate any added traffic, smoking cannabis in cars and in public which is illegal according to 2016 proposition 64. Can you please provide evidence of the steps taken to mitigate such activity?

Enforcement:

Has the Police department developed a way to detect drivers impaired with THC cannabis like the breathalyzer so that the more invasive field sobriety test would not be necessary?

Conclusion:

It might be helpful if contact information and a fact sheet of what to do if social distancing is not being practiced, illegal activity such as smoking cannabis in cars and in public, and other non-violent issues. Please be aware that most here including me do not have great confidence in the non-emergency number and I am still waiting for acknowledgement of an incident I reported back in July of 2020. The online reporting elicits even less enthusiasm that the City of Vallejo is taking its responsibility for safety seriously.

The Cannabis store at its current location on 1 Benicia road enjoys the visual presence and proximity of the Vallejo Police Department headquarters which would be a huge deterrent to poor behavior and illegal activity. In Glen Cove center we enjoy no such presence, or proximity, and if

there is not additional steps taken to provide a similar presence, without extensive and documented mitigating factors there is a perception that Glen Cove center will be less safe with the addition of the cannabis store. Until such mitigating factors are enacted I cannot support the relocation of the cannabis shop from 1 Benicia Road to Glen Cove center.

Sincerely,

Joseph G. Estrada

[REDACTED]

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Kathleen Hodgdon](#)
To: [Jonathan Atkinson](#)
Subject: Glen Cove cannabis
Date: Tuesday, December 01, 2020 3:20:59 PM

Hello Jonathan

My input to this issue is to NOT allow the cannabis operation at the shopping center in Glen Cove.

We already have enough issues to deal with in terms of theft, road parties, Glen Cove raceway, etc. in Glen Cove. And the police are not adequately staffed to deal with these issues.

I feel that this would increase and encourage the type of behavior that is not good for our community.

Regards,

Kate Hodgdon



***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [REDACTED]
To: [Jonathan Atkinson](#)
Subject: Glen Cove weed shop
Date: Tuesday, December 01, 2020 4:04:30 PM

Jonathan Atkinson.

I am not a weed or cannabis user at all but I do support the move of the shop reLeaf/ Plantacea from Benicia Rd to Glen Cove, I do not buy weed but I have purchased lots of beers, vodka, Jack Daniels and wine from Safeway.

The voters voted for legalization so they have the right to sell and buyers to purchase it.

I do not see any harm in their move and support them, Remember this organization have donated many times to our community.

Look at Maurice and Anh track record, They are a big asset to our city, They have always been happy to help our community, They have the right to be able to move to a better place, even the Police Department is moving away from there.

Please let them do it.

Luis Romero
[REDACTED]

Vallejo Resident since 1980.

Member of Vallejo Rotary Club since 2004

Ambassador to Vallejo Chamber of Commerce since 2015

Board of Directors for Solano Association of Realtors

Graduate from Leadership Vallejo / year 2

and a Hell of a Cool guy.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Paul Combs](#)
To: [Jonathan Atkinson](#)
Subject: Regarding Plantacea/Coastal Relocation
Date: Tuesday, December 01, 2020 6:25:47 PM

Good Evening Mr. Atkinson,

My name is Paul Combs and I am a lifelong resident of Vallejo. I met Maurice and Ahn Solis shortly after their opening in April of 2012. My first experience with them was as a product vendor for their shop but I have also been an employee of theirs and have come to consider them to be great friends.

The company I was with at the time we met required me to travel all over the Bay Area selling products to dispensaries. From the moment I walked in the front door and was greeted by their staff I knew it was not like most others, especially the ones I had been to in Vallejo. It was clean, bright, well organized, and most importantly felt safe(which was much less common back then). They were also one of the few dispensaries to really focused on the medical side of cannabis and having highly educated and extremely helpful staff.

Every time they have been required to relocate they have done it with grace and with compassion for the neighborhood they are entering. Each time they have left their location(the building and surrounding area) better than when they arrived and the areas have all suffered since they moved, just drive down Capitol street off of Sonoma Blvd.

Maurice and Anh have always shown an admiration for our city and the people who live here. They have always strived to be pillars of the community and to give back as much as they can. I have watched them relocate time after time and run into a seemingly unequal amount of roadblocks at every turn compared to other businesses. Good locations are hard to come by, especially with the regulatory stipulations that accompany this type of business. Business owners and people like Maurice and Ahn are also very hard to come by.

Thank you for your time and consideration. Please feel free to reach out if you would like me to elaborate or have any questions. You can email or call me at [REDACTED]. Have a great evening.

Best Wishes,

Paul Combs

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Robert Arp](#)
To: [Jonathan Atkinson](#)
Subject: ReLeaf-Plantacea Relocation
Date: Tuesday, December 01, 2020 7:52:45 AM

Mr. Atkinson,

As a resident and member of the business community of Vallejo, I am writing in you in support of the relocation of ReLeaf-Plantacea from 1 Benicia Rd to the Safeway plaza in Glen Cove. The owners of this business are very respected in our community and have always been in compliance with City rules and regulations. I am confident they will continue to do so at the new location.

Maurice and Anh Solis epitomize locally owned small business entrepreneurship in Vallejo and play a significant role in growing our much needed small business community that generates the fees and tax revenues that are vital to Vallejo's economy. I know I represent many others in Vallejo who endorse the relocation of ReLeaf-Plantacea to their new location in Glen Cove.

Sincerely,

Robert S. Arp, Esq.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [REDACTED]
To: [Jonathan Atkinson](#)
Subject: Plantacea/Coastal
Date: Tuesday, December 01, 2020 4:41:15 PM
Attachments: [image001.png](#)

Jonathan,

I wanted to reach out to you about the proposed move of the Plantacea/Coastal dispensary from their current location on Benicia Road to the Glen Cove Shopping center. I wanted you to know that I wholeheartedly support this move. The dispensary is well and run and would be a good addition to the center. Their current location does not seem to support future growth with its lack of parking. I would hope that the city helps to further support this popular business.

Robert Briseño

Partner

BB&B Business Group

www.bbandb-businessgroup.com



***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

Ms. Robin Mayer



December 1, 2020

City of Vallejo
Planning & Development Services Dept.
Planning Division
555 Santa Clara St.
Vallejo, CA 94590

Via email to Jonathan.atkinson@cityofvallejo.net

Re: MUP #20-0008 (ReLeaf Alternative, Inc.) – additional comment and exhibit

Dear Mr. Atkinson:

This is to supplement the comment and exhibits I sent to you on November 28, 2020. Exhibit 4 below shows the storefront at the Glen Cove shopping center, 128 Robles Way. These pictures were taken on Sunday, November 29 at about 4pm. As you can see, there is no notice posted for the benefit of passersby, even though the notice period had not ended at that point. The pool of affected people in this case is wider than immediate neighbors and a physical posting would have been helpful.

I renew my request that the notice period for this Minor Use Permit be extended to December 22, 2020, so that residents have a clearer opportunity to respond to the project.

Thank you for your help on this matter.

Sincerely,

s/Robin M. Mayer

Robin Mayer



128



GET ONLINE
with your phone

128



From: [E V Valle](#)
To: [Jonathan Atkinson](#)
Subject: Cannabis Store in Glen Cove
Date: Tuesday, December 01, 2020 6:09:06 PM

Hello,

I recently found out that a Cannabis store may open next to the Safeway in Glen Cove. I'm concerned that by having this store in our neighborhood we will see an increase in crimes, nuisance, and the value of our homes will decrease. That is the only plaza in our neighborhood that the residence in Glen Cove frequent. I feel this will have a negative impact in our community and I hope that you will reconsider opening this store in our neighborhood.

Sincerely,
Vene Valle

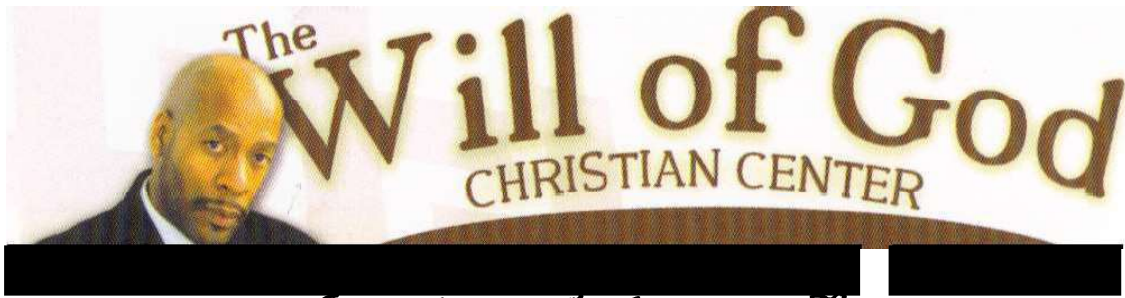
***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Everett Robinson](#)
To: [Jonathan Atkinson](#)
Subject: Re: Letter on behalf of Mr. Maurice Solis & his business, Relief/Plantacea
Date: Wednesday, December 02, 2020 9:25:50 PM
Attachments: [LETTER FOR MAURICE SOLIS.doc](#)

Mr. Jonathan Atkinson,

Below you will find an attachment in regard to a letter on behalf of Mr. Maurice Solis & his business practice & etc...

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.



Pastor Everett D. Robinson, M.T.

To: Whom it may concern

Re: Mr. Maurice Solis/Relief-Plantacea

From: Everett D. Robinson, Pastor/Mentorship Coach/Counselor/
Founder and CEO of Life Transformation Services & The Will of God Christian
Center

Date: 12/02/2020

My name is Everett Robinson. I am a notable Pastor in the City of Vallejo, California. I am recognized by the U.S Federal Government and the State Law of California as an honorable & professional Clergyman. I am also the 2014 Tae-Kwon-Do Heavyweight Champion of the World.

I am writing this letter on behalf of Mr. Maurice Solis, in regard to his well organized & honorable business, Relief/Plantacea. Mr. Solis had established his business in Vallejo, California, directly across from my ministry, The Will of God Christian Center. Before he & his beloved wife had officially rented the commercial building for their business, Relief/Plantacea, they both came & humbly spoke with me in regard to their business & what they were providing for the people that were in legitimate need of the product & services that they were offering. Because of the depth of their integrity & their transparency I didn't have a problem with them. For the time that they were our [The church] neighbors, we have never had a problem with them, their staff or their customers. They were very honest and kept an open book with me & with the members of my ministry. We authentically miss them. They literally kept everything within the guidelines of the Law.

Both Mr. & Mrs. Solis were always very, very respectful, transparent & always maintained very good communication with me. From the very inception of meeting them until this very day (Dec. 2, 2020), they have given me & the members of my ministry the highest respect, support & love. I highly respect them & I dearly appreciate them & I deeply respect them for how they run their business.

In reality – I would love to be their neighbors again.

I do believe that their business move to [128 Robles Way] Glen Cove Shopping Center would be a “BIG PLUS.” Why? Because of the authentic depth of their integrity & all the safety precautions & honorable measures that they take to run their business within the legal guidelines, provide security and assurance to their staff, customers and neighbors. They have a proven & irrefutable history of integrity and honor.

For any questions please feel free to contact me @ [REDACTED]. Until then grace, peace and many blessings be upon you.

Everett D. Robinson, Pastor

12/02/2020

Everett D. Robinson, Pastor

Date

From: [Jonathan Atkinson](#)
To: [Jonathan Atkinson](#)
Subject: FW: Plantacea Use Permit
Date: Wednesday, December 02, 2020 5:36:06 PM

From: Karla Santiago [REDACTED]
Sent: Wednesday, December 2, 2020 5:06 PM
To: Christina Ratcliffe <Christina.Ratcliffe@cityofvallejo.net>
Subject: Plantacea Use Permit

Good Afternoon:

I had read online that Plantacea had applied for a use permit for the Glen Cove Shopping Center. I have some concerns regarding that relocation because of the traffic impact it would cause. The postal center located a couple of doors down has delivery trucks from UPS that make deliveries there, especially in the early evening or late afternoon. These trucks have to park back to back or side to side to make mail transfers, and the extra traffic that the Cannabis dispensary would generate could be disruptive to their operations, as well as cause traffic safety issues for other patrons of the shopping center, mainly Safeway Glen Cove. Drivers would be forced into the exit lanes to go around the dispensary curbside traffic. The dry cleaners and Chinese restaurants next door already use the curbside space for pickup and delivery. A similar cannabis operation off of Enterprise Drive in Vallejo, has evening traffic picking up their medicinal or recreational drugs, but they have the curbside space for that. This same type of evening traffic in the Glen Cove parking lot, combined with the UPS delivery trucks making deliveries around the same time, early in the evening, would cause a traffic nightmare.

In addition, the large Safeway delivery trucks would have to go around this traffic or be impeded by the traffic caused by the dispensary. I foresee that the entrance to Safeway would get backed up onto Glen Cove Parkway and Robles drive. The extra curbside traffic could also block fire lanes.

If the dispensary is involved in light repackaging of raw product, or allowed to have a smoke room to try out the product, it would cause safety issues for the restaurants, that have shared ventilation.

Local law enforcement has also had to install extra surveillance cameras because of some of the traffic coming over from South Vallejo and neighborhoods off of Benicia Rd. The dispensary would only lead to more issues.

Thank you,

Karla Santiago
[REDACTED]

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Terry ANDRESEN](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea
Date: Wednesday, December 02, 2020 7:12:40 PM

I support the store location at Glen Cove Center for the cannabis store to move there.

Terry Andresen

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Andy Toles](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea
Date: Thursday, December 03, 2020 2:02:23 PM

Let them move to glean cove it would be nice to have a club here in Vallejo glean cove please
let this happen it would be good for the Community !!

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Askari T. Sowonde~](#)
To: [Jonathan Atkinson](#)
Cc: [REDACTED]
Subject: Mz. Askari Sowonde~ Letter of Support for Maurice Solis
Date: Thursday, December 03, 2020 7:35:26 AM

Blessings to you,
Please find attached a letter of support for Plantecea/Maurice Solis. I feel he would be a wonderful addition to th Glen Cove community.
Any questions feel free to contact me at [REDACTED]
Ashe,
Mz. Askatri T. Sowonde~

Askari Sowonde~ Productions

Commissioner Culture & the Arts | The Vallejo Naval & Historical Museum
| Fmr.Vallejo Sister Cities Association Board-member
iamblessed3204@comcast.net

[REDACTED]

*"Anything My Mind Conceives & My Heart Believes I can Achieve"
& "Be The CHANGE You Want To See In The World Today!"*

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.



Creating from Beginning...to End...

VALLEJO COMMUNITY KWANZAA
VALLEJO SEEKING SOLUTIONS
VALLEJO PEACE RALLY
-EVENTS-

Date: 12/1/2020
To: Mr. Atkinson
Re: Plantecea Glen Cove Mall
From: Mz. Askari T. Sowonde~

Dear Mr. Atkinson,

My name is Mz. Askari T. Sowonde~ and I am writing to you on behalf of Maurice Solis owner of Plantecea. I have known the Solis family for quite some time. In that time I have watched he and his wife's involvement in the community and as business owners in the city of Vallejo.

What I saw were people that are truly vested in our community and engaged in front and behind the scenes to assist our community. Their main priority has always been about the healing, health and well-being of Vallejo or those that enter the establishment. Most importantly, whatever they produce is done in high fashion and quality.

Mr. Atkinson, I have been blessed to see their store and it represents everything that they are. From staff to the interior design they will be in alignment with your expectations. Something I must say as a 35 year resident, I rarely see.

So I am excited, especially as a Glen Cove resident that there's a possibility that we will be able to have a store of this caliber in our Glen Cove mall. I ask that you seriously consider the proposal and hope soon when I visit shops ie. Yo Sushi, Mailbox etc, Safeway, Subway in the mall, Plantecea will be a new Christmas or New Years addition.

Thank you for your time and consideration.

Ashe,
Mz. Askari T. Sowonde~
Askari Sowonde~ Productions.

From: [David Lawson](#)
To: [Jonathan Atkinson](#)
Subject: New location for Plantacea
Date: Thursday, December 03, 2020 1:48:35 PM

I'm glad they're moving to Glen Cove. I live in Benicia and will appreciate the shorter drive.

DL

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Eric Martinez](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea Move to Glen Cove
Date: Thursday, December 03, 2020 10:21:07 AM

Good morning,

My name is Eric Capenhurst (Gentry) and I am emailing my objections to Plantacea moving to Glen Cove. My family and I have been loyal customers to the Benicia Rd location, it being our favorite shop in Vallejo and nearest to our homes. We are displeased with the move, and I always found it amusing that it was neighbors to Vallejo Police Department Lol. Thank you for listening, and we will try to support either way, but Glen Cove is not convenient to travel to.

Good luck,

Eric C.

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Fred Bonez](#)
To: [Jonathan Atkinson](#)
Date: Thursday, December 03, 2020 1:24:18 PM

Congrats on new location looking forward to it

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Jerry Dorrance](#)
To: [Jonathan Atkinson](#)
Subject: PLANTACEA - GLEN COVE
Date: Thursday, December 03, 2020 6:04:28 PM

Sir,

I am writing this email to show my support for Plantacea and the proposed new location.

I have been a client for about a year and my experience with this business has always been extremely professional and pleasant.

The current location isn't great but their surrounding area is kept very clean. The lobby is very nice!

The staff is friendly, knowledgeable and respectful.

I am a home-owner and have lived in Glen Cove for over 17 years, I would welcome them to our neighborhood.

Thank you,
Jerry Dorrance

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Jessica Raine](#)
To: [Jonathan Atkinson](#)
Subject: Fwd: Plantecea
Date: Thursday, December 03, 2020 11:16:03 AM

Sent from my iPhone

Begin forwarded message:

From: Jessica Raine [REDACTED]
Date: December 3, 2020 at 10:19:33 AM PST
To: Jonathan.Atkinson@cityofvallejo.netto
Subject: Plantecea

I'm emailing my support for Plantecea . I've been their customer for several years. They are probably the best dispensary in Vallejo. Extremely friendly staff, very knowledgeable. I think their move to Glen Cove is a win win for the community. Their current location has very little parking . I've never had any issues there and that's in a not great area of Vallejo. Please listen to the many people that use dispensaries and not the small minded people stuck in the "pot is a gateway drug" or "it will bring crime" . I lived in Glen Cove for 12 years and my house was robbed twice, many years before dispensaries were legal . All dispensaries have security and you're not allowed to smoke anywhere near them. Do the right thing! Pot is legal and much safer than alcohol or opiates. Many people that have chronic illnesses use pot and depend on these dispensaries, so moving to a nice location with plenty of parking is something that will help them .

Jessica Raine

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Jim Leabeater](#)
To: [Jonathan Atkinson](#)
Subject: Am not in support
Date: Thursday, December 03, 2020 1:29:24 PM

I am not in support of this cannabis store in the Glen Cove center. We are a small community and have few store options in this center already. Most of us won't use this store. Outsiders will. I am not opposed to cannabis. I am opposed to a store in this small center and the problems it will bring. Put it in downtown Vallejo or some other large center.

Warm Regards

Jim A Glen Cove Resident

Sent from iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Jocelyn Wilson](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea
Date: Thursday, December 03, 2020 8:59:12 PM

Hello.

I have been a customer of Plantacea for a couple years and can vouch for their kindness and great customer service. They provide a very welcoming and healing atmosphere and I think their business brings a lot of positive attributes to our community. It is obvious they focus on healing and helping. I think they would be a great addition to glen cove. Thank you.

Jocelyn



***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Joey Panetta](#)
Cc: [Jonathan Atkinson](#)
Subject: Support to move to Glen Cove
Date: Thursday, December 03, 2020 10:57:08 AM

Hello, my name is Joe Panetta and I fully support the move to Glen Cove Center! Prime location, very friendly employees and great prices! Will keep on returning with the move!

[Sent from Yahoo Mail on Android](#)

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [John Beemer](#)
To: [Jonathan Atkinson](#)
Subject: Dispensary relocation
Date: Thursday, December 03, 2020 12:26:31 PM

The dispensary are great folk. I'm a local who's familiar with their practice and the people who run it and I vouch for them.

John Beemer

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [judith renworth](#)
To: [Jonathan Atkinson](#)
Subject: New location
Date: Thursday, December 03, 2020 1:24:05 PM

Looking forward to visiting your new store..it will be more convenient for us in benicia..

We normally get a 10 % senior discount .

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Kelly Mccann](#)
To: [Jonathan Atkinson](#)
Subject: support plantacea
Date: Thursday, December 03, 2020 4:46:43 PM

100% in support

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [kim crawford](#)
To: [Jonathan Atkinson](#)
Subject: Plantecea move to Glen Cove
Date: Thursday, December 03, 2020 1:34:41 PM

I have been a customer of Plantacea for over 2 years now. They are an extremely reputable group and I have always felt comfortable using them as my dispensary. Because of my trusted experience with Plantacea, I have never visited any of the other Vallejo dispensaries.

The move to Glen Cove will be a huge benefit for consumers like myself. In their current location the parking is limited and at times dangerous because it is such a strange 5 way intersection.

Please approve this move for a respected and trusted dispensary.

Thank you,
Kim Crawford

Kim Crawford, PMP



***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [L Edwards](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea move to Glen Cove Center
Date: Thursday, December 03, 2020 10:22:49 AM

As a disabled senior who patronized Stan the Man until city politics closed that site, I am very happy Plantacea is moving to Glen Cove Center. Traveling around Vallejo to acquire the medication best suited for my pain issues is a hardship. Having a neighborhood store again is very pleasing. Thank you for your time spent on this issue.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Larrissa Ingram](#)
To: [Jonathan Atkinson](#)
Subject: Supporter of Plantacea
Date: Thursday, December 03, 2020 12:18:07 PM

Hi Mr. Atkinson,

My name is Larrissa and I'm sending you this email to show my support for the Plantacea's dispensary new location at the Glen Cove Center. The dispensary provides a great service for its patient, and also continues to provide us service even through this difficult period of time that we are experiencing with COVID. I know they'll continue to do the same at there new location.

Sincerely, Larrissa

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Lori Grundman](#)
To: [Jonathan Atkinson](#)
Subject: In Support of Plantacea/Coastal in Glen Cove Shopping Center
Date: Thursday, December 03, 2020 10:43:13 AM

Dear Mr. Atkinson,

I'm writing to you in support of the proposed new Plantacea (Coastal) Cannabis dispensary going into the Glen Cove Shopping Center. I have been a medical marijuana user for a couple of years, and Plantacea has always been my primary provider. Their establishment at 1 Benicia Road is secure, clean, well-managed, and the staff is knowledgeable and friendly. All reasons I made them my first choice. The only negative things about the store have been their parking and its relative distance from my home. I live in Benicia.

I suspect the move to the Glen Cove Shopping Center will have a number of benefits, some of which include:

1. Increased parking opportunities for customers.
2. Synergistic effects with neighboring stores, increasing their business, as well.
3. There are a number of businesses in relatively close proximity in Vallejo. However, Benicia can only have one, and it's still being built. This would give this store a great marketshare, potentially adding more for people that don't wish to drive to downtown Vallejo.
4. Increased tax revenue for some of reasons stated above.

I look forward to the addition of this new store soon!

Stay safe and be well.

Lori Grundman

Benicia Marina

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Michelle](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea"s move
Date: Thursday, December 03, 2020 1:33:51 PM

Please approve there move to the new shopping center.
Michelle

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Pamela Powers](#)
To: [Jonathan Atkinson](#)
Date: Thursday, December 03, 2020 11:41:45 AM

Hi I'm writing to let you know I think it would be a great move for Plantacea if they were to move to the Glen Cove Center location. They will bring in lots of business and their clientele is very calm and polite. I hope they get in there soon.

Thanks Pamela Powers.

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Peggy Jean](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea
Date: Thursday, December 03, 2020 2:52:25 PM

Hello Mr. Atkinson,

I just wanted to let you know that I am very supportive and happy that Plantacea will be coming to the Glen Cove shopping center.

I live in Glen Cove and I can walk to my dispensary now which is another healthy benefit for me.

Plantacea is a very upstanding establishment. The employees are professional and well educated. They are not prescribing anything but providing valuable information and empowering their clients to make informed decisions about their own health care.

I have many friends and patients who are clients at Plantacea. I would highly recommend this dispensary and think the residents in Glen Cove who are interested will benefit from the caring people and high quality products at Plantacea.

All best to you,

Peggy Steer

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Ritwik Ghoshal](#)
To: [Jonathan Atkinson](#)
Subject: Support for Plantacea Vallejo
Date: Thursday, December 03, 2020 10:22:12 AM

Hi Jonathan,

As a Glen Cove resident I would like to convey my support for Plantacea Vallejo to move to Glen Cove shopping center. I think it will be a great addition to our community, and will serve us better in the long run. Thank you for your time and consideration.

--

Regards,
Ritwik Ghoshal

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Sam Evins](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea / Glen Cove Center
Date: Thursday, December 03, 2020 1:29:29 PM

The purpose of this email is to show support for the relocation of Plantacea to the Glen Cove Center. I am 65 years old and have been a customer for over 2 years. Their products have been of great assistance to me in managing sleep problems and chronic gout.

This is one of the cleanest and well managed small businesses I have experienced in the bay area.

I hope they will have your support.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

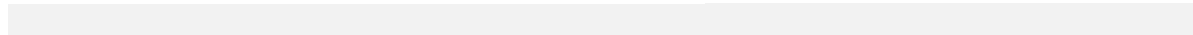
From: [Andy Baird](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea Vellejo
Date: Friday, December 04, 2020 5:11:23 PM

I Support Pantacea move to glen glove. As resident of the area.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [REDACTED]
To: [Jonathan Atkinson](#)
Date: Friday, December 04, 2020 9:27:33 AM
Attachments: [text.000000.txt](#)

Hi Jonathan. A friend said I should email you to show support for our favorite shop, Plantacea. Please put me on your email list. Thank you



This message was sent to you by a T-Mobile wireless phone.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Anthony Gamoras](#)
To: [Jonathan Atkinson](#)
Subject: New Location
Date: Friday, December 04, 2020 8:53:20 AM

Hello, to who it may concern

I've been shopping at Plantacea for
the past couple of years and always
love coming here. Great products
and more importantly a great staff!
sad that you'll be moving to a new
location but I'm happy that y'all
aren't that far away.

From
Anthony Gamoras

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Anthony Taplin](#)
To: [Jonathan Atkinson](#)
Date: Friday, December 04, 2020 11:33:54 AM

Good morning Mr. Atkinson,

I'm writing to lend support for the relocation to Glen Cove the Plantacea Dispensary. I've been a patient with them for over 5 years and always have been treated with the upmost professionalism and courtesy. I understand that there's a concern for the safety of the neighborhood. In the five years of my association with Plantaceaa, I haven't witnessed nor heard of any disturbance related to possible increased traffic incidents, which quite frankly is phenomenal. Again, please allowed for the relocation to proceed and you'll see an community enrichment benefit to Glen Cove. Thank you very much and have a pleasant and safe holidays.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Christopher Kelley](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea
Date: Friday, December 04, 2020 5:14:10 PM

I am emailing in support of the move to Glen Cove Center for Plantacea. Please approve.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Crystal Clear](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea Move to Glen Cove
Date: Friday, December 04, 2020 7:07:06 PM

Allow Plantacea to move to Glen Cove! Give it a chance to thrive in a better community! Overall Holistic health is essential- especially during these trying times. There's better parking in Glen Cove! Give the patients what they deserve! The taxes gained from Plantacea benefit the city of Vallejo. Let us thrive in a better neighborhood!

Sincerely,
Crystal Swan

Be Limitless

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [derek.milton](#)
To: [Jonathan Atkinson](#)
Subject: Support
Date: Friday, December 04, 2020 1:14:40 PM

I support the move to benicia for to Coastal Dispensary off of Benicia road to move to Glen Cove!

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Dr Koolaidman](#)
To: [Jonathan Atkinson](#)
Date: Friday, December 04, 2020 1:48:03 PM

Plantecea is very professional business that will thrive in glen cove!!! Please consider them being there

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Jeff Paulley](#)
To: [Jonathan Atkinson](#)
Subject: Weed
Date: Friday, December 04, 2020 5:49:24 PM

I support cannabis and it would be great to have a spot in form cove!!!

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Karen Powers](#)
To: [Jonathan Atkinson](#)
Subject: Support for Plantacea
Date: Friday, December 04, 2020 3:43:07 PM

Hello,

I am in support of Plantacea moving to the Glen Cove center. I have been a customer of Plantacea for several years. I am a professional, law-abiding Benicia homeowner. In my experience this business has been consistently run professionally, securely and safely. The new location will provide ample parking and easier access to this valuable business.

Sincerely,

Karen Powers

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Khrystie Hunt](#)
To: [Jonathan Atkinson](#)
Subject: Thank you!
Date: Friday, December 04, 2020 4:32:36 PM

Hello Mr. Atkinson,

Thank you so much for supporting the Plantacea business and their move to Glen Cove shopping center. As a resident of Benicia I have been hoping there would be a dispensary that would be closer to my home. I have been a customer of this business for a few years now and look forward to visiting them in their new home in the Glen Cove Center.

Thank you again!

Sincerely,

K. Hunt

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [REDACTED]
To: [Jonathan Atkinson](#)
Subject: Plantacea in Vallejo.
Date: Friday, December 04, 2020 6:35:38 PM

Love these guys can't wait till they get some better parking!

Thanks,

Lars

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Natalia Z](#)
To: [Jonathan Atkinson](#)
Subject: Keep cannabis in vallejo
Date: Friday, December 04, 2020 12:57:31 PM

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Ron Madsen](#)
To: [Jonathan Atkinson](#)
Subject: Super happy with the dispensary coming to Glen Cove. I'm a resident there.
Date: Friday, December 04, 2020 1:46:21 PM

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [sophia lazzarotto](#)
To: [Jonathan Atkinson](#)
Subject: Costal move
Date: Friday, December 04, 2020 7:16:44 PM

Hi , I have been a patient here for a while now and I think a new location in Glen cove would be a good idea for the area .

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Tanietsha Tims](#)
To: [Jonathan Atkinson](#)
Date: Friday, December 04, 2020 10:19:53 AM

Hi I'm here to support you Coastal for your new move.
Marijuana is not a bad thing helps with anxiety and stress.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [valentina M salazar](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea
Date: Friday, December 04, 2020 2:39:07 PM

Yay!!! New location.

You guys are amazing! Best bud tenders around, always SUPER friendly.

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Alissa Henry](#)
To: [Jonathan Atkinson](#)
Subject: Plantar a move to age on Cove
Date: Saturday, December 05, 2020 1:31:41 PM

Jonathan,

Please accept this email as my support for the move of commercial space for plantar a to the Glenn Cove Shopping center.

I have been a customer since they first opened.

The many concerns of our residents is unfounded. Plantacea and it's employees represent the essence of what real customer service means.

Thank you
Alissa Henry

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Andrew H.](#)
To: [Jonathan Atkinson](#)
Subject: Feedback
Date: Saturday, December 05, 2020 6:18:52 PM

Just want to let you know your staff at your vallejo location are awesome! So friendly and helpful. They need a pay raise! Lol! And I totally support your relocation site.

Thanks!

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [REDACTED]
To: [Jonathan Atkinson](#)
Subject: Glen Cove center
Date: Saturday, December 05, 2020 11:52:57 AM

Greetings Jonathan,
Plantacea is one of my favorite dispensaries so I am absolutely delighted that your new Vallejo location will be located 2 blocks from my house! I mean AWESOME!
If you're in need of staff I'd like to apply for a job!
Best wishes for everything moving forward with ease.
Anna Brewer

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Carmen Hardt](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea relocating to Glen Cove Center
Date: Saturday, December 05, 2020 11:14:00 AM

Good morning!

I am writing in support of this business moving to Glen Cove Center.

Happy Holidays!
Carmyn Hardt

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Conner Cruise](#)
To: [Jonathan Atkinson](#)
Subject: Support for Coastal to Move to Glen Cove
Date: Saturday, December 05, 2020 11:43:04 AM

I am a lifelong vallejo resident and have been a patient at Costal for over a year. They are professional and polite and would bring lots of business and tax dollars to the glen cove shopping center

Conner Cruise

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Dane Dearlove](#)
To: [Jonathan Atkinson](#)
Subject: See you soon
Date: Saturday, December 05, 2020 7:42:05 PM

Look forward to visiting the new location.
Dane

Dane Dearlove
Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [David Kristine Catap](#)
To: [Jonathan Atkinson](#)
Subject: Coastal/Plantacea Support
Date: Saturday, December 05, 2020 11:10:12 AM

I support Coastal/Plantacea's move to the Glen Cove Center. Let's make it happen!

David C.

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Deborah Roberts](#)
To: [Jonathan Atkinson](#)
Subject: Support the Move
Date: Saturday, December 05, 2020 12:53:01 PM

I fully support Plantacea/Coastal relocating to the Glen Cove shopping center.

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [E HO](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea move
Date: Saturday, December 05, 2020 11:25:23 AM

Writing to you in support of their move to Glen Cove as it really helps residents of Benicia to access the facility.

Ehren

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Emily McDavitt](#)
To: [Jonathan Atkinson](#)
Subject: Coastal Dispensary Glen Cove Location
Date: Saturday, December 05, 2020 6:33:02 PM

Dear Jonathan,

I have been a member of Coastal Dispensary for a number of years and they are a very reputable company. They have amazing customer service and a great environment. It would be really helpful if you guys added a location in Glen Cove.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [John Ayson](#)
To: [Jonathan Atkinson](#)
Subject: Coastal Dispensary Relocation Letter
Date: Saturday, December 05, 2020 8:45:40 PM

Dear Mr. Atkinson,

I am writing to you in support of the local business, Coastal Dispensary Vallejo, currently located at 1 Benicia Road. They are planning to move their location to the Glen Cove Center, as to help better serve the community.

Cannabis is a very useful plant, and is a healthy alternative to all the prescription medicine out there. I believe it could tie in with the trending vegan/yogi stuff going around now, and that is not necessarily a bad thing. Maybe more people will become aware of their health? I believe there are no "gateway" drugs. It is simply human trauma that causes people to do such things, but that is another topic for another time.

There are many professional athletes that are in support of the plant as well, including the UFC Diaz brothers from Stockton, CA. It helps them with post-workout inflammation and overall health recovery.

I am currently a resident of Suisun City, and I frequently purchase cannabis from this business to help with my insomnia. There are many products to choose from, some only have the CBD part of cannabis; which helps with the pain, but will not get you "high".

The environment inside the dispensary is also very welcoming. Everyone is helpful and understanding, from security to management. They are knowledgeable and passionate about their business.

I hope this message reaches you in good health. Thank you for your time Mr. Atkinson, I appreciate your public service, it is of great power and responsibility.

Sincerely,
John Ayson



Sent via the Samsung Galaxy S7, an AT&T 4G LTE smartphone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Joseph fuentes](#)
To: [Jonathan Atkinson](#)
Date: Saturday, December 05, 2020 10:41:47 AM

Hi I'm Joseph I've been a resident in Glen cove for 3 years now and I support the cannabis move of coastal it would be very convenient to all residents around here

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Maria Artle](#)
To: [Jonathan Atkinson](#)
Subject: New store
Date: Saturday, December 05, 2020 11:02:07 AM

Hi yes of course I will come to your new store!
Best-Maria

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Mark Vegotsky](#)
To: [Jonathan Atkinson](#)
Subject: Glen Cove dispensary
Date: Saturday, December 05, 2020 10:44:59 AM

I support this move. Thank you.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Marques TaylorMcConner](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea Move
Date: Saturday, December 05, 2020 11:08:49 AM

I'm so excited you guys are moving to Glen Cove. I live across the street from Safeway and have been going to Plantacea every week for 2 months. Now you're much more accessible. I can't wait to hear the location of the new store

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [REDACTED]
To: [Jonathan Atkinson](#)
Subject: Plantacea
Date: Saturday, December 05, 2020 12:17:08 PM

We support this local business, they provide a valuable service to our area. They are very professional and safe.

Thank you Mason

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [REDACTED]
To: [Jonathan Atkinson](#)
Subject: Costal Dispensary
Date: Saturday, December 05, 2020 11:57:13 AM

Hello,

I am writing to voice my support for the Coastal dispensary proposed at the Glen Cove Center. I not only am a small business owner, but am also a nearby home owner.

Thank you for your time,

--



Matthew Decker

[REDACTED]

[REDACTED]

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [Molly Heuser](#)
To: [Jonathan Atkinson](#)
Subject: Support
Date: Saturday, December 05, 2020 1:36:39 PM

Hello! I am supporting the new location!

Curious, is the old location NOT affiliated with the new location? Is it the same owners of both? Or everything is completely separate and not involved in each other? And do you guys still offer the 15% off being a solano county resident?

Thanks!

-Molly Gesell

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Nathan Dickerson](#)
To: [Jonathan Atkinson](#)
Date: Saturday, December 05, 2020 6:33:11 PM

Dear Jonathan,

I have been going to Coastal for a long time and I must be honest, Coastal is a great place! They are very respectful and create a great environment!

Sincerely,
Nathaniel

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Racquell Lee](#)
To: [Jonathan Atkinson](#)
Subject: Coastal/plantacea
Date: Saturday, December 05, 2020 6:10:29 PM

Have been a member a for a long time and would love to see the expansion; please don't bend.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [samantha byrd](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea move to glen cove
Date: Saturday, December 05, 2020 1:08:29 PM

I support the move to glen cove!! I live on Lewis Ave in the area and I fully support this move!!

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Steph](#)
To: [Jonathan Atkinson](#)
Subject: Support plantcea move
Date: Saturday, December 05, 2020 12:52:07 PM

I am writing in support of Plantceas move to Glen cove. This is a great and respectful company!

Sincerely,
Stephanie Tillery

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Wakenda Johnson](#)
To: [Jonathan Atkinson](#)
Subject: Glen Cove Center
Date: Saturday, December 05, 2020 7:59:35 AM

We are in support of you opening a cannibas dispensary in Glen Cove Center.

Wakenda. Johnson

Sent from my iPad

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [REDACTED]
To: [Jonathan Atkinson](#)
Subject: Moving locations
Date: Saturday, December 05, 2020 1:00:08 PM

Hey there I'm a regular at the club and the new location would be wayy closer to my house

-Zach Coker

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Seth Gonzalez](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea
Date: Saturday, December 05, 2020 5:44:14 PM

Hey I've been with plantacea dispensary for a while now, and they are good people who help out. They wouldn't make a disturbance to the community

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [ant.guest](#)
To: [Jonathan Atkinson](#)
Subject: Glen cove move
Date: Saturday, December 05, 2020 5:41:31 PM

Good luck on the move you guys are my favorite dispo in Vallejo!

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Maya Vrins](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea Move
Date: Saturday, December 05, 2020 4:58:42 PM

Jonathon Atkinson,

As a resident of this area, I have found some phenomenal benefits from being a repeat customer at Plantacea. I understand that their move to the Glen Cove area has received some pushback but I can attest that I, as well as many cannabis users have found serious relief from these products. I fully support their decision to move and will surely be buying more from them when they do—supporting local businesses as well as providing the city with tax to help this area.

Regards,
Maya

[Sent from Yahoo Mail for iPhone](#)

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Heidi](#)
To: [Jonathan Atkinson](#)
Subject: hi
Date: Saturday, December 05, 2020 2:21:45 PM

yes fully support you guys

Be safe!

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Gia Beck](#)
To: [Jonathan Atkinson](#)
Subject: I Plantacea
Date: Sunday, December 06, 2020 10:20:46 PM

I'm writing to show my support.

Thanks,

Gia Beck


Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Grant Persson](#)
To: [Jonathan Atkinson](#)
Date: Sunday, December 06, 2020 11:01:09 AM

I'm a resident of Vallejo I've been going to plantacia. They have been very friendly and helpful and I feel have helped the community a lot

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Ryan Russell](#)
To: [Jonathan Atkinson](#)
Subject: Glen cove cannabis
Date: Sunday, December 06, 2020 6:00:16 PM

Been a patient for a while I think opening in glen cove would be a great change! Been coming here for years love it here.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Bobby Wilcox](#)
To: [Jonathan Atkinson](#)
Subject: Coastal
Date: Monday, December 07, 2020 5:34:06 PM

I've been a resident of valljo for years and have supported these guys for 3 years. Polite, professional and clean. They will be a good addition to the Glenn Cove center.

Sincerely

Robert wilcox

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Donny Urabe](#)
To: [Jonathan Atkinson](#)
Subject: Fwd: Delivery Status Notification (Failure)
Date: Monday, December 07, 2020 8:12:24 PM
Attachments: [icon.png](#)
[icon.png](#)

----- Forwarded message -----

From: **Mail Delivery Subsystem** <mailer-daemon@googlemail.com>
Date: Mon, Dec 7, 2020, 8:05 PM
Subject: Delivery Status Notification (Failure)
To: [REDACTED]



Address not found

Your message wasn't delivered to
Jonathan.Atkinson@cityofvallejo.netto because the domain
cityofvallejo.netto couldn't be found. Check for typos or unnecessary
spaces and try again.

The response was:

DNS Error: 11241848 DNS type 'mx' lookup of cityofvallejo.netto responded with
code NXDOMAIN Domain name not found: cityofvallejo.netto

----- Forwarded message -----

From: Donny Urabe [REDACTED]
To: Jonathan.Atkinson@cityofvallejo.netto
Cc:
Bcc:
Date: Mon, 7 Dec 2020 20:05:24 -0800
Subject: Glen Cove new location
I support the new location!

Donny Urabe

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Michael Albertson](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea to Glenn cove area
Date: Monday, December 07, 2020 11:48:09 AM

Hello,

I am a current customer of plan to see you and I have been supporting them for years I am at Benicia resident and having them in Glen Cove would make it more convenient for us as we do not have any storefronts closer to Benicia. They are a standup company and are truly for the community thank you for your time and I hope you consider moving to Glenn cove area.

Michael Albertson

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Molly Morgan](#)
To: [Jonathan Atkinson](#)
Subject: New location
Date: Monday, December 07, 2020 8:55:15 AM

Thank you so very much , for allowing this facility to be in a better area. As some who has had to go to numerous locations for this company, I hope this will be where they stay. I am handicapped, so anything making it more accessible is a plus. Thank you again, Molly

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Tina Jacobs](#)
To: [Jonathan Atkinson](#)
Subject: New location
Date: Monday, December 07, 2020 7:28:43 AM

Great new location for coastal

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Daniel Cushing](#)
To: [Jonathan Atkinson](#)
Subject: Coastal Vallejo(Plantacea)
Date: Tuesday, December 08, 2020 8:46:54 AM

Hi Jonathan,

I am a Vallejo resident and customer of this dispensary, and very happy to hear about the announcement of their new location. I have been going to this business for about 6 years and am very pleased with the way they operate. They have moved locations several times throughout the years and I believe they make a positive influence on their surroundings. I also live in glen cove and think this new location will do the same for glen cove.

Thanks,

Daniel Cushing

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Miles Meadows](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea Vallejo Move
Date: Tuesday, December 08, 2020 8:36:01 AM

Hi Jonathan!

We want to show our support for the new location. We are regular customers....who love your products and think you have a great team! We don't feel that your move would be detrimental to the neighborhood and we definitely support your growth during a time where many businesses are closing.

Best of luck,

Mel Meadows

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Derrick Joh So](#)
To: [Jonathan Atkinson](#)
Subject: Glen cove move
Date: Tuesday, December 08, 2020 11:38:12 AM

Keep the the moonrock

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Carlos A.](#)
To: [Jonathan Atkinson](#)
Subject: I support
Date: Wednesday, December 09, 2020 10:48:34 AM

I support the move to Glen cove. I am pro cannabis. Would be great to go there. Long time customer.

Carlos A.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Carolyn Wreden Liston Watts](#)
To: [Jonathan Atkinson](#)
Subject: Support of Plantacea Moving to Glen Cove
Date: Wednesday, December 09, 2020 8:45:49 AM

Dear Jonathan,

I'm writing to you to let you know, that I'm very much in support of Plantacea in Vallejo, moving to the Glen Cove area.

Sincerely,
Carolyn Watts

Get [Outlook for iOS](#)

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Madelynn Kenoly](#)
To: [Jonathan Atkinson](#)
Subject: Coastal Vallejo
Date: Wednesday, December 09, 2020 11:38:30 AM

Hello Mr. Atkinson,

We support this business!

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Tinnetta Thompson](#)
To: [Jonathan Atkinson](#)
Subject: I support Plantacea in moving to Glen Cove
Date: Wednesday, December 09, 2020 11:48:43 AM

As a lifelong resident of Vallejo I support Plantacea in their relocation efforts. Having been a patron, they have been nothing but professional and courteous.

Thank you,
Tinnetta Thompson, Esq.

Tinnetta Rockquemore Thompson

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Angeles Tomagan](#)
To: [Jonathan Atkinson](#)
Subject: Dispensary
Date: Thursday, December 10, 2020 1:05:27 PM

Happy to hear you are opening a location in Glen Cove.

Best,
Angeles

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Robin Hargrave](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea
Date: Thursday, December 10, 2020 11:44:41 AM

Good Morning,

My name is Robin Hargrave and I live in Benicia. I am a 58 year old registered nurse, and I am reaching out to you to let you know of my support for Plantacea to move to its new location in Glen Cove.

You do not need me to tell you of all the benefits of medicinal CBD. They are many and to a large variety of people.

This was my first time in this dispensary but it will not be my last. I was impressed at how clean the store was and how professional everyone was.

Having access to better parking and a better location can only be a good thing.

Please support them in improving their ability to support their community by allowing them to move their store.

Thank you,

Robin Hargrave

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Matt Lai](#)
To: [Jonathan Atkinson](#)
Subject: Glen Cove Center
Date: Friday, December 11, 2020 1:28:51 PM

Dear Mr. Atkinson,

Very excited to see the Glen Cove location opened. I have been a Plantacea customer for a while and am excited for your new location.

The staff at Plantacea (now Coastal) is best staff in the industry and is the number one reason I continue to solely shop at your locations. The staff is amazing and feel like family.

Best wishes to your new endeavors.

Matthew Lai

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Andrew H.](#)
To: [Jonathan Atkinson](#)
Subject: Super
Date: Saturday, December 12, 2020 1:18:36 PM

Nice customer service!

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Andrew H.](#)
To: [Jonathan Atkinson](#)
Subject: Off tha Hook!
Date: Sunday, December 13, 2020 10:17:18 AM

This place is the best weed place because its chill and so are the staff members.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Lauren and Michael Watson](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea Glen Cove
Date: Wednesday, December 16, 2020 4:06:44 PM

Please support the Glen Cove dispensary.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Carolyn Wreden Liston Watts](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea move to Glen Cove
Date: Friday, December 18, 2020 3:38:30 PM

Dear Jonathan,

I'm writing to you to let you know, that I'm looking forward to, and support Plantacea in Vallejo, move to the Glen Cove area.

Sincerely,
Carolyn Watts

Get Outlook for iOS

Get [Outlook for iOS](#)

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [John D. Bibb](#)
To: [Jonathan Atkinson](#)
Subject: Coastal Support
Date: Friday, December 18, 2020 3:46:56 PM

Good afternoon Johnathan,

I've been supporting Coastal for over four years there are legit business, and perfect customer service. They will be a great asset in that shopping center.

Thanks,

John

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Chris Reyes](#)
To: [Jonathan Atkinson](#)
Subject: Coastal Vallejo
Date: Saturday, December 19, 2020 12:42:05 PM

Hello Jonathan,

Just wanted to email you and tell you about how I believe "Coastal Vallejo" is one of the best dispensaries I have ever experienced. Their staff and environment have always been courteous and clean. They are my absolute favorite and I am happy to see them expand and move on to the new location. I definitely will continue to give them my business and look forward to visiting them there soon.

Best wishes,

Chris reyes

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Jared Gropp](#)
To: [Jonathan Atkinson](#)
Subject: Placentacea/coastal
Date: Sunday, December 20, 2020 6:00:36 PM

Hi Jonathan,

Just wanted to mention the folks over at Plantacea are outstanding people. They help me with my chronic shoulder pain that I've had for years. Thanks to them I've been able to put that past me.

Thanks,

Jared Gropp

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [DanielFeder](#)
To: [Jonathan Atkinson](#)
Subject: I support of coastal in Glen Cove
Date: Monday, December 21, 2020 12:29:57 PM

Hello,

I am writing to express my support of a Coastal location in Glen Cove. I believe this will add a valuable service to the community.

Respectfully,
Daniel Feder

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [kalea mcneill](#)
To: [Jonathan Atkinson](#)
Subject: Supporting Coastal Dispensary
Date: Tuesday, December 22, 2020 10:56:12 AM

Mr Atkinson,

I am writing as a medical/recreational Marijuana consumer in Solano County. I have done an immense amount of work in the Los Angeles area with the legalization of Marijuana and have always been disappointed with our options in Northern California until I went to Coastal (formerly Plantacea). This is one of my favorite dispensaries with knowledgeable staff and amazing product. I cannot wait to see the revenue they bring to the Glen Cove area.

Thank you,

Kalea McNeill

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [William Wash](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea moving to Glen Cove Center
Date: Tuesday, December 29, 2020 8:58:43 AM

Hello I have been medicating with Plantacea for a little over a year now and they are always extremely professional and friendly and they make my experience super easy and stress free. There would be a number of benefits if Plantacea moved to the Glen Cove Center, they would be able to better serve our community and it would be more convenient for everyone in Vallejo.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Paul Ladhar](#)
To: [Jonathan Atkinson](#)
Date: Thursday, January 07, 2021 3:06:47 PM

Good job moving to glen cove.

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Richard Barnes](#)
To: [Jonathan Atkinson](#)
Subject: The Glen Cove Center
Date: Tuesday, January 05, 2021 4:49:13 PM

Hello I would like to send you this email in hopes that you will see that a dispensary in this location is not at all a bad idea this move would be helping a business in town

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Jack Smock](#)
To: [Jonathan Atkinson](#)
Subject: Support for glen cove dispensary
Date: Saturday, January 09, 2021 3:59:07 PM

I support plantacea and their new location in glen cove.
Jack Vallejo resident

Sent from my iPhone

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Maneck Palkhivala](#)
To: [Jonathan Atkinson](#)
Subject: Allow the new dispensary in Glen Cove
Date: Sunday, January 17, 2021 10:57:10 AM

Dear Jonathan,

I am a concerned voter living in Vallejo, and I wanted to write to express my support for allowing a dispensary to exist in Glen Cove. Dispensaries are vital community services that help people, bringing in jobs, commerce, and improved health to the overall community. Many dispensaries in places like Berkeley and Richmond also act as small community centers for interest groups and clubs to be able to meet, such as women's circles and chess clubs. Please do not oppose the enrichment of the community by denying the working people of Vallejo the same opportunities afforded to other businesses.

Sincerely,

Maneck Palkhivala

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [Carolyn Wreden Liston Watts](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea/Coastal
Date: Tuesday, February 09, 2021 9:50:07 AM

Dear Jonathan,

I'm writing to you to let you know, that I continue to support Plantacea/Coastal, in Vallejo, move to the Glen Cove area.

Sincerely,
Carolyn Watts

Get [Outlook for iOS](#)

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments.

From: [John D. Bibb](#)
To: [Jonathan Atkinson](#)
Subject: Plantacea/Coastal relocation
Date: Wednesday, February 24, 2021 8:01:02 AM

Dear Commissioners Matulac, Diohep, Cohen-Thompson, Stamps, Palmares and Bowman,

I urge you to support Plantacea/Coastal's proposal to relocate their retail-only dispensary business to 128 Robles Way in the Glen Cove Shopping Center. The owners were good and responsible neighbors for as long as their original Vallejo facility was in operation, and will continue to be good neighbors and community partners at their new location. Please join me, city staff and numerous Glen Cove & Vallejo residents in supporting this project. Thank you.

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

From: [anna aguiar](#)
To: [JR Matulac](#); [Kathleen DiohepPC](#); [Melissa Bowman](#); [Peggy Cohen-Thompson](#); [Charles Palmares](#); [Jamar Stamps](#)
Cc: [Jonathan Atkinson](#)
Subject: Support of Plantacea/Coastal move to Glen Cove
Date: Wednesday, February 24, 2021 8:48:19 AM

Dear Commissioners Matulac, Diohep, Cohen-Thompson, Stamps, Palmares and Bowman,

I urge you to support Plantacea/Coastal's proposal to relocate their retail-only dispensary business to 128 Robles Way in the Glen Cove Shopping Center. The owners were good and responsible neighbors for as long as their original Vallejo facility was in operation, and will continue to be good neighbors and community partners at their new location. Please join me, city staff and numerous Glen Cove & Vallejo residents in supporting this project.

Thank you.

Anna Aguiar

***** This is an EXTERNAL EMAIL. Stop and think before clicking links or opening attachments. *****

ATTACHMENT 4

PROJECT PLANS

COASTAL
RETAIL TENANT IMPROVEMENT
128 ROBLES WAY
VALLEJO, CA



MONARCH ENGINEERS

415) 448-6073

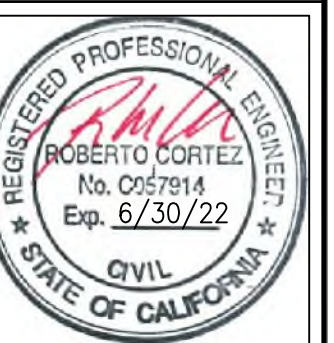
www.monarchengineers.com

CIVIL
STRUCTURAL
ELECTRICAL
MECHANICAL
DESIGN/
DEVELOPMENT

425 Virginia Street
Suite B
Vallejo, CA 94590

DESCRIPTION:	
COVER SHEET	

COASTAL RETAIL T. I.
128 ROBLES WAY
VALLEJO, CA 94591



Designed by: Cortez	Drawn by: K. Kazantseva
Checked by: Cortez P.E. CASp	Approved by: R. Cortez P.E. CASp
Date: 1/28/2020	Scale: As Noted

REVISIONS

	Date	By
	—	

b No. -		

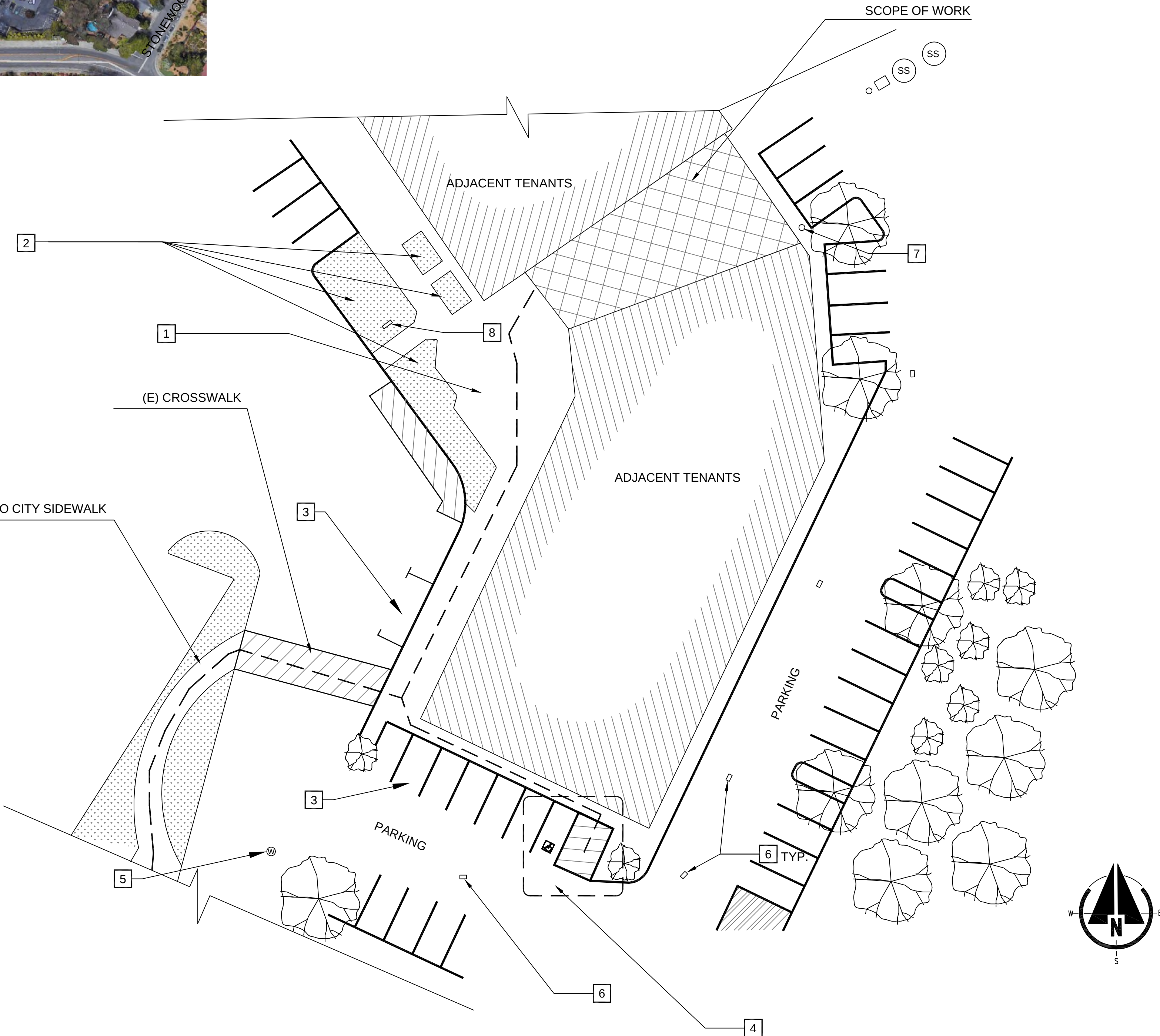
CS-1

ROBERTO CORTÉZ, P.E. © COPYRIGHT 2019

[illegible]



SITE MAP
SCALE: NTS



SITE PLAN
SCALE: 1/32" = 1'-0"

SHEET NOTES

- (E) WALKWAY PART OF THE SHOPPING CENTER COMMON AREA, NOT MODIFICATIONS UNDER THIS PROJECT
- (E) LANDSCAPED AREAS PART OF THE SHOPPING CENTER COMMON AREA, NOT MODIFICATIONS UNDER THIS PROJECT
- (E) TYP. PARKING STALLS PART OF THE SHOPPING CENTER COMMON AREA, NOT MODIFICATIONS UNDER THIS PROJECT
- (E) TYP. ACCESSIBLE PARKING STALL PART OF THE SHOPPING CENTER COMMON AREA, NOT MODIFICATIONS UNDER THIS PROJECT
- (E) WATER VALVE
- (E) SITE DRAINAGE INLET
- (E) CLEAN OUT
- (E) WATER DEPARTMENT BACK FLOW PREVENTER

LEGENDS

— — — — ACCESSIBLE PATH OF TRAVEL

PROJECT NOTES

- THIS PROJECT IS PURELY INTERIOR WORK. NO UTILITIES ARE ADDED NOR THERE IS A CHANGE OF OCCUPANCY CATEGORY FROM PREVIOUS TENANT.
- NO IMPERVIOUS AREA IS CREATED OR REMOVED UNDER THIS PERMIT.

SITE PICTURES



GENERAL NOTES

- THIS SITE PLAN DOES NOT CONSTITUTE A LEGAL DESCRIPTION OR SURVEY. THE INFORMATION DEPICTED HEREON IS GENERAL MEASUREMENTS TO ESTABLISH A RELATIONSHIP OF STRUCTURE AND LOT LINES. THE INFORMATION SHOWN WAS OBTAINED FROM PUBLIC RECORDS AT THE SOLANO COUNTY ASSESSOR'S OFFICE.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS OF THE LOT AND SOIL CONDITIONS, INCLUDING EXCAVATION, UNDERPINNING, DRAINAGE, AND UTILITIES AT THIS PROPERTY, AS WELL AS ADJACENT PROPERTIES. ALL CONSTRUCTION SHALL CONFORM TO CBC 2019, CEC, CMC, AND TITLE 24.
- SHOULD ANY ERROR OR INCONSISTENCY APPEAR OR OCCUR IN THE DRAWINGS, THE CONTRACTOR BEFORE PROCEEDING WITH THE WORK, SHALL NOTIFY THE OWNER FOR PROPER ADJUSTMENT AND, IN NO CASE, SHALL PROCEED WITH THE WORK IN UNCERTAINTY.
- NO CHANGE OR ALTERATION OF DESIGN OR PLAN SHALL BE MADE WITHOUT THE APPROVED WRITTEN CONSENT FROM THE DESIGNER/ENGINEER. THE DESIGNER/ENGINEER SHALL NOT BE RESPONSIBLE FOR SUCH CHANGES OR ALTERATIONS MADE BY OR AGREED UPON BETWEEN OWNER AND CONTRACTOR.



**MONARCH
ENGINEERS**
(415) 448-6073
www.monarchengineers.com

CIVIL
STRUCTURAL
ELECTRICAL
MECHANICAL
DESIGN/
DEVELOPMENT
425 Virginia Street
Suite B
Vallejo, CA 94590

DESCRIPTION:
SITE PLAN

COASTAL RETAIL T. I.
128 ROBLES WAY
VALLEJO, CA 94591

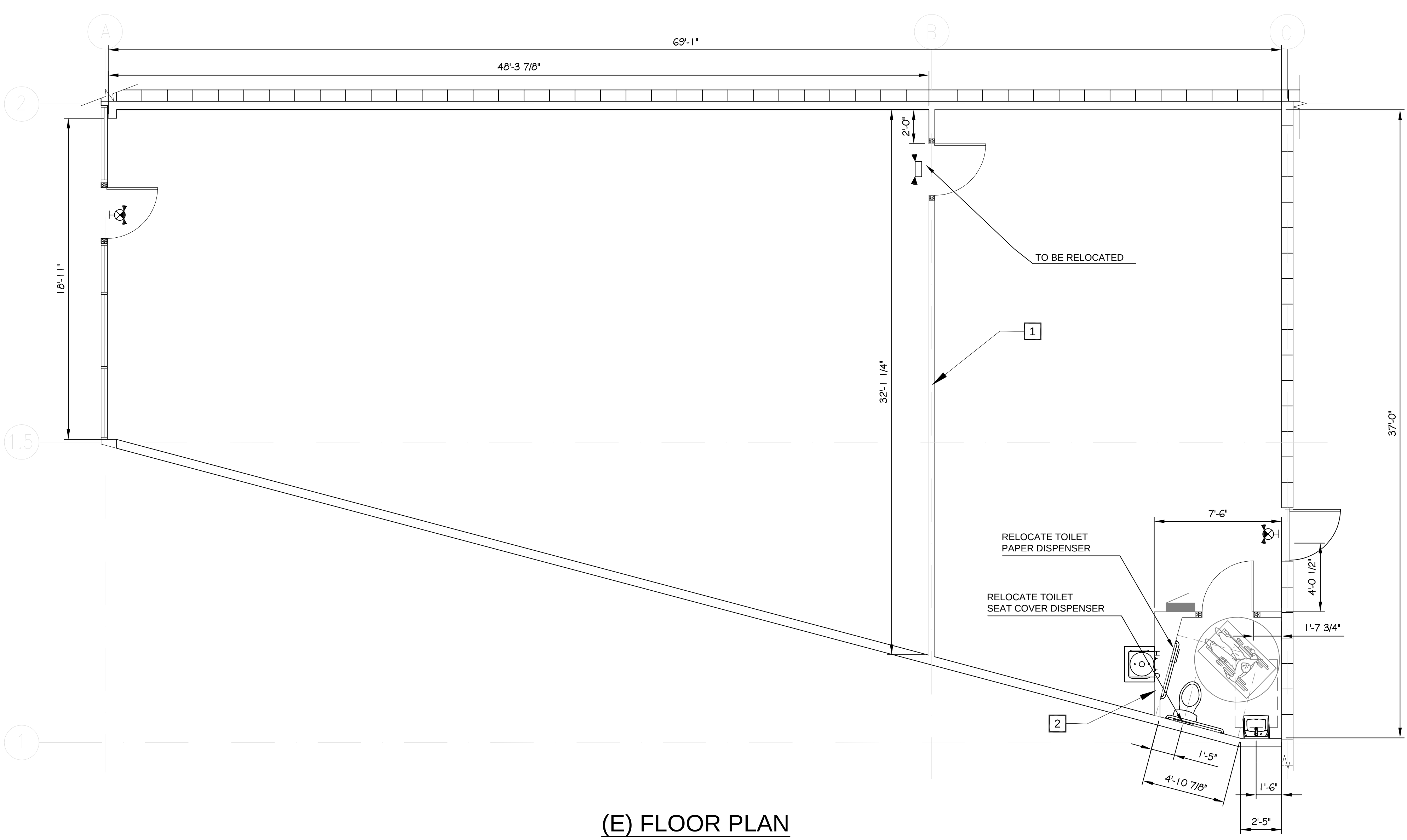


Design by:
R. Cortez
Checked by:
R. Cortez P.E. CAS
Date:
9/28/2020
Drawn by:
K. Kazantseva
Approved by:
R. Cortez P.E. CAS
Scale:
As Noted

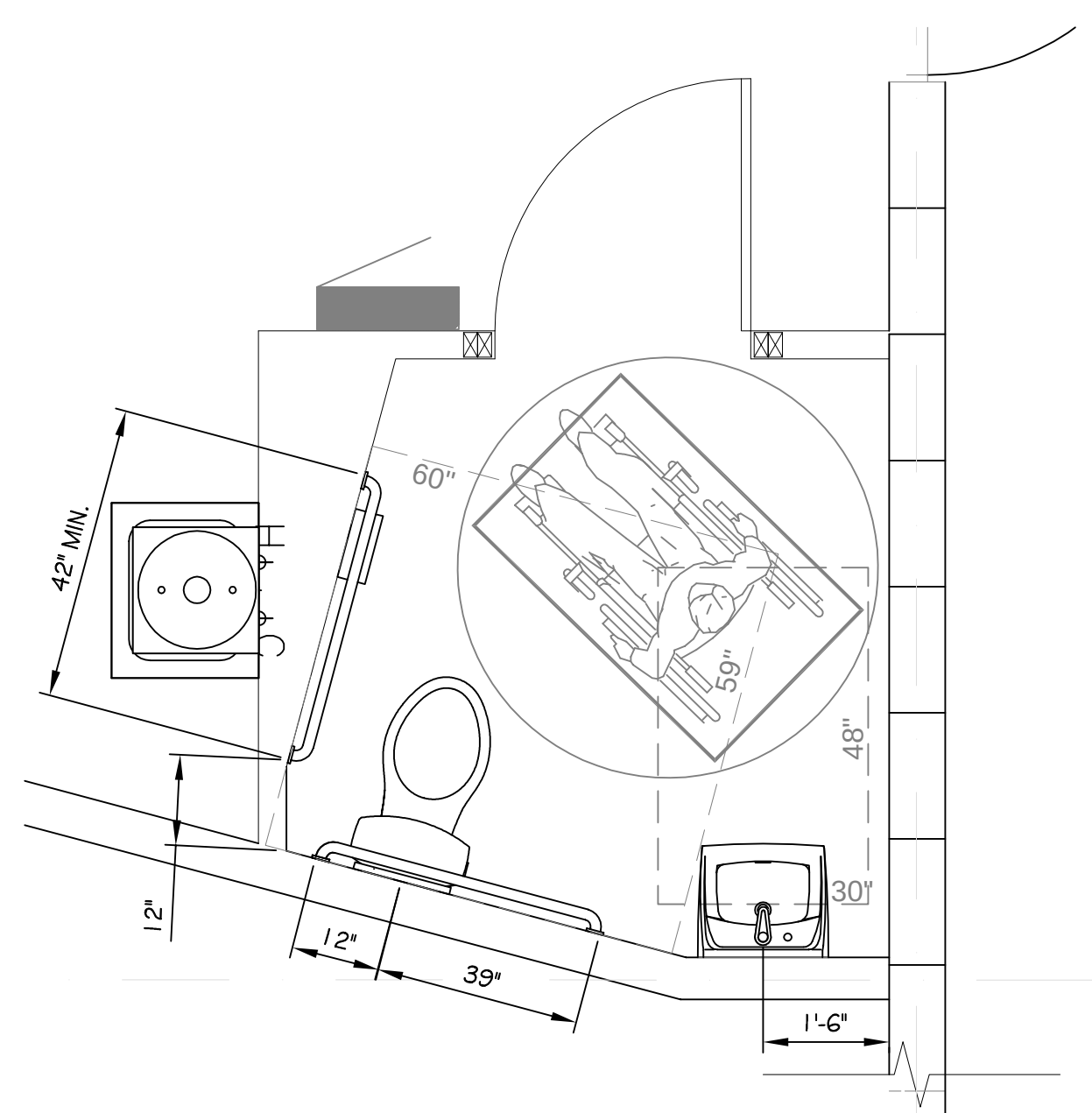
REVISIONS		
No.	Date	By

Job No. -

SD-1



(E) FLOOR PLAN
SCALE: 1/4" = 1'-0"



(E) RESTROOM
SCALE: 1/2" = 1'-0"

SHEET NOTES

- (E) INTERIOR NON-BEARING WALL TO REMAIN W/ MINOR MODIFICATIONS
- (E) INTERIOR NON-BEARING WALL TO REMAIN

LEGEND

- (E) EMERGENCY TWIN HEADS W/ INTEGRAL BATTERY UNIT
- (E) COMBINATION EXIT SIGN AND EMERGENCY TWIN HEADS, INTEGRAL BATTERY UNIT RED LETTERS, L.E.D.

GENERAL NOTES

- NO CHANGES TO PERIMETER WALLS UNDER THIS PERMIT.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS . ALL CONSTRUCTION SHALL CONFORM TO CBC 2019, CEC, CMC, AND TITLE 24.
- SHOULD ANY ERROR OR INCONSISTENCY APPEAR OR OCCUR IN THE DRAWINGS, THE CONTRACTOR BEFORE PROCEEDING WITH THE WORK, SHALL NOTIFY THE OWNER FOR PROPER ADJUSTMENT AND, IN NO CASE, SHALL PROCEED WITH THE WORK IN UNCERTAINTY.
- NO CHANGE OR ALTERATION OF DESIGN OR PLAN SHALL BE MADE WITHOUT THE APPROVED WRITTEN CONSENT FROM THE DESIGNER/ENGINEER. THE DESIGNER/ENGINEER SHALL NOT BE RESPONSIBLE FOR SUCH CHANGES OR ALTERATIONS MADE BY OR AGREED UPON BETWEEN OWNER AND CONTRACTOR.



MONARCH ENGINEERS

(415) 448-6073

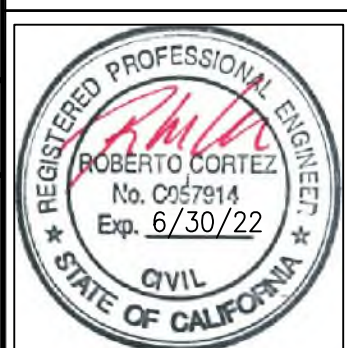
www.monarchengineers.com

CIVIL
STRUCTURAL
ELECTRICAL
MECHANICAL
DESIGN/
DEVELOPMENT

425 Virginia Street
Suite B
Vallejo, CA 94590

DESCRIPTION:
(E) FLOOR PLAN

COASTAL RETAIL T. I.
128 ROBLES WAY
VALLEJO, CA 94591



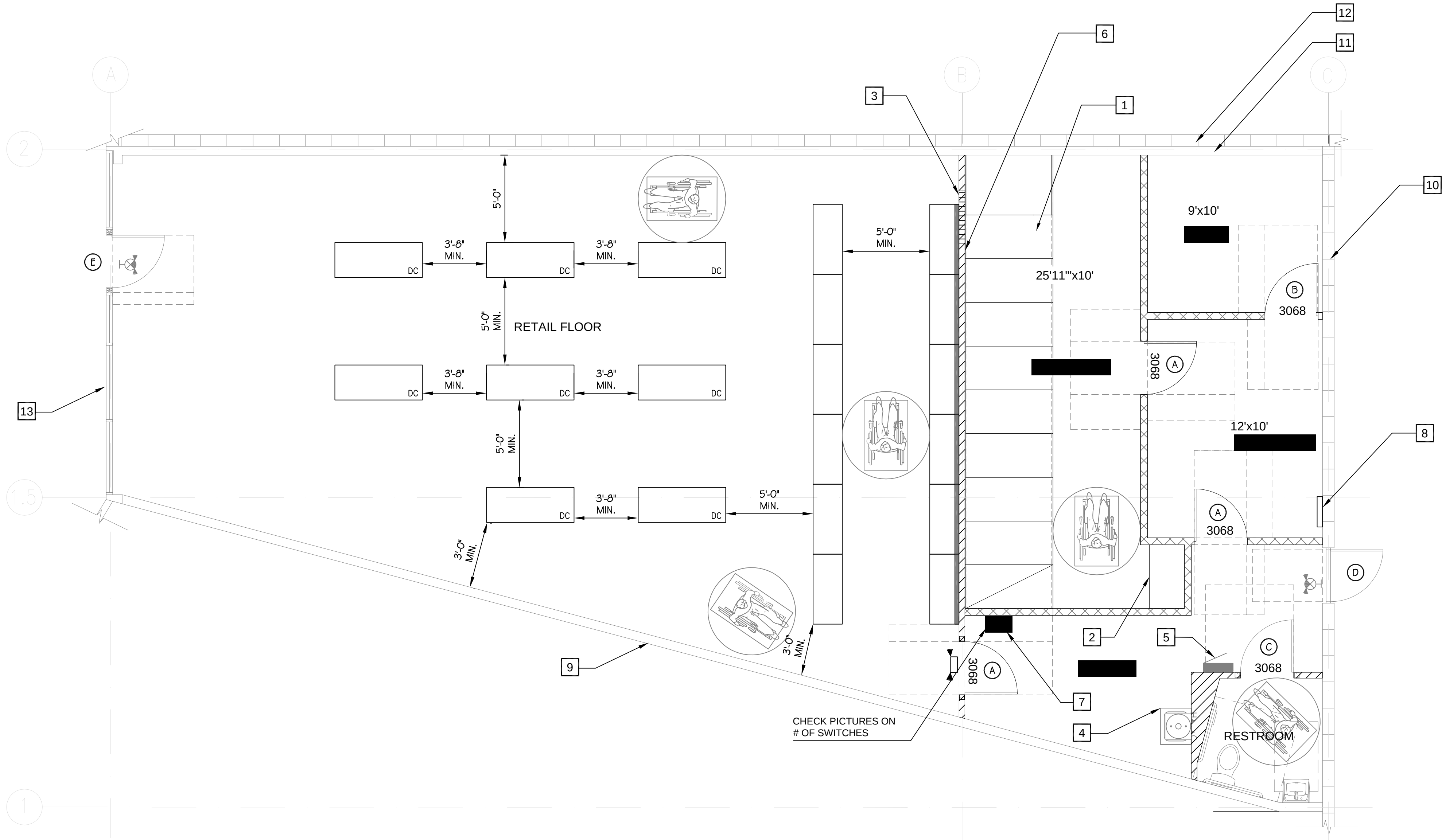
Design by:
R. Cortez
Checked by:
R. Cortez P.E. CAS
Date:
9/28/2020

Drawn by:
K. Kazantseva
Approved by:
R. Cortez P.E. CAS
Scale:
As Noted

REVISIONS		
No.	Date	By

Job No. -

A-1



PROPOSED FLOOR PLAN
SCALE: 1/4" = 1'-0"

ITEM NO.	QTY.	DIMENSION (W X H)	TYPE	WORK W/DAVID ON THIS SCHEDULE REMARKS	TO REMAIN	NEW
(A)	3	30"x68"	INTERIOR	SOLID CORE		X
(B)	1	30"x68"	INTERIOR	INTERIOR DOOR		X
(C)	1	30"x68"	INTERIOR	(E) INTERIOR DOOR	X	
(D)	1	30"x70"	EXTERIOR	(E) SECURITY DOOR	X	
(E)	1	30"x70"	EXTERIOR	(E) GLASS/ALUMINUM FRAME DOOR	X	



SHEET NOTES

- 1

SLIDING STORAGE SHELVES
- 2

STORAGE SHELF BUILT-IN
- 3

IN FILL (E) DOOR OPENINGS
- 4

(E) MOP SINK & (E) W/H (ELECTRIC) W/H INSTALLED + 7'AFF
- 5

(E) ELECTRICAL PANEL
- 6

RELOCATE (E) LIGHT SWITCH BANK
RELOCATE (E) LIGHT CONTROL BOXES
- 7

(N) LOCATION OF LIGHT SWITCHES
- 8

(N) LOCATION OF LIGHT CONTROL BOXES
- 9

(E) DEMISING WALL
- 10

(E) EXTERIOR CMU WALL
- 11

(E) FURRED WALL, LIGHT GAUGE STEEL STUD AND GYP. BOARD
- 12

(E) CMU DEMISING WALL
- 13

(E) GLASS AND ALUMINUM FRONT WALL TO REMAIN W/O ANY MODIFICATIONS

LEGEND

- (E) EMERGENCY TWIN HEADS W/ INTEGRAL BATTERY UNIT, RELOCATED AS SHOWN ON PLANS
- (E) COMBINATION EXIT SIGN AND EMERGENCY TWIN HEADS, INTEGRAL BATTERY UNIT RED LETTERS, L.E.D.
- 24"x60"x30" DISPLAY CASE FURNITURE FIXTURE
- 24"x48"x30" CASH WRAP FURNITURE FIXTURE
- 24"x48"x30" BACK WALL CABINET FURNITURE FIXTURE
- EXISTING WALL TO REMAIN
- NEW LIGHT GAUGE STEEL STUD WALL

MONARCH ENGINEERS

(415) 448-6073

www.monarchengineers.com

CIVIL
STRUCTURAL
ELECTRICAL
MECHANICAL
DESIGN/
DEVELOPMENT
425 Virginia Street
Suite B
Vallejo, CA 94590

DESCRIPTION:
PROPOSED FLOOR PLAN

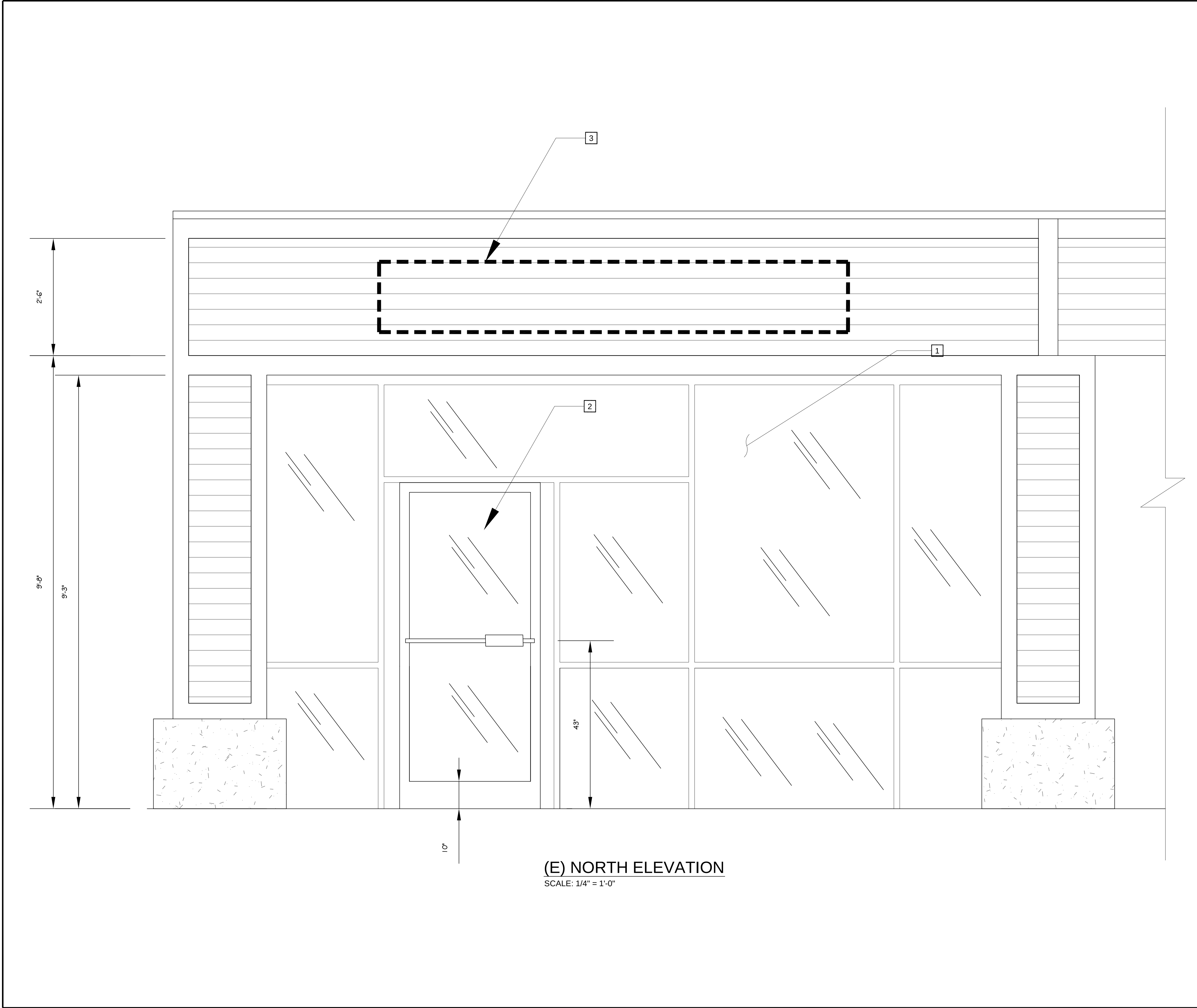
COASTAL RETAIL T. I.
128 ROBLES WAY
VALLEJO, CA 94591



Design by:
R. Cortez
Checked by:
R. Cortez P.E. CAS
Date:
9/28/2020
Drawn by:
K. Kazantseva
Approved by:
R. Cortez P.E. CAS
Scale:
As Noted

REVISIONS		
No.	Date	By
Job No. -		

A-2



SHEET NOTES

- 1

(E) GLASS AND ALUMINUM FRAME DISPLAY FRONT WALL TO REMAIN W/O ANY MODIFICATIONS
- 2

(E) GLASS AND ALUMINUM FRONT DOOR TO REMAIN W/O ANY MODIFICATIONS
- 3

POTENTIAL SIGN AREA TO BE DETERMINED IN A SEPARATE PERMIT



**MONARCH
ENGINEERS**

(415) 448-6073

www.monarchengineers.com

CIVIL
STRUCTURAL
ELECTRICAL
MECHANICAL
DESIGN/
DEVELOPMENT

425 Virginia Street
Suite B
Vallejo, CA 94590

DESCRIPTION:

(E) NORTH ELEVATION

**COASTAL RETAIL T. I.
128 ROBLES WAY
VALLEJO, CA 94591**



Design by:	Drawn by:
R. Cortez	K. Kazantseva
Checked by:	Approved by:
R. Cortez P.E. CAS	R. Cortez P.E. CAS
Date:	Scale:
9/28/2020	As Noted

REVISIONS

No.	Date	By
-	-	-

Job No. -

A-3

ROBERTO CORTEZ, P.E. © COPYRIGHT 2019

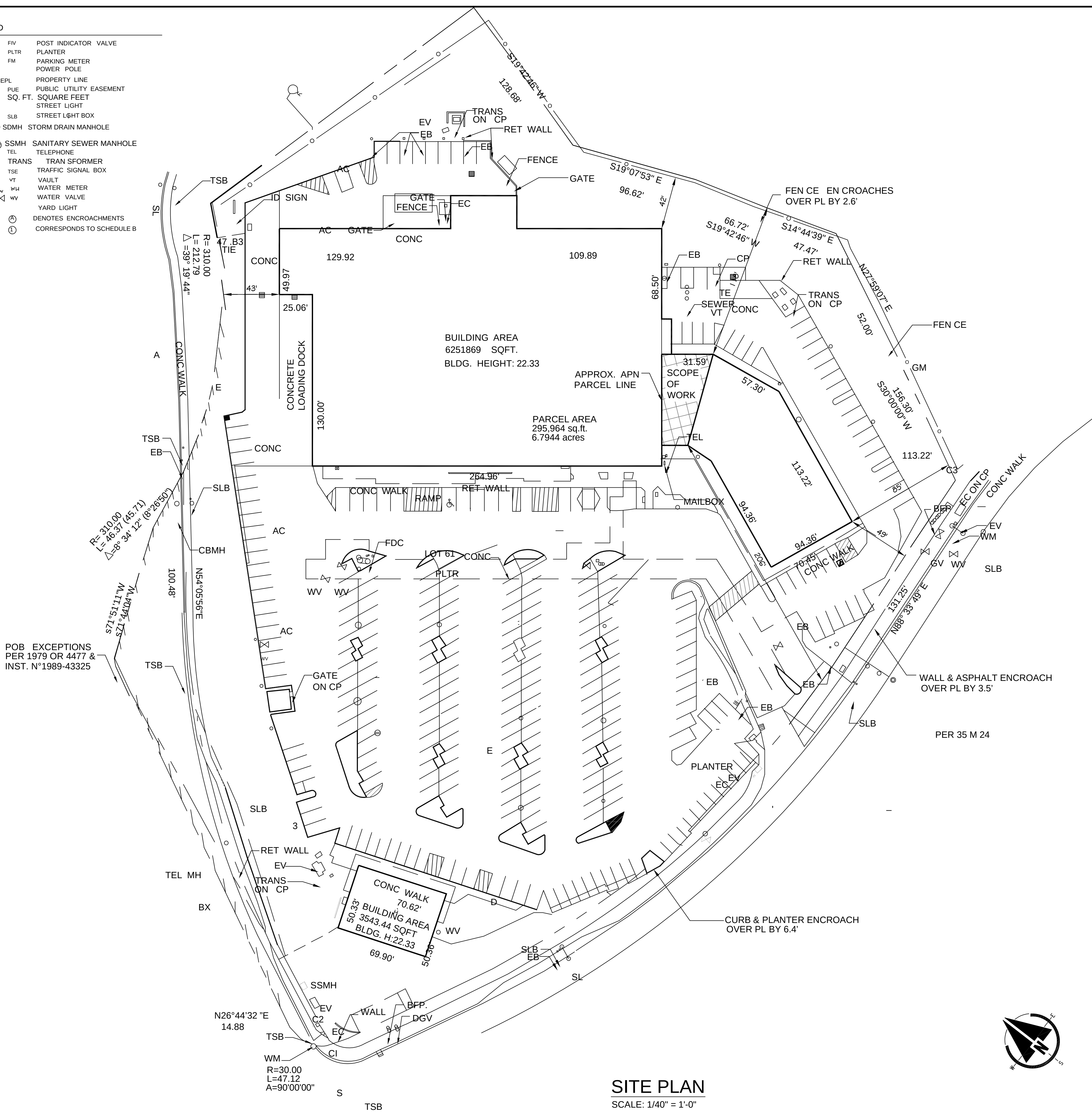
(E) NORTH ELEVATION

SCALE: 1/4" = 1'-0"

GENERAL NOTES

1. EXISTING THRESHOLD AT FRONT DOOR IS COMPLIANT WITH CBC 11B-404.2.5.
2. EXISTING FRONT DOOR MEETS REQUIREMENTS TO FORCE REQUIRED TO OPEN DOORS AS SET BY CBC 11B-404.2.9.

LEGEND			
AC	ASPHALT	FIV	POST INDICATOR VALVE
APN	ASSESSOR PARCEL NUMBER	PLTR	PLANTER
0.0 BFP	BACK FLOW PREVENTOR	FM	PARKING METER
	BOLLARD		POWER POLE
BLDG	BUILDING	IEPL	PROPERTY LINE
ESL	BUILDING SETBACK LINE	PUE	PUBLIC UTILITY EASEMENT
Em	CATCH BASIN	SQ. FT.	SQUARE FEET
	CENTERLINE		STREET LIGHT
CONC	CONCRETE	SLB	STREET LIGHT BOX
CP	CONCRETE PAD	@ SDMH	STORM DRAIN MANHOLE
 DCV	DOUBLE CHECK VALVE	SSMH	SANITARY SEWER MANHOLE
DWY	DRIVEWAY	TEL	TELEPHONE
EB	ELECTRICAL BOX	TRANS	TRANSFORMER
EC	ELECTRICAL CABINET	TSE	TRAFFIC SIGNAL BOX
EV	ELECTRICAL VAULT	VT	VAULT
FC	FACE OF CURB	WM	WATER METER
FDC	FIRE DEPARTMENT CONNECTION	WV	WATER VALVE
	FIRE HYDRANT		YARD LIGHT
ecu	GAS METER		DENOTES ENCROACHMENTS
GV	GAS VALVE		CORRESPONDS TO SCHEDULE B
MH	MANHOLE		
MMW	MONITORING WELL		



SITE PLAN
SCALE: 1/40" = 1'-0"

SHEET NOTES

1

PROJECT NOTES

- THIS PROJECT IS PURELY INTERIOR WORK. NO UTILITIES ARE ADDED NOR THERE IS A CHANGE OF OCCUPANCY CATEGORY FROM PREVIOUS TENANT.
- NO IMPERVIOUS AREA IS CREATED OR REMOVED UNDER THIS PERMIT.

SITE PICTURES



GENERAL NOTES

- THIS SITE PLAN DOES NOT CONSTITUTE A LEGAL DESCRIPTION OR SURVEY. THE INFORMATION DEPICTED HEREON IS GENERAL MEASUREMENTS TO ESTABLISH A RELATIONSHIP OF STRUCTURE AND LOT LINES. THE INFORMATION SHOWN WAS OBTAINED FROM PUBLIC RECORDS AT THE SOLANO COUNTY ASSESSOR'S OFFICE.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS OF THE LOT AND SOIL CONDITIONS, INCLUDING EXCAVATION, UNDERPINNING, DRAINAGE, AND UTILITIES AT THIS PROPERTY, AS WELL AS ADJACENT PROPERTIES. ALL CONSTRUCTION SHALL CONFORM TO CBC 2019, CEC, CMC, AND TITLE 24.
- SHOULD ANY ERROR OR INCONSISTENCY APPEAR OR OCCUR IN THE DRAWINGS, THE CONTRACTOR BEFORE PROCEEDING WITH THE WORK, SHALL NOTIFY THE OWNER FOR PROPER ADJUSTMENT AND, IN NO CASE, SHALL PROCEED WITH THE WORK IN UNCERTAINTY.
- NO CHANGE OR ALTERATION OF DESIGN OR PLAN SHALL BE MADE WITHOUT THE APPROVED WRITTEN CONSENT FROM THE DESIGNER/ENGINEER. THE DESIGNER/ENGINEER SHALL NOT BE RESPONSIBLE FOR SUCH CHANGES OR ALTERATIONS MADE BY OR AGREED UPON BETWEEN OWNER AND CONTRACTOR.



MONARCH
ENGINEERS

(415) 448-6073

www.monarchengineers.com

CIVIL
STRUCTURAL
ELECTRICAL
MECHANICAL
DESIGN/
DEVELOPMENT

425 Virginia Street
Suite B
Vallejo, CA 94590

DESCRIPTION:
SURVEY PLAN

COASTAL RETAIL T. I.
128 ROBLES WAY
VALLEJO, CA 94591



Design by:
R. Cortez
Checked by:
R. Cortez P.E., CASP
Date:
9/28/2020

Drawn by:
K. Kazantseva
Approved by:
R. Cortez P.E., CASP
Scale:
As Noted

REVISIONS		
No.	Date	By
1	-	-

Job No. -

SD-0

ATTENTION:

City of Vallejo Planning Commission

Dear Commissioners Matulac,
Diohep, Cohen-Thompson, Stamps,
Palmares and Bowman,

I urge you to support Plantacea's proposal to relocate
their retail-only dispensary business to 128 Robles
Way in the Glen Cove Shopping Center. The owners
were good and responsible neighbors for as long as
their original Vallejo facility was in operation, and
will continue to be good neighbors and community
partners at their new location. Please join me, city
staff and numerous Glen Cove & Vallejo residents in
supporting this project. Thank you.



PLANTACEA™

Melinda Vasquez
NAME ^

Glen Cove
STREET NAME OR NEIGHBORHOOD ^

Melinda Vasquez
AUTHORIZED SIGNATURE ^

ATTENTION:

City of Vallejo Planning Commission

Dear Commissioners Matulac,
Diohep, Cohen-Thompson, Stamps,
Palmares and Bowman,

I urge you to support Plantacea's proposal to relocate
their retail-only dispensary business to 128 Robles
Way in the Glen Cove Shopping Center. The owners
were good and responsible neighbors for as long as
their original Vallejo facility was in operation, and
will continue to be good neighbors and community
partners at their new location. Please join me, city
staff and numerous Glen Cove & Vallejo residents in
supporting this project. Thank you.



PLANTACEA™

Trey Ellis
NAME ^

GLEN COVE
STREET NAME OR NEIGHBORHOOD ^

Trey Ellis
AUTHORIZED SIGNATURE ^

ATTENTION:

City of Vallejo Planning Commission

Dear Commissioners Matulac,
Diohep, Cohen-Thompson, Stamps,
Palmares and Bowman,

I urge you to support Plantacea's proposal to relocate their retail-only dispensary business to 128 Robles Way in the Glen Cove Shopping Center. The owners were good and responsible neighbors for as long as their original Vallejo facility was in operation, and will continue to be good neighbors and community partners at their new location. Please join me, city staff and numerous Glen Cove & Vallejo residents in supporting this project. Thank you.



PLANTACEA™

Lisey Mirakani
NAME ^

Farrell St

Vallejo, CA
STREET NAME OR NEIGHBORHOOD ^

[Signature]
AUTHORIZED SIGNATURE ^

ATTENTION:

City of Vallejo Planning Commission

Dear Commissioners Matulac,
Diohep, Cohen-Thompson, Stamps,
Palmares and Bowman,

I urge you to support Plantacea's proposal to relocate their retail-only dispensary business to 128 Robles Way in the Glen Cove Shopping Center. The owners were good and responsible neighbors for as long as their original Vallejo facility was in operation, and will continue to be good neighbors and community partners at their new location. Please join me, city staff and numerous Glen Cove & Vallejo residents in supporting this project. Thank you.



PLANTACEA™

Lisey Herseth
NAME ^

Twelve St
STREET NAME OR NEIGHBORHOOD ^

Lisa K. Pearson
AUTHORIZED SIGNATURE ^

ATTENTION

City of Vallejo Planning Commission

Dear Commissioners Matulac,
Diohep, Cohen-Thompson, Stamps,
Palmares and Bowman,

I urge you to support Plantacea's proposal to relocate their retail-only dispensary business to 128 Robles Way in the Glen Cove Shopping Center. The owners were good and responsible neighbors for as long as their original Vallejo facility was in operation, and will continue to be good neighbors and community partners at their new location. Please join me, city staff and numerous Glen Cove & Vallejo residents in supporting this project. Thank you.



PLANTACEA™

Ashley Hutch
NAME ^

Glen Cove
STREET NAME OR NEIGHBORHOOD ^

[Signature]
AUTHORIZED SIGNATURE ^

ATTENTION

City of Vallejo Planning Commission

Dear Commissioners Matulac,
Diohep, Cohen-Thompson, Stamps,
Palmares and Bowman,

I urge you to support Plantacea's proposal to relocate their retail-only dispensary business to 128 Robles Way in the Glen Cove Shopping Center. The owners were good and responsible neighbors for as long as their original Vallejo facility was in operation, and will continue to be good neighbors and community partners at their new location. Please join me, city staff and numerous Glen Cove & Vallejo residents in supporting this project. Thank you.



PLANTACEA™

Rachelle Narey
NAME ^

Glen Cove
STREET NAME OR NEIGHBORHOOD ^

Rachelle Narey
AUTHORIZED SIGNATURE ^

ATTENTION

City of Vallejo Planning Commission

Dear Commissioners Matulac,
Diohep, Cohen-Thompson, Stampa,
Palmares and Bowman,

I urge you to support Plantacea's proposal to relocate their retail-only dispensary business to 128 Robles Way in the Glen Cove Shopping Center. The owners were good and responsible neighbors for as long as their original Vallejo facility was in operation, and will continue to be good neighbors and community partners at their new location. Please join me, city staff and numerous Glen Cove & Vallejo residents in supporting this project. Thank you.



PLANTACEA™

Michael Stewart
NAME ^

Belvedere St.
STREET NAME OR NEIGHBORHOOD ^

Michael Stewart
AUTHORIZED SIGNATURE ^

ATTENTION

City of Vallejo Planning Commission

Dear Commissioners Matulac,
Diohep, Cohen-Thompson, Stampa,
Palmares and Bowman,

I urge you to support Plantacea's proposal to relocate their retail-only dispensary business to 128 Robles Way in the Glen Cove Shopping Center. The owners were good and responsible neighbors for as long as their original Vallejo facility was in operation, and will continue to be good neighbors and community partners at their new location. Please join me, city staff and numerous Glen Cove & Vallejo residents in supporting this project. Thank you.



PLANTACEA™

RAJINDER GILL
NAME ^

JAMES RIVER RD

VALLEJO CA 94591
STREET NAME OR NEIGHBORHOOD ^

[Signature]
AUTHORIZED SIGNATURE ^